



## DEPARTMENT OF CITY PLANNING

### RECOMMENDATION REPORT

#### City Planning Commission

**Date:** September 26, 2019  
**Time:** After 8:30 am  
**Place:** Van Nuys City Hall  
Council Chamber, 2<sup>nd</sup> Floor  
14410 Sylvan Street  
Van Nuys, CA 91401

**Public Hearing:** June 25, 2019

**Appeal Status:** Density Bonus with Waivers of Development Standards is not further appealable. Density Bonus, On-Menu Incentive, Site Plan Review and Project Permit Compliance are appealable to City Council.

**Expiration Date:** September 26, 2019

**Multiple Approval** Yes

**PROJECT LOCATION:** **19336-19360 W. Ventura Boulevard**

**PROPOSED PROJECT:** Demolition of existing car wash, restaurant, and oil lubrication center (approximately 10,450 total square feet of commercial floor area) to construct a new four-story, 54-foot high, 57,680 square-foot, mixed-use building with 59 residential dwelling units (11 percent of the total units or seven units set aside for Very Low Income Households) and 8,533 square feet of ground floor commercial floor area. The project includes 146 parking spaces in one level of subterranean parking and one level of at-grade parking.

**REQUESTED ACTIONS:**

1. Pursuant to CEQA Guidelines Section 15332, an Exemption from CEQA Class 32, and that there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies.
2. Pursuant to Section 12.22 A.25 of the Los Angeles Municipal Code (LAMC), a Density Bonus for a mixed-use project with 59 residential units (seven units set aside for Very Low Income Households) and approximately 8,533 square feet of commercial space, with the following requested incentives and waivers of development standards:
  - a. On-Menu incentive to allow an increase in FAR from 1:1 to 1.78:1 per LAMC Section 12.22 A 25(f)(4), for a property within 1,500 feet of a major Transit Stop;
  - b. On-Menu incentive to allow an 11-foot height increase/one story to permit a four-story, mixed-use building with a height of 54 feet to the top of the elevator shaft per LAMC Section 12.22 A.25(f)(5) in lieu of the 45-foot height limit of the Ventura/Cahuenga Boulevard Corridor Specific Plan;

**Case No.:** **CPC-2018-89-DB-SPR-SPP**  
**CEQA No.:** **ENV-2018-90-CE**  
**Council No.:** 3 – Blumenfield  
**Plan Area:** Encino - Tarzana  
**Specific Plan:** Ventura/Cahuenga Boulevard Corridor Specific Plan  
**Certified NC:** Tarzana  
**GPLU:** Community Commercial  
**Zone:** C2-1VLD

**Applicant:** Yarcoh Investment, LLC,  
Kamyar Marouni

**Representative:** Heather Waldstein,  
Rosenheim & Associates, Inc.

- c. Waiver of Development Standards for transitional height per LAMC Section 12.22 A.25(g)(3); and
  - d. Waiver of Development Standards to permit a 5-foot landscape buffer in lieu of the required 10-foot per LAMC Section 12.22 A.25(g)(3) for a relief from a Specific Plan Standard;
- 3. Pursuant to LAMC Section 16.05, a Site Plan Review for a project that results in an increase of more than 50 dwelling units; and
  - 4. Pursuant to Section 11.5.7 C, a Project Permit Compliance Review for a new mixed-use project within the Ventura/Cahuenga Boulevard Corridor Specific Plan.

**RECOMMENDED  
ACTIONS:**

- 1. **Determine** that based on the whole of the administrative record, the Project is exempt from CEQA pursuant to State CEQA Guidelines, Section 15332, Class 32, and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies.
- 2. **Approve** a Density Bonus for a mixed-use development with a total of 59 residential units (seven units set aside for Very Low Income Households) and approximately 8,533 square feet of ground floor commercial space, with the following requested incentives and waivers of development standard:
  - a. On-Menu incentive to allow an increase in FAR from 1:1 to 1.78:1 per LAMC Section 12.22 A.25(f)(4).
  - b. On-Menu incentive to allow an 11-foot height increase/one story to permit a four-story, mixed-use building with a height 54 feet to the top of the elevator shaft along the Ventura Boulevard elevation per LAMC Section 12.22 A.25(f)(5).
  - c. Waiver of Development Standards for transitional height per LAMC Section 12.22 A.25(g)(3).
- 3. **Deny** a Waiver of Development Standards to permit a 5-foot landscape buffer in lieu of the required 10-foot per LAMC Section 12.22 A.25(g)(3) for a relief from a Specific Plan Standard.
- 4. **Approve** a Site Plan Review for a project that results in an increase of more than 50 dwelling units.
- 5. **Approve** a Project Permit Compliance Review for a new mixed-use project within the Ventura/Cahuenga Boulevard Corridor Specific Plan and the demolition of existing commercial uses onsite.
- 6. **Adopt** the attached Conditions of Approval;
- 7. **Adopt** the attached Findings.



VINCENT P. BERTONI, AICP  
Director of Planning



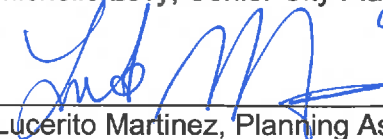
Blake Lamb, Principal City Planner



Michelle Levy, Senior City Planner



Sarah Hounsell, City Planner



Lucerito Martinez, Planning Associate  
818-374-5058 / [lucy.martinez@lacity.org](mailto:lucy.martinez@lacity.org)

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 272, 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 Commissions meeting date. If you challenge these agenda items in court, you may be limited to raising only those issues you or someone else raised at the public hearing agendized herein, or in written correspondence on these matters delivered to this agency at or prior to the public hearing. As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability, and upon request, will provide reasonable accommodation to ensure equal access to this programs, services and activities. Sign language interpreters, assistive listening devices, or other auxiliary aids and/or other services may be provided upon request. To ensure availability of services, please make your request not later than three working days (72 hours) prior to the meeting by calling the Commission Secretariat at (213) 978-1300.

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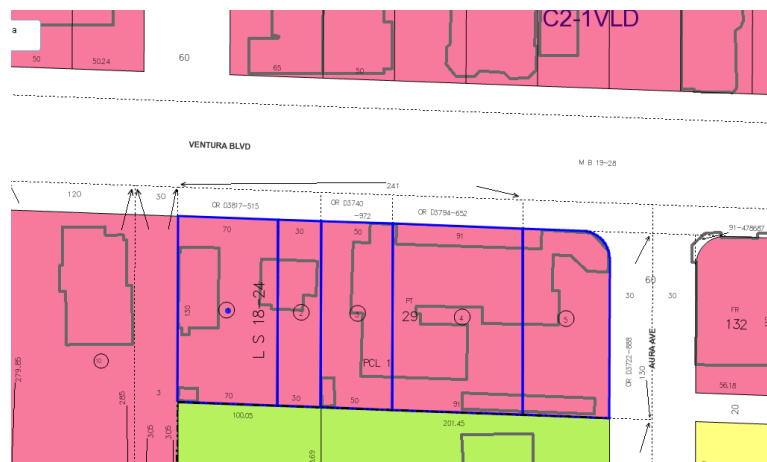
## PROJECT ANALYSIS

### Project Summary

The project includes the demolition of an existing car wash, oil lubrication center, and restaurant (approximately 10,450 square feet total of commercial) to construct a four-story building with a height of 46 feet to the parapet of the roof and 54 feet to the top of the elevator shaft, with 59 residential units (seven units set aside for Very Low Income Households) and 8,533 square feet of commercial area on the ground floor. The project will provide 40 parking spaces at grade and 87 parking spaces within one level of subterranean parking.



The site is zoned C2-1VLD and is located within the Neighborhood and General Commercial Land Use Designation of the Ventura/Cahuenga Boulevard Corridor Specific Plan which limits the Floor Area Ratio (FAR) to 1:1, Lot Coverage to a maximum of 60 percent, and Building Height to 45 feet inclusive of roof projections (by providing the required 10-foot stepback above a height of 25 feet). The site has a total square footage of 39,125 which would allow a maximum of 98 dwelling units. The applicant is requesting two On-Menu Incentives to permit an FAR increase from 1:1 to 1.78:1, and a height increase of 11 feet (one story) to the 45-foot height limit of the Specific Plan and the three-story limitation on mixed-use projects on commercially zoned lots. The proposed project also includes two Waivers of Development Standards requests to allow a deviation from a Specific Plan Development Standard proposing a 5-foot landscaped buffer along the southern property line adjacent to residential in lieu of the required 10-foot buffer and a waiver for the Transitional Height requirements of LAMC Section 12.21.1 A.10 required for commercially zoned lots adjacent to single-family. The project also includes a Site Plan Review for a project which exceeds 50 units and a Project Permit Compliance for a mixed-use project within the Boundaries of the Ventura/Cahuenga Boulevard Corridor Specific Plan and the Tarzana Streetscape Plan.



Zoning: C2-1VLD

General Plan: Community Commercial

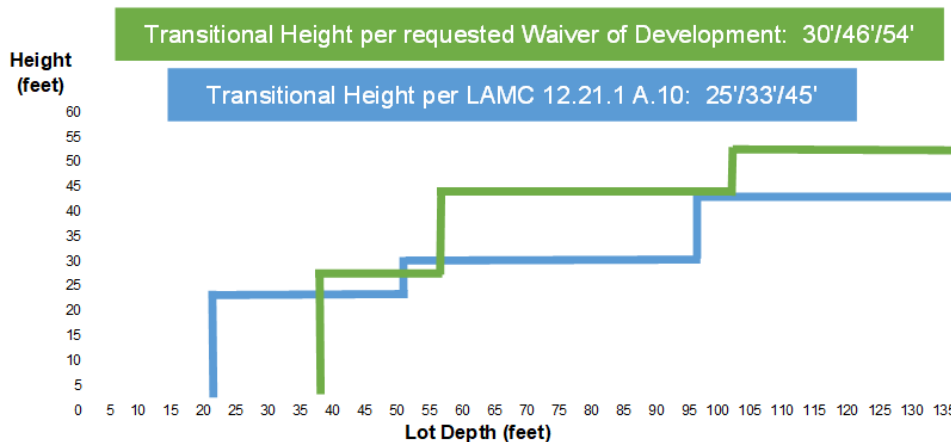
## Height

The site is zoned C2-1VL and is comprised of five lots with a total square footage of 39,125 located on the southwest corner of Ventura Boulevard and Aura Avenue. The site is located within the Neighborhood and General Commercial Land Use Designation of the Specific Plan which limits building height (including rooftop structures) to 30 feet per Section 7.E.1.d.3. or up to 45 feet (including rooftop structures) if the project abuts a major or secondary highway and it includes a 10-foot building stepback from the roof perimeter beginning at a height of 25 feet per Section 7.E.1.f. The site is further limited to three stories as a mixed use project under LAMC Section 12.21.1. The applicant is requesting an On-Menu Density Bonus incentive for 11 additional feet in height (one story) in order to be allowed to construct a four-story, 54-foot high (to the elevator shaft) mixed-use building.

HEIGHT			
LAMC	Specific Plan	Density Bonus	Project as Proposed
<b>45-foot height plus 10 additional feet</b> for rooftop structures per Height District No. 1VL and C2 Zone (LAMC Section 12.21.1)	<b>45 feet (inclusive of rooftop structures)</b> by providing required 10-foot stepback above a height of 25 feet	<b>11 feet/one story</b> to allow a height of 54 feet to the top of the elevator shaft and a four-story mixed-use building on a commercially zoned lot	<b>46 feet to the roof parapet and 54 feet to the top of the elevator shaft</b>

The site has an approximate frontage of 301 feet along Ventura Boulevard and an approximate depth of 130 feet. The site is zoned C2-1VLD and abuts RA-1 zoned properties developed with single-family dwellings along the southern property line and is thus subject to additional Transitional Height limitations under LAMC Section 12.21.1 A.10. A Waiver of Development Standards is being requested to deviate from the Transitional Height Limitations and permit a height of 30 feet at a distance of 37 feet from the residential property line, 46 feet height at distance of 50 to 99 feet from the residential line, and 54 feet (to accommodate the rooftop structures) at a distance of 100 from the residential property line.

TRANSITIONAL HEIGHT		
LAMC	Specific Plan	Density Bonus Waiver of Development Standards/ Project as Proposed
Height of 25 feet at zero to 49 feet from the residential property line	N/A	Height of 30 feet at 37 feet from the residential property line
Height of 33 feet between 50 feet and 99 feet from the residential property line		Height of 46 feet between 50 feet and 99 feet from the residential property line
Height of 45 feet between 100 feet and 199 feet from the residential property line (LAMC Section 12.21.1 A.10)		Height of 54 feet at 100 feet and from the residential property line (LAMC Section 12.22 A.25)



### Parking

The project includes six two-bedroom apartments, 39 one-bedroom apartments, and 14 studios. LAMC Section 12.21 A.4. requires two parking spaces for two-bedroom apartments, 1.5 parking spaces for one-bedroom apartments, and one parking space per studio which would require a total of 84.5 residential parking spaces onsite. However, LAMC Section 12.22 A.25 Parking Option 1 for Density Bonus permits one parking space for studios and one-bedroom apartments and two parking spaces for two-bedroom apartments which would require a total of 65 parking spaces.

Dwelling Units		Residential Parking			
Type	#	LAMC	Specific Plan	Density Bonus	Project
studio	14	14	Residential Parking to be provided per LAMC	14	Required = 65
one-bedroom	39	58.5		39	
two-bedroom	6	12		12	
Total Parking Required		84.5		65	

Specific Plan Section 7.F.1. requires one parking space for every 100 square feet of restaurant use, one parking for every 250 square feet of retail use and other commercial uses, and one parking for every 300 square feet of office use. A total of 51 commercial parking spaces are required for the proposed commercial uses onsite.

Commercial Parking Required per Specific Plan Section 7.F.1.				
Tenant Space	Sq. ft.	Use	Parking Requirement	Parking required
Space A	2802	restaurant	1/100 sq. ft.	28
Space B	1993	retail	1/250 sq. ft.	8
Space C	1372	retail	1/250 sq. ft.	5
Space D	2080	retail	1/250 sq. ft.	8
Space E	222	office	1/300 sq. ft.	1
Space F	64	commercial	1/250 sq. ft.	1
Total commercial parking spaces required				51

The project is providing 87 parking spaces within one level of subterranean parking and 40 parking spaces at grade on a parking lot area located at the rear of the site, for a total of 127 parking spaces.

#### Excess Parking

The project is required to provide 51 commercial parking spaces and 65 residential commercial spaces, for a total of 116 required parking spaces. The project is providing a total of 127 parking spaces (11 parking spaces in excess of what is required).

#### Professional Volunteer Program (PVP) Comments

The project was reviewed by PVP on August 14, 2018. The recommendations included the denial of the reduction of the landscaped buffer from 10 feet to five feet, change the layout of parking proposed at grade to provide 40 parking spaces instead of 59 and provide valet parking for the commercial parking located within the level of subterranean parking (since valet parking was necessary for 38 of the 59 parking spaces proposed at grade), and develop a strategy for landscaping at the ground level due to the subterranean parking. PVP also suggested to develop a strategy for solar panels (perhaps using them mounted on a structure to shade the roof deck), encourage amenities such as seating on the 10-foot landscape buffer since it could provide higher-quality shared open space than that provided on the roof, and add more trees onsite and along Aura and Ventura Boulevard.

#### Landscape Buffer & Trees

The Specific Plan has additional landscaping requirements for parking lots and yards. Since the project is proposing a surface parking lot adjacent to the residential properties to the south, Specific Plan Section 7.D.1.c. requires a 10-foot landscaped buffer adjacent to the existing residential uses. The applicant is requesting a Waiver of Development Standards to provide a 5-foot landscaped buffer instead of the required 10 feet in order to accommodate 19 additional parking spaces on the ground floor which would increase the number of excess parking onsite from 11 to 30. The extra parking at grade was provided in order to accommodate the commercial parking spaces at grade and the residential parking on the one level of underground parking. However, 38 of the 51 parking spaces at grade would be tandem which would require the use of valet parking services. By providing 40 parking spaces at grade, valet services would only be needed for any commercial parking spaces located within the underground parking which is provided in tandem. The applicant will also need to develop a strategy for landscaping on the ground level due to the one level of subterranean parking. A 10-foot buffer would allow for more landscaping and additional buffer between the proposed mixed-use project and the single-family homes to the south since the underground parking limits the depth of the soil and thus the potential height of trees.

LAMC Section 12.21 G.2(a)(3) requires one tree per every four dwelling units. At 59 units the project is required to provide 15 trees. In addition, Section 7.D. of the Specific Plan requires one parking space for every four surface parking spaces which would require the provision of 10 trees (for 40 surface parking spaces or 15 trees for 59 parking spaces) to be provided within the parking lot. A 5-foot landscape buffer would provide less landscape space while resulting in a greater number of trees required onsite (30 trees). The 10-foot landscape buffer is needed to provide additional space to accommodate the 25 required trees onsite for 40 parking spaces provided at-grade. Street trees will be removed and replaced or maintained to the satisfaction of Urban Forestry Division, Bureau of Street Services.

### Setbacks

Since the project is adjacent to residential properties to the south, Specific Plan Section 7.A.3.c. requires a minimum 20-foot rear yard unless more is required per LAMC Section 12.21.1 A.10. Per Specific Plan Section 3.A.2., “wherever this Specific Plan contains provisions which require different setbacks, restricted yards, lower densities, lower heights, restricted uses, greater parking requirements or other greater restrictions or limitations on development than would be allowed pursuant to the provisions contained in LAMC Chapter I, the Specific Plan shall prevail and supersede the applicable provisions of that Code.” Furthermore, as a mixed-use project the project requires different setbacks for the commercial uses on the ground floor and residential uses on the second floor. As it is shown in the table below, the project complies with the required setbacks.

LAMC Setbacks for mixed use building in C2 zone (commercial ground floor, 2nd-4th floor residential)		Specific Plan Setbacks	Project
Setbacks (commercial uses)- ground floor	LAMC 12.14	Section 7.A.3.	Ground Floor
Front Yard	none	18-inch landscaped setback	18-inch landscaped setback
Side Yards	none	Minimum 18-inch 15-foot maximum landscaped setback along Aura because corner lot & minimum 0-inch 10-foot maximum setback on the eastern side yard	18-inch landscaped setback along Aura Avenue
Rear Yards	none	20-foot adjacent to residential	37 feet
Setbacks (residential uses)	LAMC	Section 7.A.3.	(2nd-4th Floors)
Front Yard	None (per LAMC 12.14)	18-inch setback up to 15-foot building height, then 0-inch	18-inch setback
Side Yards	7 feet (per LAMC 12.11 for R4 zone )	7-foot (per LAMC Section 12.11 for R4 zone )	7 feet
Rear Yards	16 feet (per LAMC 12.11 for R4 zone)	20-foot adjacent to residential	37 feet

### Zoning

The property is zoned C2, is located in the Encino–Tarzana Community Plan, and has a Community Commercial Land Use Designation with corresponding zones of CR, C2, C4, and RAS3. The project is located within the Ventura-Cahuenga Boulevard Corridor Specific Plan. The site is subject to ZI-2427 Freeway Adjacent Advisory Notice for Sensitive Uses, is located in a Special Grading area and a Liquefaction area, and is located 12.7 kilometers from the Malibu coast Fault.

### **Surrounding Properties**

The site is adjacent to lots in the C2-1VLD Zone developed with one and two-story commercial businesses to the west, to the north across Ventura Boulevard, and to the east across from Aura Avenue. The 101 Freeway is located approximately 250 feet to the north of the site.

### **Streets and Circulation**

Ventura Boulevard: The City's Mobility Plan 2035 designates Ventura Boulevard as a Boulevard II with a designated right-of-way width of 110 feet and a designated roadway width of 80 feet. It has a current varying width of 100 feet and is improved with sidewalks, gutters, and an asphalt roadway. A 5-foot dedication is required along the Ventura Boulevard frontage as well as a 20-foot radius property line return at the intersection of Ventura Boulevard and Aura Avenue.

Aura Avenue: The City's Mobility Plan 2035 designates Aura Avenue as a Standard Local Street with a designated right-of-way width of 60 feet and a designated roadway width of 36 feet. It has a current width of 60 feet and is improved with sidewalks, gutters, and an asphalt roadway. No dedication is required along Aura Avenue.

### **Related On-Site Cases**

There are no related on-site cases.

### **Related Off-Site Cases (within 500 feet)**

Case No. DIR-2016-0045-SPPA-SPP – On April 11, 2016, a Project Permit Compliance Review to permit the construction of a new, 23,920 square-foot commercial building to be connected by a bridge to an existing two-story 5,212 square-foot commercial building on a 31,259 square-foot site. The existing building will get a façade renovation, and the new building will match. Two levels of subterranean parking and a re-striped surface parking areas will provide a total of 161 parking spaces, including 32 bicycle parking spaces that replace eight automobile spaces. The proposed uses include 5,154 square feet of retail space, 8,387 square feet of restaurant use, 2,494 square feet of office space, and medical use of 5,145 square feet at 19347 Ventura Boulevard. A height adjustment was granted to permit a height of 33 feet. The case was not appealed.

Case No. DIR-2016-0045-SPPA-SPP-M1 – On September 20, 2017, a Project Permit Compliance Review Modification was approved for the change of use of 2,100 square feet from retail space to restaurant space, and installation of onsite bicycle parking, and the option for the in-lieu parking spaces for eight deficient parking spaces at 19347 Ventura Boulevard. This approval includes signage for the project.

Case No. DIR-2018-3809-SPP – On June 28, 2018, a Project Permit Compliance Review was filed for the construction of a new 45-foot high, 26,045 square-foot commercial building over two and a half levels of subterranean parking to be connected by a Bridge to an existing 5,212 square-foot building and master tenant sign program at 19327 Ventura Boulevard, as the prior filing and modification expired.

### **Communications**

On November 5, 2018, the Tarzana Neighborhood Council submitted a letter in support of the project. However, the Neighborhood Council recommended the following: commercial surface parking to be accessed from Ventura Blvd only, automobile access off of Aura to be used only for emergencies, require a parking attendant on duty when the commercial establishments are open



(required because of the tandem parking), commercial units to have 14-foot ceilings, southern buffer to be reduced from required 10 feet to 5 feet to allow for required commercial parking, height on Ventura Blvd frontage to be increased by 2 feet above allowed height to accommodate architectural features (elevator shafts), an eight (8) foot wall to be constructed along the south property line.

Additionally, three emails in opposition and one in partial opposition have been received.

### **Hearing Officer Comments**

A public hearing was conducted by the Hearing Officer on June 25, 2019, at 10:30 a.m., at the Marvin Braude San Fernando Valley Constituent Service Center in Van Nuys. The hearing was attended by neighborhood residents, the Neighborhood Council, the applicant, and the applicant's representative. Approximately 15 people attended the hearing. A total of nine speakers provided testimony. Three speakers were in favor and six speakers were against the project. Public correspondence has also been received before and after the hearing as noted under the Public Hearing and Communication section of this report.

### **Staff Response**

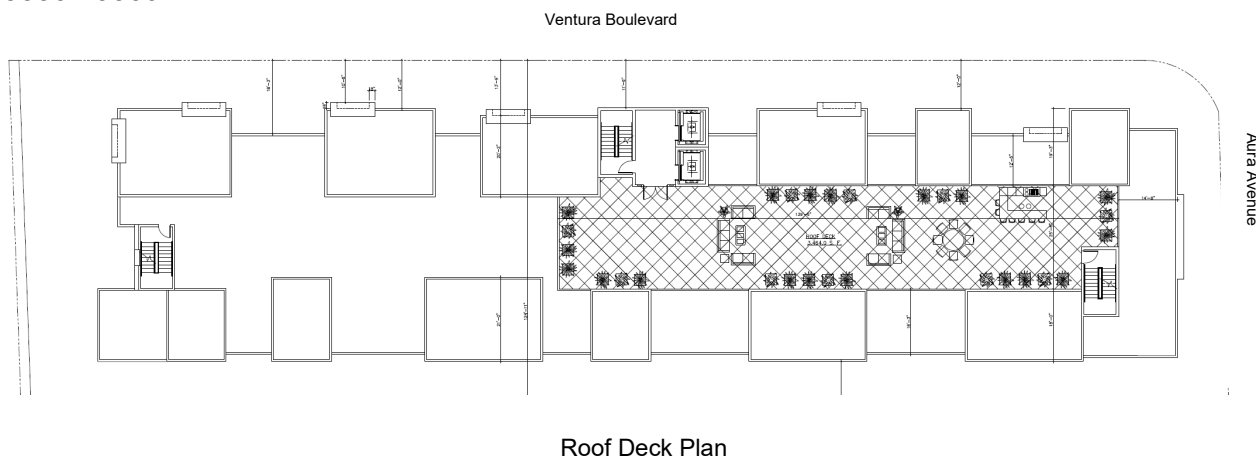
The main concerns by the neighbors include the height of the building, the rooftop deck, automobile access to the site from Ventura Boulevard and Aura Avenue, landscape setback and traffic.

#### **Height**

The project is proposed on a site which allows a maximum height of 45 feet (including rooftop structures) if the required stepbacks above the height of 25 feet are provided. The applicant had originally proposing a 44-foot tall building to the parapet of the roof, but increased the height to 46 feet in order to accommodate a request for 14-foot high commercial ceilings from the Neighborhood Council. The 54-foot height is inclusive of the rooftop structures such as the elevator shaft and some architectural projections, which are located along the Ventura Boulevard frontage.

#### **Rooftop Deck**

As a mixed-use project with 59 dwelling units, the project is required to provide 6,050 square feet of open space. The project is proposing a 3,464 square-foot deck and 2,600 square feet of private open space in the form of private balconies for the residents in order to meet the open space requirements. The rooftop deck is proposed on the northeast rooftop portion of the building, away from the single-family residential neighbors to the south and closer to the intersection of Ventura Boulevard and Aura Avenue. The third floor units are set back 51 feet 9-inches from the southern property line and the rooftop deck is set back another 16 feet 3-inches, which results in a 68-foot set back from the adjacent single family property. The rooftop deck is proposed to be situated further than the existing carwash building and at a higher elevation. The single-family residential dwelling is setback another 10 feet from its property line. The project has also been conditioned to provide landscaping along the southern and western portion of the rooftop to provide screening to the residential areas.



### Landscaped Setback

The proposed five-foot landscape buffer is requested as a Waiver of Development of Standards in lieu of the required 10-foot standard of the Specific Plan. The requested reduction would allow all the required commercial parking spaces to be provided at grade, however, it would require valet parking since 38 of the provided parking spaces would be tandem. Since valet parking services are necessary, the project can instead provide 40 parking spaces at grade and the additional 11 parking spaces within the one level of subterranean parking. This will also allow a greater buffer between the project and the single-family homes to the south and allow more space to accommodate the required trees onsite (25 trees).

### Automobile Access/Circulation

The community had different views from the Neighborhood Council regarding where vehicular access should be provided to the site. The applicant was proposing to limit commercial automobile ingress and egress off of Ventura Boulevard along the northwestern portion of the site and provide a Fire emergency access along Aura Avenue by providing a reduced landscape buffer along the southern property line which would allow all the commercial parking to be provided at grade. Residential parking was proposed on the one level of subterranean parking with access off Aura Avenue. However, as explained above, the extra parking at grade would reduce the landscaped area available to accommodate the required trees onsite. Forty parking spaces can be provided at grade by providing the required 10-foot landscaped buffer along the southern property line and any commercial parking located within the underground parking will be provided through valet parking services (since parking underground is provided in tandem). In addition, the Department of Transportation on a Memo dated May 14, 2019, has conditioned the project to submit a parking and driveway plan for approval prior to the submittal of building permit plans for plan check to the Department of Building and Safety.

### Traffic

The site is currently developed with a car wash, a Jiffy Lub, and a fast food restaurant. According to the Traffic Assessment from the Department of Transportation dated September 17, 2018, the proposed mixed-use project with 59 residential units is estimated to generate a net decrease of 95 daily trips. Thus, the project will not result in more traffic onsite.

### **Conclusion**

Based on the Public Hearing and information submitted to the record, staff recommends that the City Planning Commission approve the requested Density Bonus with the requested On-Menu and the Waivers of Development Standard for transitional height while denying the Waiver of Development Standard to provide a 5-foot landscape buffer, approve the Site Plan Review, and the Project Permit Compliance for the Ventura/Cahuenga Boulevard Corridor Specific Plan for the proposed four-story, 46-foot high building to the top of the parapet and 54 feet to the elevator shaft, mixed-use building with 59 residential units (seven units set aside for Very Low Income Households) and 8,533 square feet of commercial area on the ground floor. Additionally, staff recommends that the City Planning Commission find, based on its independent judgement, after consideration of the entire administrative record, that the project is categorically exempt from CEQA, Case No. ENV-2018-90-CE.

## CONDITIONS OF APPROVAL

### **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, stamped "Exhibit A" (stamp dated August 29, 2019) and attached to the subject case file. No change to the plans will be made without prior review by the Department of City Planning, Valley Project Planning Bureau, and written approval by the Director of Planning. Each change shall be identified and justified in writing. Minor deviations may be allowed in order to comply with the provisions of the Los Angeles Municipal Code or the project conditions.
2. **Residential Density.** The project shall be limited to a maximum density of 59 residential units, including Density Bonus Units.
3. **Affordable Units.** A minimum of seven (7) units for Very Low Income Households, that is 11 percent of the total dwelling units, shall be reserved as affordable units, as defined by the State Density Bonus Law 65915 (c)(1) or (c)(2).
4. **Changes in Restricted Units.** Deviations that increase the number of restricted affordable units or that change the composition of units or change parking numbers shall be consistent with LAMC Section 12.22 A.25.
5. **Housing Requirements.** Prior to issuance of a building permit, the owner shall execute a covenant to the satisfaction of the Los Angeles Housing and Community Investment Department (HCIDLA) to make seven (7) 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. The project shall comply with any monitoring requirements established by the HCIDLA. Refer to the Density Bonus Legislation Background section of this determination.
6. **Floor Area Ratio (FAR).** The project shall be limited to 49,146 square feet of residential floor area and 8,533 square feet of commercial area, the equivalent to 1.78:1 FAR, pursuant to LAMC Section 12.22 A.25.
7. **Height/Stories.** The project shall be permitted four stories and a maximum building height of 46 feet to the top of building parapet and 54 feet to the top of the elevator shaft in lieu of the maximum 45-foot building height limitation of the Specific Plan Section 7.E.1.f. and the three-story limitation for mixed use projects under LAMC Section 12.21.1, pursuant to LAMC Section 12.22 A.25.
8. **Transitional Height.** The project shall be permitted a height of 30 feet at 37 feet, a height of 46 feet at 50 feet and a height of 54 feet to the top of the elevator shaft at 100 feet measured from the property line abutting the RA Zone, in lieu of the transitional height requirements of LAMC Section 12.21.1 A.10, pursuant to LAMC Section 12.22 A.
9. **Façade Design.** The project shall comply with the following:
  - a. The project shall include beige porcelain tile along the first floor, on the central tower from the residential pedestrian entrance to the top of the elevator shaft, along most of the third and fourth floor elevations and trowel finish stucco shall be used along the second floor

and portions of the fourth floor as shown in the elevations and renderings in Exhibit "A" Windows and doors shall be dark brown.

- b. The façade shall include the articulation shown in the elevations and renderings which includes varying depths along the second, third, and forth floors as well as the architectural projections along the fourth floor facing Ventura Boulevard.
- c. Awnings as shown in the renderings shall be located above each commercial pedestrian entrance along Ventura Boulevard and Aura Avenue.
- d. Suite B, C, and D on the ground floor shall have a pedestrian entrance on Ventura Boulevard and Suite A shall provide one pedestrian entrance on Ventura Boulevard and one pedestrian entrance on Aura Avenue. The commercial suites may have an additional pedestrian entrance to the rear parking lot.
- e. The north elevation facing Ventura Boulevard must comply with the tiered height stepbacks required by Specific Plan Section 7.E.1.f. for buildings above 30 feet in height.

**10. Automobile Parking.** The project shall provide a minimum of 116 automobile parking spaces for the proposed mixed-use project.

- a. A minimum of 51 commercial automobile parking spaces shall be provided as required by Specific Plan Section 7.F.1 and according to the following table:

Commercial Parking Required per Specific Plan Section 7.F.1.				
Tenant Space	Sq. ft.	Use	Parking Requirement	Parking required
Space A	2,802	restaurant	1/100 sq. ft.	28
Space B	1,993	retail	1/250 sq. ft.	8
Space C	1,372	retail	1/250 sq. ft.	5
Space D	2,080	retail	1/250 sq. ft.	8
Space E	222	office	1/300 sq. ft.	1
Space F	64	commercial	1/250 sq. ft.	1
Total commercial parking spaces required				51

- b. Any future change(s) of use shall be subject to the parking requirements of Specific Plan Section 7.F.1.
- c. A minimum of 65 residential parking spaces shall be provided as required per 12.22.A.25 Parking Option 1.

**11. 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 and no other Condition of Approval or incentive is affected, then no modification of this determination shall be necessary, and the number of parking spaces shall be re-calculated by the Department of Building and Safety based upon the ratios set forth above.

**12. Bicycle Parking.** Bicycle parking shall be provided consistent with LAMC 12.21 A.16. Long-term bicycle parking shall be provided at a rate of one per dwelling unit or guest room, one (1) per 2,000 square feet of restaurant use (minimum 2), one (1) and one per 2,000 square feet

of retail use (minimum 2), and (1) per 10,000 square feet of office use (minimum of 2). Additionally, short-term bicycle parking shall be provided at a rate of one (1) per ten dwelling units or guest rooms (minimum of 2), one (1) per 2,000 square feet of restaurant use (minimum 2), one (1) per 2,000 square feet of retail use (minimum 2), and one (1) per 5,000 square feet of office (minimum of 2).

- a. A minimum of 59 long-term and five (5) short term bicycle spaces shall be provided for the residential units.
- b. A minimum of two (2) short term and two (2) long term bicycle parking spaces shall be provided for each of the restaurant, retail, and office spaces, for a total of ten (10) short term and ten (10) long-term bicycle parking spaces for the commercial uses.

13. **Heat Island Effect.** To reduce the heat island effect, a minimum of 50% of the area of pathways, patios, driveways or other paved areas shall use materials with a minimum initial Solar Reflectance value of 0.35 in accordance with ASTM (American Society of Testing Materials) standards.

14. **Parking Design.** Parking structures or that portion of a building or structure that is used for parking at grade or above grade shall be designed to minimize vehicle headlight and parking structure interior lighting impacts ("spillover") on adjacent streets and properties.

15. **Electric Vehicle Parking.** The project shall include at least 20 percent (20%) of the total code-required parking spaces 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 ampacity. Five percent (5%) of the total code required parking spaces will be further provided with EV chargers to immediately accommodate electric vehicles within the parking areas. When the application of either the required 20 percent or 5 percent results in a fractional space, round up to the next whole number. A label stating "EV CAPABLE" shall be posted in a conspicuous place at the service panel or subpanel and next to the raceway termination point.

Any parking spaces provided above LAMC requirements shall be provided with EV chargers to immediately accommodate electric vehicles within the parking areas.

16. **Unbundled Parking.** Residential parking shall be unbundled from the cost of the rental units, with the exception of parking for Restricted Affordable Units.

17. **On-Site Trees.** At least one 24-inch box tree for every four dwelling units (15 trees for 59 residential units) shall be provided on site and may include street trees in the parkway as required per LAMC 12.21 G.2(a)(3). These trees shall be planted and dispersed around the property. In addition, for the surface parking lot, one tree shall be provided for every four parking spaces (10 trees for 40 parking spaces) as required per Specific Plan Section 7.D.1.b. These trees shall be shade producing trees of a minimum 30-inch box size, no less than ten feet in height at maturity with a minimum tree canopy of 50 percent of the height of the tree. Trees on the parking lot shall be evenly distributed so as to shade the surface parking area.

18. **Street Trees.** Plant street trees and remove any existing trees within dedicated streets or proposed dedicated streets as required by Urban Forestry Division of the Bureau of Street Services. Parkway tree removals shall be replanted at a 2:1 ratio. All street tree plantings shall

be brought up to current standards. Street Trees shall be in conformance with the Tarzana Streetscape Plan.

When the City has previously been paid for tree plantings, the contractor shall notify the Urban Forestry Division at (213) 847-3077 upon completion of construction to expedite tree planting.

19. **Open Space.** The project shall provide code required open space per LAMC 12.21G or a minimum of 6,064 square feet of open space, whichever is greater. The open space areas shall include the following:
  - a. A minimum combined 2,600 square feet of open private space shall be provided in the form of private balconies as shown on Exhibit "A".
  - b. A minimum 3,464 square-foot rooftop deck common open space area as shown on Exhibit "A".
20. **Rooftop Deck.** The rooftop deck shall be located on the eastern portion of the roof and shall be set back a minimum of 16-feet from the rooftop edge. It shall incorporate recreational amenities such as tables, benches, barbeque areas and sitting areas.
21. **Rooftop Landscaping.** A minimum 25 percent (866 square feet) of the rooftop deck common open space area shall be landscaped and in accordance with Exhibit "A". Landscaping must be provided along the southern and western portion of the rooftop deck in order to provide a visual buffer to the residential area to the south and shaded areas.
22. **Building Design/Materials.** The project shall provide building design materials/elements as depicted in Exhibit "A" that includes but not limited to the following: trowel finished stucco, beige porcelain tile, painted metal awnings, and aluminum doors and windows. The building color and materials (design theme) shall be included on each elevation. A note shall be added to the Project Elevations to indicate the metal materials incorporated into the design shall be a non-reflective material.
23. **Solar and Electric Generator.** Generators used during the construction process shall be electric or solar powered. Solar generator and electric generator equipment shall be located as far away from sensitive uses as feasible.
24. **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.

#### **Specific Plan Conditions**

25. **Yards.** Per Specific Plan Section 7.A.1.a. the lot shall be deemed to front on Ventura Boulevard and per Section 7.A.3. the project shall provide the following setbacks:
  - a. On the commercial ground floor:
    - (1) an 18-inch landscaped setback along Ventura Boulevard.
    - (2) an 18-inch minimum and 15-foot maximum landscaped setback along Aura Avenue.
    - (3) a westerly side yard setback between zero and 10 feet.
    - (4) a 20-foot rear yard setback
  - b. On the second floor (residential uses):
    - (1) an 18-inch setback from the lot line up to a building height of 15 feet.
    - (2) seven-foot easterly and westerly side yards
    - (3) a 20-foot rear yard setback

**26. Lot Coverage.** The project shall not exceed a 60 percent lot coverage.

**27. Landscaping.** The project shall comply with the following landscaping requirements as required per Specific Plan Sections 7.A.3., 7.D.1. and 7.D.3.:

- a. An 18-inch landscaped setback from the property line along the building's frontage on Ventura Boulevard.
- b. At least 60 percent of any building setback in excess of the required 18-inch landscaped setback, shall be landscaped and the remainder shall be finished to City standards for sidewalks, or finished with other paving materials, including concrete pavers, brick masonry pavers.
- c. At least 15 percent of the total area of a surface parking lot shall be landscaped.
- d. Trees and landscape provided must comply with the Tarzana Streetscape Plan Sections 7.0 to 7.3, and Sections 11.0 to 11.2.
- e. A 30-inch landscaped buffer along the westerly side yard around the parking lot.
- f. A 10-foot landscape buffer along the southerly property line.
- g. The applicant shall submit a landscape plan that provides adequate volume and depth in soil needed for required trees and landscaping to reach their intended height and canopy at maturity according to the following tables:

Minimum requirements for all required trees		
Canopy Diameter	Volume	Depth
15' to 19'	220 cu. ft.	36"
20' to 24'	400 cu. ft.	36"
25' to 29'	620 cu. ft.	42"
30' to 34'	900 cu. ft.	42"
35' to 39'	1,200 cu. ft.	42"
40' or more	1,600 cu. ft.	48"

Minimum requirements for all other plants	
Height	Soil Depth
<6"	12"
6" to 11"	18"
1' to 7'	24"
8' to 14"	30"
15' to 24'	36"

- h. The applicant shall install an automatic irrigation system to maintain all required landscaping.
- i. The applicant shall maintain the landscape in a good, healthy condition by performing daily maintenance, removing trash, and replacing any dead plant materials, broken irrigation sprinklers and watering devices.

**28. Signage.** Any future onsite signage will require the filing of a Project Permit Compliance.



29. **Signage during Construction.** There shall be no off-site commercial signage on construction fencing during construction.
30. **Certification of Landscape Installation.** Prior to obtaining a Certificate of Occupancy, the project architect, landscape architect, or engineer shall certify in a letter to the Department of City Planning and to the Department of Building and Safety that the approved landscape plan has been implemented.
31. **Driveway.** The project shall have a driveway located along the westernmost portion of the property along Ventura Boulevard, a driveway along Aura Avenue, and access to the underground parking along the southernmost portion of the property on Aura Avenue. Driveways and circulation shall be built to the satisfaction of the Department of Transportation.
32. **Streetscape Improvement.** Prior to the issuance of a certificate of occupancy, and in addition to all other requirements of the Department of Building and Safety, the property owner shall submit public right-of-way plans to the Department of Public Works (per Section 9.A. of the Specific Plan) that all required landscape and relevant streetscape elements of the Tarzana Streetscape Plan-Western District have been implemented as follows:

Trees

- a. The Tipuana Tipu tree shall constitute 80 to 90 percent of the street trees and shall be planted at a maximum spacing of 100 feet on center on each side of Ventura Boulevard. Tree spacing in relation to the tree on the opposite side of Ventura Boulevard shall alternate so as to present an informal effect.
- b. Other recommended accent street trees are the Jacaranda Mimosifolia, Chorisa Speciosa (thornless, flowering tree variety only), and in some instances, depending upon the proper micro-climate, Erythina Caffria. Tree types and descriptions are found in section 7.0. of the Tarzana Streetscape. The Jacaranda tree shall not be located such that the canopy spreads over parking spaces.
- c. All street trees shall be planted so that they avoid conflicts with street lights and other utilities.
- d. The minimum size tree box for the streets trees shall be 36 inches, unless otherwise stated for the individual corners. Trees unavailable in 36-inch box sizes may be planted in smaller sizes, and no greater quantity is to be required. Size standards are to be comparable with those listed in the Valley Crest Nursery Catalog. The trees are to be untopped.
- e. Irrigation shall be provided in consistency with the Tarzana Streetscape Section 4.1.2.

Lighting Fixtures and Street Lighting

- f. All modern 40-foot roadway street lighting poles and fixtures shall be painted "Spring Street Green". All other traffic equipment, such as stop lights, shall also use this standard color. Street lighting features shall be arranged to avoid future conflicts with street trees.
- g. Any pedestrian lighting provided shall be in compliance with the Tarzana Streetscape Plan Section 4.2.1 and Section 4.2.2 to the satisfaction of Bureau of Street Lighting.

### Community Signage

- h. If the Tarzan Logo is to be used in street signs, benches, and other sites within the streetscape, permission shall be obtained from the Tarzana Chamber of Commerce which has the legal right to use the Tarzan Logo.

### Public Art

- i. All projects subject to the 1% Cultural Arts fee are required to submit application to the Cultural Affairs Department to place some public work of art, acceptable to the Cultural Affairs Department, onsite within public view, or within the public right-of-way when permitted by the Department of Public Works.
- j. All public art within the Tarzana portion of the Specific Plan shall be compatible with the General Theme centering on the imagery associated with Tarzan.
- k. Any public art shall be highly integrated with other 3-Dimensional elements of the streetscape, in particular, street trees, but also, paving patterns, building facades, and on-site landscaping.

### Sidewalk Paving Patterns

- l. The sidewalks shall provide the illusion of a pathway meandering informally in this district. To create this effect, the use of different paving colors/textures can be used. The walk may, where permitted by the Department of Public Works, enter into private property to convey a convincing meander, particularly where public artwork in a landscaped setting is placed in the public right-of-way. In such cases, the artwork/landscaping may count toward any buffer planting requirements, as appropriate.

### Curbs and Gutters

- m. The curbs should be constructed integral with the gutter using natural color concrete, not colored concrete. Gutters are to be standard, unless an alternative design is approved by the Department of Public Works.

### Street Maintenance Holes and Covers

- n. Street maintenance holes and covers shall be provided in conformance with the Tarzana Streetscape Section 5.3.

### Crosswalks

- o. The crosswalks are to be highlighted with a pattern of Earth Tone colors, which will create the appearance of a meandering path that continues from the sidewalk.
- p. Any access ramps which are modified shall be constructed to conform to ADA standards.

### Street Furniture

- q. Any street furniture such as benches, bicycle racks, bus shelters, fountains, kiosks, newspaper stands, pot and planters, trash receptacles shall comply with the Tarzana Streetscape Plan Sections 6.1 to 6.14.

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

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

34. **Mechanical and Rooftop Equipment Screening.** No mechanical or rooftop equipment (including transformers vaults, etc.) shall be visible from Ventura Boulevard and Aura Avenue, and shall be screened behind architectural elements.

### **Site Plan Review Conditions**

35. **Materials.** A variety of high quality exterior building materials, consistent with Exhibit A, shall be used. Substitutes of an equal or greater quality shall be permitted, to the satisfaction of the Department of City Planning, Project Planning Bureau.
36. **Lighting.** All outdoor and parking lighting shall be shielded and down-cast within the site in a manner that prevents the illumination of adjacent public rights-of-way, adjacent properties, and the night sky (unless otherwise required by the Federal Aviation Administration (FAA) or for other public safety purposes).
37. **Litter.** The applicant shall be responsible for maintaining the premises and adjoining sidewalk free of debris or litter.
38. **Graffiti.** All graffiti on the site shall be removed or painted over to match the color of the surface to which it is applied within 24 hours of its occurrence.
39. **Solid Masonry Wall.** If no such wall already exists, an 8-foot high slumpstone or decorative masonry wall shall be constructed adjacent to the neighboring single-family residences to the south, except in the required front yard. The walls or fences shall be designed to be compatible with the architecture of the principal building. The height of the wall shall be measured from the lowest adjacent grade, pursuant to the Los Angeles Municipal Code.
40. **Trash/recycling.** Trash areas shall be buffered and screened from sidewalks, streets, or residential uses, and should be designed to be compatible with the architecture of new and existing buildings. Trash receptacles shall be stored in a fully enclosed building or structure, constructed with a solid roof at all times. Trash and recycling containers shall be locked when not in use. Trash and recycling containers shall not be placed in or block access to required parking.
41. **Accessory structures.** Accessory structures such as transformer vaults, HVAC equipment, satellite dishes, free-standing canopies, etc., shall be designed such that they integrate with the architectural and/or landscape design of the project.

### **Administrative Conditions of Approval**

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

43. **Code Compliance.** All area, height, yard, and use regulations of the zone classification of the subject property shall be complied with, except where granted conditions differ herein.
44. **Covenant.** Prior to the issuance of any permits relative to this matter, an agreement concerning all of the information contained in these conditions shall be recorded by the property owner in the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent owners, heir, or assigns. Further, the agreement must be submitted to the Department of City Planning (DCP) for approval before being recorded. After recordation, a Certified Copy bearing the Recorder's number and date must be given to DCP for attachment to the subject file.
45. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning and any designated agency, or the amendments thereto.
46. **Notations on Plans.** Plans submitted to the Department of Building and Safety, for the purpose of processing a building permit application shall include all of the Conditions of Approval herein attached as a cover sheet, and shall include any modifications or notations required herein.
47. **Expiration.** In the event that this grant is not utilized within three years of its effective date (the day following the last day that an appeal may be filed), the grant shall be considered null and void. Issuance of a building permit, and the initiation of, and diligent continuation of, construction activity shall constitute utilization for the purposes of this grant.
48. **Tribal Cultural Resource Inadvertent Discovery.** In the event that objects or artifacts that may be tribal cultural resources are encountered during the course of any ground disturbance activities (i.e., excavating, digging, trenching, plowing, drilling, tunneling, quarrying, grading, leveling, removing peat, clearing, pounding posts, augering, backfilling, blasting, stripping topsoil or a similar activity), all such activities shall temporarily cease on the project site until the potential tribal cultural resources are properly assessed and addressed pursuant to the process set forth below:
  - a. Upon a discovery of a potential tribal cultural resource, the project Permittee shall immediately stop all ground disturbance activities and contact the following: (1) all California Native American tribes that have informed the City they are traditionally and culturally affiliated with the geographic area of the proposed project; (2) and the Department of City Planning Office of Historical Resources.
  - b. If the City determines, pursuant to Public Resources Code Section 21074 (a)(2), that the object or artifact appears to be tribal cultural resource, the City shall provide any effected tribe a reasonable period of time, not less than 14 days, to conduct a site visit and make recommendations to the Project permittee and the City regarding the monitoring of future ground disturbance activities, as well as the treatment and disposition of any discovered tribal cultural resources.
  - c. The project Permittee shall implement the tribe's recommendations if a qualified archaeologist, retained by the City and paid for by the project Permittee, reasonably concludes that the tribe's recommendations are reasonable and feasible.
  - d. The project Permittee shall submit a tribal cultural resource monitoring plan to the City that includes all recommendations from the City and any effected tribes that have been reviewed and determined by the qualified archaeologist to be reasonable and feasible.

The project Permittee shall not be allowed to recommence ground disturbance activities until this plan is approved by the City.

- e. If the project Permittee does not accept a particular recommendation determined to be reasonable and feasible by the qualified archaeologist, the project Permittee may request mediation by a mediator agreed to by the Permittee and the City who has the requisite professional qualifications and experience to mediate such a dispute. The project Permittee shall pay any costs associated with the mediation.
- f. The project Permittee may recommence ground disturbance activities outside of a specified radius of the discovery site, so long as this radius has been reviewed by the qualified archaeologist and determined to be reasonable and appropriate.
- g. Copies of any subsequent prehistoric archaeological study, tribal cultural resources study or report, detailing the nature of any significant tribal cultural resources, remedial actions taken, and disposition of any significant tribal cultural resources shall be submitted to the South Central Coastal Information Center (SCCIC) at California State University, Fullerton.
- h. Notwithstanding the above, any information determined to be confidential in nature, by the City Attorney's office, shall be excluded from submission to the SCCIC or the general public under the applicable provisions of the California Public Records Act, California Public Resources Code, and shall comply with the City's AB 52 Confidentiality Protocols.

**49. Indemnification and Reimbursement of Litigation Costs** The Applicant shall do all of the following:

- a. Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the City's processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void, or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions, or to claim personal property damage, including from inverse condemnation or any other constitutional claim.
- b. Reimburse the City for any and all costs incurred in defense of an action related to or arising out of, in whole or in part, the City's processing and approval of the entitlement, including but not limited to payment of all court costs and attorney's fees, costs of any judgments or awards against the City (including an award of attorney's fees), damages, and/or settlement costs.
- c. Submit an initial deposit for the City's litigation costs to the City within 10 days' notice of the City tendering defense to the Applicant and requesting a deposit. The initial deposit shall be in an amount set by the City Attorney's Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than \$50,000. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (a).
- 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 (ii).

- 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. Density Bonus/Affordable Housing Incentive Program Findings.

#### Housing Replacement

With Assembly Bill 2222, applicants of Density Bonus projects filed as of January 1, 2015 must demonstrate compliance with the housing replacement provisions which require replacement of rental dwelling units that either exist at the time of application of a Density Bonus project, or have been vacated or demolished in the five year period preceding the application of the project. This applies to all pre-existing units that have been subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of lower or very low income; subject to any other form of rent or price control; or occupied by Low or Very Low Income Households.

Pursuant to the Determination made by the Los Angeles Housing and Community Investment Department (HCIDLA) dated October 4, 2017, the site was previously developed with commercial properties and thus no replacement of affordable units is required.

Pursuant to LAMC Section 12.22 A.25 (e)(2), in order to be eligible for any On-Menu incentives, a Housing Development Project (other than an Adaptive Reuse Project) shall comply with the following criteria, which it does:

#### LAMC Criteria

As permitted by LAMC Section 12.22 A.25 the applicant is requesting two (2) On-Menu incentives that will facilitate the provision of affordable housing at the site: an increase in Floor Area Ratio (FAR) and an increase in height. Pursuant to LAMC Section 12.22 A.25 (e)(2), in order to be eligible for any on-menu incentives, a Housing Development Project (other than an Adaptive Reuse Project) shall comply with the following criteria, which it does:

- a. *The façade of any portion of a building that abuts a street shall be articulated with a change of material or a break in plane, so that the façade is not a flat surface.*

The proposed project consists of a four-story mixed-use project facing Ventura Boulevard (north elevation). As Exhibit "A" demonstrates, the façade facing Ventura Boulevard is articulated with second and third floor stepbacks and balconies provided at a variety of depths, architectural elements such as the central tower located on the center of the building from the residential pedestrian entrance on the ground floor to the top of the elevator shaft and the architectural projections around the fourth floor windows. A variety of materials and colors are used which include beige porcelain tiles on the first floor, grey stucco finish on the second floor and a mix of both on the third and fourth floors. The aluminum windows and doors will also be painted dark brown and awnings are located above each of the commercial pedestrian entrances along Ventura Boulevard and Aura Avenue. The façade along Aura Avenue (east elevation) also includes many of the same elements including the use of beige porcelain tiles along a central tower, a variation of window sizes, dark brown aluminum windows and doors and an awning above the commercial pedestrian entrance facing Aura Avenue.

- b. *All buildings must be oriented to the street by providing entrances, windows, architectural features and/or balconies on the front and along any street facing elevation.*

The project is located on the southwest corner of Ventura Boulevard and Aura Avenue. The Specific Plan designates Ventura Boulevard as the frontage of the site and the project has been designed to front Ventura Boulevard. The commercial spaces on the ground floor have been designed to front Ventura Boulevard. Pedestrian access to the commercial businesses and the residential units is accessible from Ventura Boulevard. The commercial tenant space located on the corner of Ventura Boulevard and Aura Avenue has additional pedestrian access through Aura and there is a small outdoor patio which creates connectivity with the street along the Aura Avenue façade. In addition there is a small outdoor patio on the second floor created for the residential uses.

Overall, the building design has a modern, sharp appearance, with an integrated design and color scheme that will add visual interest to the area, as seen from Ventura Boulevard and Aura Avenue.

- c. *The Housing Development Project shall not involve a contributing structure in a designated Historic Preservation Overlay Zone (HPOZ) and shall not involve a structure that is a City of Los Angeles designated Historic-Cultural Monument (HCM).*

The proposed project is not located within a designated Historic Preservation Overlay Zone, nor does it involve a property that is designated as a City Historic-Cultural Monument.

- d. *The Housing Development Project shall not be located on a substandard street in a Hillside Area or in a Very High Fire Hazard Severity Zone as established in Section 57.25.01 of the LAMC.*

The project is not located in a Hillside Area, nor is it located in a Very High Fire Hazard Severity Zone.

Pursuant to Section 12.22 A.25(c) of the LAMC and Government Code Section 65915, the Commission shall approve a Density Bonus and requested Incentive(s) unless the Commission finds that:

- a. *The incentives do not result in identifiable and actual cost reductions to provide for affordable housing costs as defined in California Health and Safety Code Section 50052.5 or Section 50053 for rents for the affordable units.*

#### On-Menu Incentives

The list of on-menu incentives in 12.22 A.25 was pre-evaluated at the time the Density Bonus Ordinance was adopted to include types of relief that minimize restrictions on the size of the project. As such, the Director will always arrive at the conclusion that the density bonus on-menu incentives are required to provide for affordable housing costs because the incentives by their nature increase the scale of the project.

The requested incentives, an 11-foot increase in building height/one-story and an increase in FAR from 1:1 to 1.78:1 are expressed in the Menu of Incentives per LAMC 12.22.A25(f), and as such, permit exceptions to zoning requirements that result in building design or construction efficiencies that provide for affordable housing costs. The requested incentives allow the developer to expand the



building envelope so the additional units can be constructed, and the overall space (dedicated to residential uses) is increased. These incentives support the applicant's decision to set aside seven (7) Very Low Income dwelling units for 55 years.

*Floor Area Ratio (FAR).* The Ventura/Cahuenga Boulevard Corridor Specific Plan limits the site to a maximum FAR of 1:1, otherwise, the C Zone would allow for a maximum FAR of 1.5:1. As the Ventura/Cahuenga Boulevard Corridor Specific Plan limits the FAR to 1:1, the on-menu incentive to increase the FAR to 1.78:1 will result in an increase in the square footage which would help accommodate the additional affordable units.

*Height.* The Ventura/Cahuenga Boulevard Corridor Specific Plan limits the site to a maximum height of 45 feet (including rooftop structures and equipment), otherwise, the underlying Height District 1VLD would allow for a maximum building height of 45 feet plus 10 additional feet to accommodate rooftop structures per LAMC Section 12.21.1. As the Ventura/Cahuenga Boulevard Corridor Specific Plan limits building height to 45 feet, the on-menu incentive of 11 additional feet for the site will result in a project height of 46 feet to the roof parapet and 54 feet to the top of the elevator shaft. Further, as a mixed-use project on a C2- zoned lot, the site is limited to 3 stories, the additional story allows the construction of 20 additional dwelling units onsite and the provision of the seven set aside units 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 in the record that the proposed two on menu incentives and two waivers of development standards 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)). Based on the above there is no basis to deny the requested incentives. As required by Section 12.22 A.25 (e)(2), the project meets the additional eligibility criterion that is required for density bonus projects. The façade of the proposed building which faces Ventura Boulevard will be articulated with a break in its plane, so the facades are not flat surfaces. The structure will also be oriented toward the street with entrances, windows, and architectural features on street-facing elevations as required. The project does not involve a contributing structure in a designated Historic Preservation Overlay Zone or on the City of Los Angeles list of Historical-Cultural Monuments. Finally, according to ZIMAS, the project is not located on a substandard street in a Hillside area or a Very High Fire Hazard Severity Zone. Therefore, there is no substantial evidence that the proposed transitional height will have a specific adverse impact on the physical environment, on public health and safety.

- c. *The waiver[s] or reduction[s] of development standards will not have the effect of physically precluding the construction of a development meeting the [affordable set-aside percentage] criteria of subdivision (b) at the densities or with the concessions or incentives permitted under [State Density Bonus Law]” (Government Code Section 65915(e)(1)).*

Based on the set aside of 11 percent of the total units for Very Low Income Households, the applicant is entitled to two incentives under both the Government Code and LAMC. However, pursuant to Government Code Section 65915(e), the Commission is also required to grant a “waiver or reduction of development standards that will have the effect of physically precluding the construction of the density bonus project.”

#### Off-Menu Waiver of Development Standards

*Transitional Height.* The requested Waiver of Development Standards for Transitional Height would allow an envelope which can accommodate a four-story building with 59 residential units while still providing a transitional height from the residential properties located to the south of the site. This waiver of development in combination with the on-menu incentive of an increase in 11 feet/one story allows for the provision of three levels of residential uses over one level of commercial uses which enables the provision of 59 residential units (seven units set aside for Very Low Income Households). Without this Waiver of Development Standard for Transitional Height, the existing development standards would preclude development of the proposed density bonus units.

*Landscaped Buffer.* The 5-foot landscape buffer in lieu of the 10 feet required along the southern property line does not enable the provision of affordable housing since it does not increase or affect the building envelope. The buffer would only allow the provision of excess parking onsite. Density Bonus Parking Option 1 requires 65 residential parking spaces and 51 commercial parking spaces are required for the proposed commercial uses onsite (total of 116 parking spaces required). The project can provide 127 parking spaces without the waiver which results in 11 excess parking spaces over what is required onsite. The 5-foot landscape buffer would allow 19 additional parking spaces onsite increasing the excess parking to 30 parking spaces. Consequently, the waiver of development to provide a 5-foot landscape in lieu of the required 10 feet would not preclude the development of the proposed density bonus units.

Furthermore, the required 10-foot landscape buffer would enable the provision of a greater buffer between the proposed mixed-use project and the adjacent single-family dwellings to the south and would provide the necessary landscape area to accommodate the 25 required trees onsite. A wider buffer is also necessary due to the underground parking which reduces the depth of the soil which could limit the height and canopy of the trees onsite.

#### **DENSITY BONUS LEGISLATION BACKGROUND**

The California State Legislature has declared that “[t]he availability of housing is of vital statewide importance,” and has determined that state and local governments have a responsibility to “make adequate provision for the housing needs of all economic segments of the community.” Section §65580, subs. (a), (d). Section 65915 further provides that an applicant must agree to, and the

municipality must ensure, the "continued affordability of all Low and Very Low Income units that qualified the applicant" for the density bonus.

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

California State Assembly Bill 2222 went into effect January 1, 2015, and with that Density Bonus projects filed as of that date must demonstrate compliance with the housing replacement provisions which require replacement of rental dwelling units that either exist at the time of application of a Density Bonus project, or have been vacated or demolished in the five-year period preceding the application of the project. This applies to all pre-existing units that have been subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of lower or very low income; subject to any other form of rent or price control (including Rent Stabilization Ordinance); or is occupied by Low or Very Low Income Households (i.e., income levels less than 80 percent of the area median income [AMI]). The replacement units must be equivalent in size, type, or both and be made available at affordable rent/cost to, and occupied by, households of the same or lower income category as those meeting the occupancy criteria. Prior to the issuance of any Director's Determination for Density Bonus and Affordable Housing Incentives, the Housing and Community Investment Department (HCIDLA) is responsible for providing the Department of City Planning, along with the applicant, a determination letter addressing replacement unit requirements for individual projects. The City also requires a Land Use Covenant recognizing the conditions be filed with the County of Los Angeles prior to granting a building permit on the project.

Assembly Bill 2222 also increases covenant restrictions from 30 to 55 years for projects approved after January 1, 2015. This determination letter reflects these 55 year covenant restrictions.

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

In exchange for setting aside a defined number of affordable dwelling units within a development, applicants may request up to three incentives in addition to the density bonus and parking relief which are permitted by right. The incentives are deviations from the City's development standards, thus providing greater relief from regulatory constraints. Utilization of the Density Bonus/Affordable Housing Incentives Program supersedes requirements of the Los Angeles Municipal Code and underlying ordinances relative to density, number of units, parking, and other requirements relative to incentives, if requested.

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

**2. Project Permit Compliance Review Findings for the Ventura/Cahuenga Boulevard Corridor Specific Plan**

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

Mitigation measures are not necessary for the subject project, and there are no potentially significant negative environmental effects associated with the project. It has been determined the project is Categorically Exempt from the environmental review pursuant to State CEQA Guidelines Section 15332 Class 32. There is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies.

- b. **The project substantially complies with the applicable regulations, findings, standards, and provisions of the specific plan, as follows:**

- i. **Section 5.C: Uses.** The proposed uses of residential, restaurant, and retail are not restricted in this area of the Specific Plan, and thus are allowed.
- ii. **Section 6.B.: Floor Area Ratio (FAR).** The project is located in a Neighborhood and General Commercial Land Use Designation of the Specific Plan which restricts the FAR to 1.0:1. The Specific Plan specifies in Section 4 that the FAR is based on the buildable area of the lot (area after required setbacks). The project is being granted a FAR increase from 1.0:1 to 1.78:1 pursuant Density Bonus LAMC Section 12.22 A.25 for setting aside of seven (7) units for Very Low Income Households, which would allow a total cumulative square footage of 57,679.
- iii. **Section 7.A.: Yards.** Specific Plan Section 7.A.1.a. designates Ventura Boulevard as the front yard. The project is providing a minimum 18-inch landscaped setback and up to a five-foot setback adjacent to the pedestrian entrances on Ventura Boulevard, a 3-foot landscaped setback along the western property line adjacent to the driveway, and a minimum 18-inch landscaped setback along Aura Avenue. The building is set back approximately 27 feet from the westerly side yard to accommodate a two-way driveway on the ground floor and landscape buffer. The project is setback approximately 9 feet from Aura Avenue, 18 inches from the Ventura Boulevard, approximately 27 feet from the westerly property line, and 37 feet from the rear property line on the residential floors. As a result, the project complies with the commercial setbacks on the ground floor and the residential setbacks on the second floor and thus complies with the Specific Plan.
- iv. **Section 7.B.: Lot Coverage.** The Specific Plan Section 7.B.2 limits lot coverage onsite to 60 percent. The project is proposing a lot coverage of less than 60 percent and thus complies with the Specific Plan.
- v. **Section 7C: Driveways.** A driveway located on the westernmost portion of the site along Ventura Boulevard and a driveway on Aura Avenue are being proposed. In addition a driveway off Aura Avenue which ramps down into the subterranean parking for

residential use is also being provided. All driveways and circulation shall be built to the satisfaction of the Department of Transportation, as per Condition of Approval No. 31.

- vi. **Section 7D: Landscaping.** As per Condition of Approval Numbers 17 and 27, the Project will provide 10 trees for the parking lot that totals 40 car parking spaces, in conformance with the landscaping requirements for surface parking lots, which has a one (1) tree for every four (4) parking space ratio. The project has been condition to provide 15 percent of the parking lot for landscaping. The project will also provide a minimum two-foot landscaped setback along Ventura Boulevard and Aura Avenue and a three-foot landscaped buffer along the westerly side yard around the parking lot. The project will provide a ten-foot landscaped buffer along the southern property line. As conditioned, the project complies with the landscaping requirements.
- vii. **Section 7E: Height.** Specific Plan Section 7.E.1.d.3. limits height to 30 feet. However, since the property faces Ventura Boulevard and is zoned C2-1VLD (Height District 1VL allows a height of 45 feet in the C2 zone), Specific Plan Section 7.E.1.f. allows a maximum 45-foot height for the site if a 10-foot stepback is provided at the height of 25 feet and along the Ventura Boulevard frontage again at every 15-foot height increment. The project is providing the required stepbacks and is allowed a 45-foot height. However, Specific Plan Section 7.E.1. further limits the building height to an absolute 45 feet as it prohibits the additional 10-foot height allowed per LAMC Section 12.21.1 B. to accommodate rooftop structures and equipment such as elevator shafts. The project is proposing a 46-foot height to the parapet of the roof and a 54-foot overall height to the top of the elevator shaft pursuant to LAMC Section 12.22 A.25, as an On-Menu incentive.
- viii. **Section 7F: Parking.** Per Section 7.F.1. of the Ventura/Cahuenga Boulevard Corridor Specific Plan, restaurants and take-out food establishments require at least one (1) parking space for each 100 square feet of floor area, retail and other commercial uses require at least one (1) parking space for each 250 square feet of floor area, and office require at least (1) parking space for each 300 square feet. The project is proposing a total of 8,533 square feet of commercial uses and is required to provide 51 parking spaces as shown in the table below. The project can provide 40 commercial parking spaces at grade and 11 parking spaces within the one level of subterranean parking. As such, commercial parking complies with the requirements of the Specific Plan.

Commercial Parking Required per Specific Plan Section 7.F.1.				
Tenant Space	Sq. ft.	Use	Parking Requirement	Parking required
Space A	2,802	restaurant	1/100 sq. ft.	28
Space B	1,993	retail	1/250 sq. ft.	8
Space C	1,372	retail	1/250 sq. ft.	5
Space D	2,080	retail	1/250 sq. ft.	8
Space E	222	office	1/300 sq. ft.	1
Space F	64	commercial	1/250 sq. ft.	1

Total commercial parking spaces required	51
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Residential parking is being provided consistent with Parking Option 1 pursuant to LAMC Section 12.22 A.25 for the setting aside of seven (7) units for Very Low Income Households. The Specific Plan does not regulate residential parking requirements.

- ix. **Section 8: Signs.** No signs are being requested as part of this grant. Any future sign request must comply with the requirements of the Ventura/Cahuenga Specific Plan and file for a Project Permit Compliance application.
- x. **Section 14: Tarzana Streetscape Plan.** The project will provide street trees, onsite landscaping, street maintenance, sidewalk paving patterns, crosswalks, street furniture consistent with the Tarzana Streetscape Plan as conditioned in Condition of Approval No. 32 to comply with Section 9.A. of the Specific Plan.

### 3. Site Plan Review Findings

In order for the site plan review to be granted, all three of the legally mandated findings delineated in Section 16.05F of the Los Angeles Municipal Code must be made in the affirmative.

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

The General Plan sets forth goals, objectives, and policies that guide both Citywide and community specific land use policies. The General Plan is comprised of a range of State-mandated elements, including, but not limited to, Land Use, Housing, Transportation/Mobility, Noise, and Safety. 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 City's Land Use Element is divided into 35 community plans that establish parameters for land use decisions within those sub-areas of the City. While the General Plan sets out a long-range vision and guide to future development, the 35 Community Plans provide the specific, neighborhood-level detail, relevant policies, and implementation strategies necessary to achieve the General Plan objectives. The project site is located entirely within the boundaries of the Encino-Tarzana Community Plan area has a Land Use Designation of Community Commercial with corresponding zones CR, C2, C4, and RAS3. The project is located within the Ventura/Cahuenga Specific Plan. The proposed Project is in substantial conformance with the purposes, intent, and provisions of the following objectives of the General Plan and Community Plan:

#### General Plan & Housing Element:

The General Plan promotes the creation of livable and sustainable neighborhoods with a range of types and affordability in proximity to jobs, amenities, and services. As described in detail below, the proposed housing development is in conformance with the relevant goals, and objectives of the General Plan.

Goal 1            Housing Production and Preservation.

- Objective 1.1 Produce an adequate supply of rental and ownership housing in order to meet current and projected needs.
- Policy 1.1.2 Expand affordable rental housing for all income groups that need assistance.
- Policy 1.1.3 Facilitate new construction and preservation of a range of different housing types that address the particular needs of the city's households.
- Policy 1.1.7 Strengthen the capacity of the development community to develop affordable housing

Community Plan:

- Goal 1 A safe, secure, and high quality residential environment for all economic, age, and ethnic segments of the community.
- Objective 1-2 To locate new housing in a manner which reduces vehicular trips and makes it accessible to services and facilities.
- Policy 1-2.2 Encourage multiple residential development in commercial zones.
- Objective 1-4 To promote and ensure the provision of adequate housing for all persons regardless of income, age or ethnic background.
- Policy 2-1.2 Protect commercially planned/zoned areas outside pedestrian orientated areas from encroachment by residential only development.

The project is a new mixed use building with 59 residential units in a commercial zone which will increase housing opportunities and will provide seven units reserved for Very Low Income Households. As a project providing pedestrian oriented uses, providing a reduction in vehicular trips and providing housing in close proximity to jobs, and increasing availability of housing for different groups and income levels, it complies with the housing goals and objectives of the General and Community Plans.

Health and Wellness Element and Air Quality Element:

Policy 5.1 and 5.7 of the Plan for a Healthy LA, the Health and Wellness Element, and Policy 4.2.3 of the Air Quality Element are policy initiatives related to the reduction of air pollution and greenhouse gases. As conditioned herein, the project would be required to provide parking spaces which would be equipped for the immediate installation and use of EV Charging Stations, as well as for future use. The project has also been conditioned to install solar panels to an operating photovoltaic system. The installation and operation of the solar panels would help to reduce the site's dependence on fossil fuels and carbon generating public utility electrical power. Taken together, the conditions would provide for the public welfare and public necessity by reducing the level of pollution or greenhouse gas emissions to the benefit of the neighborhood and the City. As conditioned, the project would be consistent with the aforementioned policies, as well as Policy 5.1.2 of the Air Quality Element, by ensuring that future developments are compatible with alternative fuel vehicles and shift to non-polluting sources of energy. The solar and EV conditions are also good zoning practices because they provide a convenient service amenity to the occupants or visitors who use electric vehicles and utilize electricity on site for other functions. As such, the project provides service amenities to improve habitability for future residents of the project and to minimize impacts on neighboring properties.

Specific Plan:

One of the Specific Plan's objectives is to promote projects which encourage pedestrian activity and minimize multiple automobile trips. As a mixed-use project with neighborhood serving commercial uses on the ground floor, the project is consistent with the following purposes of the Specific Plan:

Promote an attractive pedestrian environment which will encourage pedestrian activity and reduce traffic congestion.

Provide building and site design guidelines to promote attractive and harmonious multi-family and commercial development.

Assure a balance of commercial land uses in the Specific Plan area that will address the needs of the surrounding communities and greater regional area.

The site is currently developed with auto-oriented uses (a car wash, a fast food restaurant, and an oil lubrication center) and the proposed project will replace this uses for pedestrian oriented commercial uses such as a dine in restaurant and three retail spaces. The project also includes an outdoor area in the corner of Ventura Boulevard and Aura Avenue and is conditioned to provide street improvements in compliance with the Tarzana Streetscape Plan. Further, the project as proposed will result in a net decrease of 95 daily trips by replacing auto-oriented uses with pedestrian uses. The project is also designed to improve pedestrian environment by providing an 18-inch landscape building setback and pedestrian access to the commercial and residential from the street. As a result the project will encourage pedestrian friendly environment which is consistent with the goals of the Specific Plan.

- b. 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.**

Setbacks

The site is a rectangular shaped site composed of five parcels (2 lots) located on the southwestern corner of Ventura Boulevard and Aura Avenue. The site has an approximate street frontage of 301 feet along Ventura Boulevard and an approximate depth of 130 feet. The site is adjacent to commercially zoned properties to the north across from Ventura Boulevard, to the west, and to the south across from Aura Avenue. The site is adjacent to single-family homes to the south in the RA Zone. The Specific Plan requires that entrances to businesses be provided directly from the sidewalk without crossing a parking lot or driveway and it only requires a minimum 18-inch landscaped building setback from the property line in order to create a pedestrian environment along the property's street frontages (Ventura Boulevard and Aura Avenue) and is providing two-feet and more at the corner to allow for visibility. The project is required to provide a minimum 20-foot rear yard setback but is providing a 37-foot building setback from the residential properties to the south in order to create greater distance from the property to the existing homes. The project also complies with the zero to 10-foot westerly side yard on the ground floor aside from driveway access. The project is also providing the 7-foot minimum side yards, minimum 20-foot rear yard, and 18-inch front yard along Ventura Boulevard on the upper residential floors (2<sup>nd</sup> through 4<sup>th</sup> floors).



### Landscaping

A surface parking lot is being proposed on the rear portion of the site and is complying with all the landscaping requirements for parking lots. In addition that project is providing an 18-inch landscaped setback along Aura Avenue and Ventura Boulevard and along the western property line. The project will provide a 10-foot landscape buffer along the southern property line adjacent to residential and is conditioned to provide a minimum of 25 trees onsite and within the parkway.

### Height

The Specific Plan allows a height of 45 feet on this site when providing the required building stepbacks above the height of 25 feet. The Specific Plan limitation is inclusive of the building height and any rooftop structures. The project is proposing a height of 46 feet to the parapet wall, 47 feet six inches to architectural projections along Ventura Boulevard and 54 feet to the elevator shaft pursuant to LAMC Section 12.22 A.25, which allows an increase of 11 feet/one story and is under the overall 56-foot height envelope allowed.

The project also includes a request for a deviation from the transitional height requirements from LAMC Section 12.21.1 A.10 to provide a height of 30 feet at 37 feet from the southern property line, 46 feet at 50 feet and 54 feet at 100 feet from the southern property line adjacent to residential. However, the project is designed with stepbacks from the roof perimeter which creates a tiered envelope height with a height of 14-feet at a distance of 37 feet from the southern property line, then a height of approximately 30 feet at distance of 45 feet from the southern property line, and then a height of 46 feet at a distance of 50 feet. Furthermore, the project was designed to be built along the Ventura Boulevard frontage and accommodates most of its proposed development, including the greatest height of 54 feet to the elevator shaft, along Ventura Boulevard. Most of the building will be within a height of 46 feet (one foot over the 45-foot height limitation of the Specific Plan) and a height of 54 feet for the elevator shaft.

### Lighting

Lighting has been conditioned to be directed onto the site, and be adequately aimed and shielded so as to not spill over onto adjacent properties, especially into areas planned and zoned for residential uses, the public right-of-way, or above.

### Trash

Trash has been conditioned to be fully enclosed and covered at all times.

The project has been designed to create a pedestrian environment by providing commercial uses with pedestrian access from Ventura Boulevard and Aura Avenue, providing landscaping, and providing commercial outdoor spaces. Most of the development has been designed and oriented to face Ventura Boulevard. Since the project has been designed in compliance with the requirements of the Specific Plan, except where deviations have been granted for the setting aside of seven units for Very Low Income Households pursuant to LAMC Section 12.22 A.25, the proposed project as designed and conditioned will be compatible with development along Ventura Boulevard.

- c. Any residential project provides recreational and service amenities to improve habitability for its residents and minimize impacts on neighboring properties.**

The project includes a 3,464 square-foot rooftop deck which will include landscaping and amenities such as seating areas and barbeque areas. The rooftop deck is located on the eastern portion of the roof closer to Aura Avenue. The project has been conditioned to add landscaping along the southern and western portion of the rooftop in order to create a visual buffer from the residential uses to the south and southwest of the site. The applicant also volunteered adding plexiglass or similar material along the southern portion of the rooftop to serve as a sound barrier to the residential uses.

**4. Environmental Finding**

DETERMINE that based on the whole of the administrative record, the Project is exempt from CEQA pursuant to State CEQA Guidelines, Section 15332 (Class 32), and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies.

**5. Flood Hazard Findings**

The National Flood Insurance Program rate maps, which are a part of the Flood Hazard Management Specific Plan adopted by the City Council by Ordinance No. 172,081, have been reviewed and it has been determined that this project is located in Zone X, areas determined to be outside 500-year flood plain.

## **PUBLIC HEARING AND COMMUNICATIONS**

### **Public Hearing**

The public hearing for this case was held in Van Nuys at the Marvin Braude Constituent Center on Tuesday, June 25, 2019 at 10:30 a.m. Nine (9) individuals provided oral testimony: three (3) speakers in support, six (6) speakers in opposition. One email in opposition and two emails in partial opposition were received for the project.

### **Summary of Public Hearing Testimony**

The project representative Brad Rosenheim presented a PowerPoint presentation for the attendants of the hearing. He described the entitlements requested and design of the project. He stated he worked with the Neighborhood Council and the community on this project and a number of changes were made such as providing 14-foot high ceilings on the ground floor for the commercial uses which increased the height of the proposed project from 44 feet to 46 feet to accommodate the 14-foot high ceilings. The project was also redesigned to provide automobile access for the commercial uses from Ventura Boulevard and Residential automobile access off of Aura. Emergency only access for the Fire Department would also be provided for the commercial uses along Aura Avenue. The project is proposing additional parking in excess of what is required by Specific Plan and Density Bonus provisions in order to respond to the community's and neighborhood Council request for additional parking onsite. The five-foot reduction on the required landscaping would allow for the provision of additional at grade parking for the commercial uses. A parking attendant would also be available when the tandem parking would be in use. The representative also explained that trees would be placed strategically along the 5-foot landscape buffer along the residential property line with trees with a height of 25 feet at maturity. He further explained that the project was designed to be set back from the southern property line in order to create a greater buffer between the proposed project and the existing single-family dwellings to the south of the site.

### Comments in Opposition

Most speakers explained that they did not oppose development in the area, however, they were concerned with the additional traffic generated close to the Tampa Avenue and Ventura Boulevard intersection which already experiences heavy traffic. One speaker said a traffic study was needed.

Many of the speakers were concerned with the residential and commercial automobile parking spaces provided onsite. They requested that more parking be provided for both uses.

Adjacent owners were concerned with the rooftop deck area and the impact to their privacy. Many opposed the proposed roof deck.

A few opposed the open space provided by the project and one opposed the provision of balconies facing the residential properties.

There was opposition against the proposed height of the building.

A few opposed the reduction of the required 10-foot buffer along the southern property line adjacent to the residential properties.

There were mixed opinions regarding the proposed driveways. Some opposed driveways for the commercial and residential uses along Aura Avenue and supported and even preferred access off of Aura Avenue.

A few opposed the size of the proposed project and the number of proposed residential units.

#### Comments in Support

One person spoke on behalf of the project and supported the construction of additional housing along Ventura Boulevard. He mentioned the need for more affordable housing due to the high cost of housing in the area.

Kathy Delle Donne from the Ventura PRB spoke as an individual in support of the project. She acknowledged the applicant's effort in working with the community to accommodate the community's requests. She expressed the project would activate pedestrian activity, was well designed and in conjunction to the proposed project across Ventura Boulevard would activate the street and pedestrian activity.

David Garfinkle on behalf of the Tarzana Neighborhood Council spoke in support of the project. He also acknowledged the applicant's effort in working with the Neighborhood Council and the community and that he incorporated a number of requests although they wished he incorporated more of the Neighborhood Council's requests into the project.

#### Applicant's Response

The representative explained the applicant had to balance community requests while still making the project viable. He also pointed out the existing auto-oriented uses generate significant traffic and the existing car wash has automobile access through Aura Avenue. The project would reduce the number of existing driveways and improve pedestrian access. He also mentioned that the project would have minimal traffic impact. He also pointed out the difficulty applicant faces when trying to accommodate differing views from the neighbors, the Neighborhood Council and the City's in regards to onsite parking. He stated that an attendant would be provided onsite when the tandem parking is use. Finally, he mentioned that the five-foot decrease in landscape along the southern property line would help to accommodate the community's demand for additional parking.



Parking Required - Per LAMC 12.22 A.25 – Parking Option 1			
	Ratio	Units	Total
0-1 Bedroom	1/unit	53	53
2-3 Bedroom	2/unit	6	12
Total			65 spaces
Provided Parking:			87 spaces

Bike Parking Required - Per LAMC 12.21 A.16			
	Ratio	Number of spaces	Total
Residential:			
Dwelling Units	1/10 units Short Term	2.5 Short Term	2.5 Short Term
1-25	1/ unit Long Term	25 Long Term	25 Long Term
Dwelling Units	1/15 units Short Term	2.25 (34 units/15) Short Term	2.25 (34 units/15)
26-59	1/1.5 Long Term	22.6 (34 units/1.5) Long Term	22.6 (34 units/1.5) Long Term
Total:			
Short Term			5 Short Term
Long Term			48 Long Term
Bike Parking Provided: 6- short term, 55- long term			61- spaces
Commercial:			
Restaurant	1 per 2,000 SF Short Term	2 Short Term (2,658.0 S.F.)	2- Short Term
	1 per 2,000 SF Long Term	2 Long Term (2,658.0 S.F.)	2- Long Term
Retail	1 per 2,000 SF Short Term	3 Short Term (5,667.0 S.F.)	3- Short Term
	1 per 2,000 SF Long Term	3 Long Term (5,667.0 S.F.)	3- Long Term
Total:			
Short Term			10 - spaces
Long Term			5- short Term
5- Long Term			5- Long Term
Bike Provided Parking: 6- short term, 12- long term			18 spaces

Open Space Required - Per LAMC 12.21 G			
	Ratio	Units	Total
<3 habitable rooms	100 SF/unit	53	Amount of OS
~3 habitable rooms	125 SF/unit	6	48 units @50 S.F.
Total Required:			6 units @ 50 S.F.
Provided Open Space: roof deck 3,464.0 S.F. + private 2,600.0 S.F.			6,050.0 S.F.
			6,054.0 S.F.

Address: 19336, 19348, 19352, 19360 Ventura Blvd Tarzana, California 91356.

Legal Description: Lot Pt 29, Acls. 1, 2, 3, 4, & 5 of tract 2005.

District Map: 174B117.

Existing Zone: C2-1VLD.

Total Lot Area: 39,125.9 S.F. (0.9 acres).

Allowed F.A.R.: 1.0:1

Proposed F.A.R. 1.78:1 (On-Menu Incentive for property located within 1,500.0 feet of a major Transit stop at Tampa / Ventura).

Total Building Area:  
Residential: 49,146.0 S.F.  
Commercial: 8,533.0 S.F.  
Total Area: 57,679.0 S.F.

Height Allowed: 30'-0"

Proposed Height: 47'-6" with Off Menu Incentive and step back from Ventura Blvd., and 53'-10" (Elevator) with off-menu Incentive.

Density Allowed by Right: 98 dwelling units 39,125.9 /400 = 97.81.

Allowed per SSI818 (133 dwelling units).

Density Proposed: 59 dwelling units.

Lot Coverage Permitted: 60% of 39,125.0 = 23,475.0 S.F.

Proposed Lot Coverage: 57% of 39,125.0 = 22,301.0 S.F.

Under Ground Parking for Apartments: 35,805.0 S.F.

Ground Level Commercial:

Space A= 2,658.0 S.F. +144.0 S.F. Covered Patio= 2,802.0 S.F. for Future Restaurant.

Space B = 1,993.0 S.F. for Future Retail

Space C = 1,372.0 S.F. for Future Retail

Space D = 2,080.0 S.F.

Space E = 222.0 S.F. for Leasing Office.

Space F = Valet Parking room = 64.0 S.F.

Total = 8,533.0 S.F.

Commercial Parking requirements:

Space A : 2,802.0 S.F.

Parking requirement: (1) car per 100.0 S.F. = 2,802/ 100 = 28 Cars.

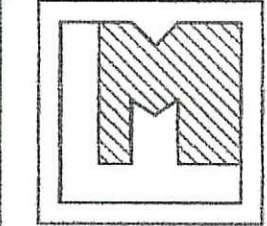
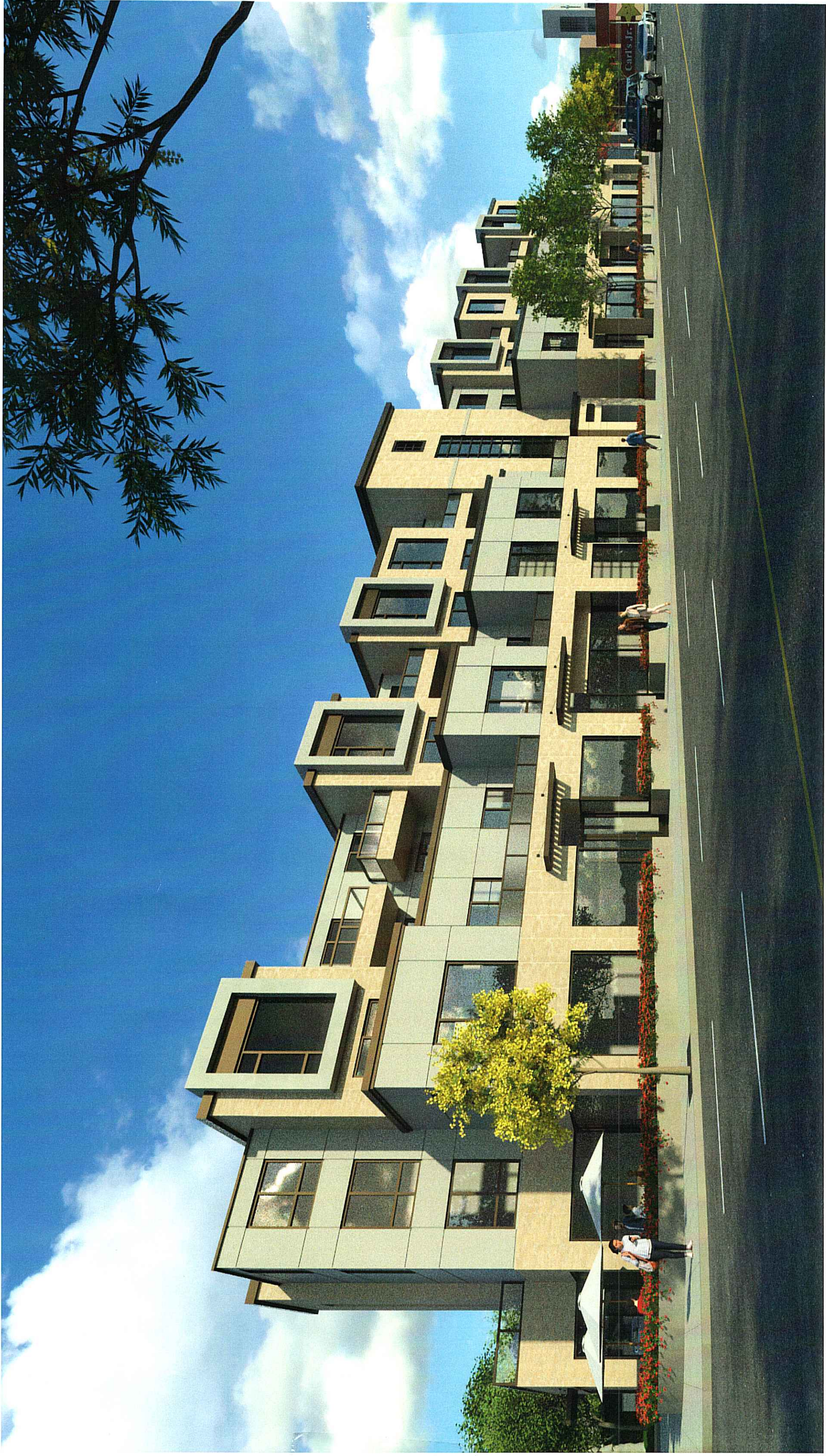
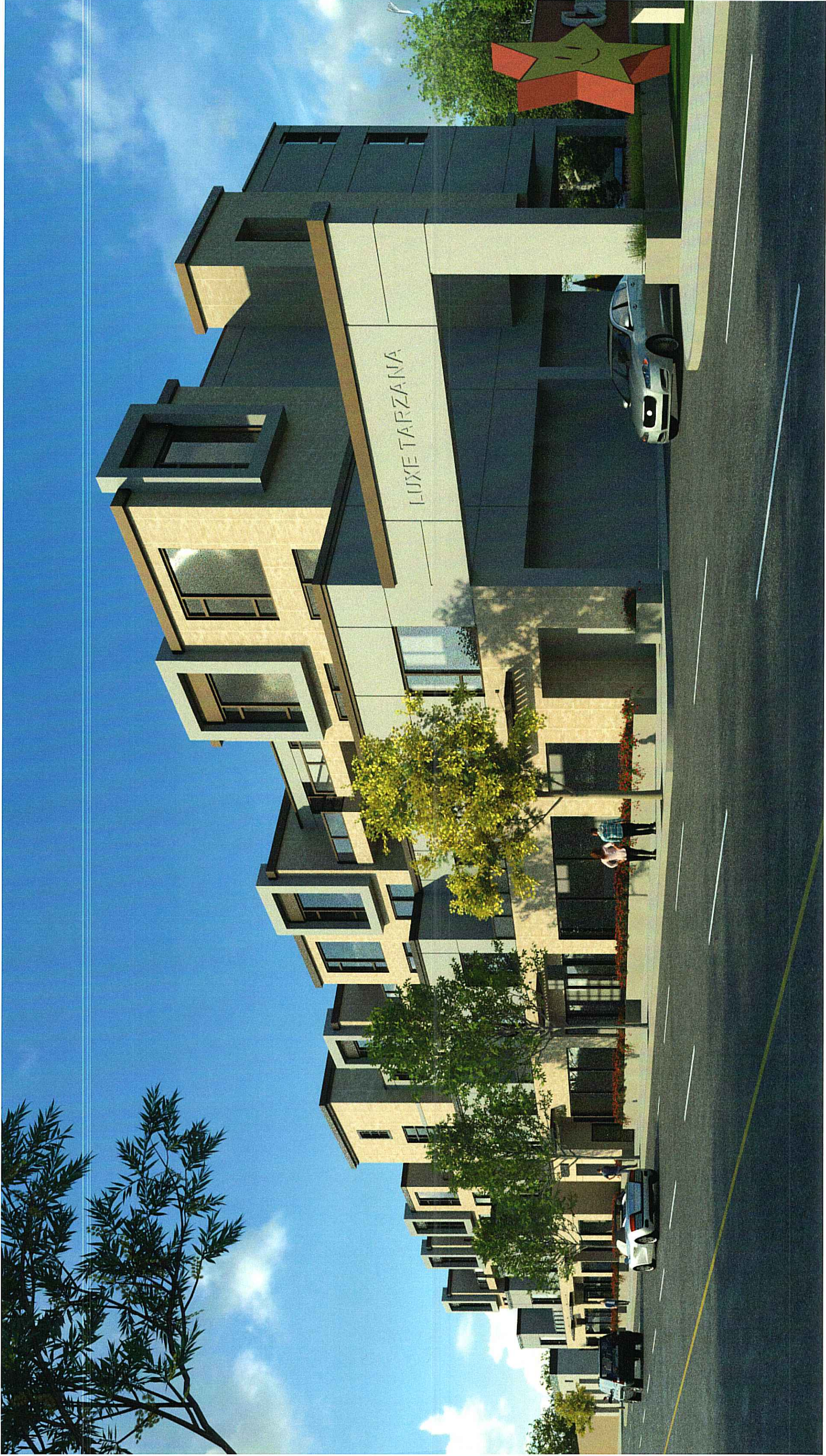
Space B + Space C + Space D + Space E + Space F = 1,993.0 S.F. + 1,372.0 S.F. + 2,080 S.F. + 222.0 S.F. + 64.0 S.F. = 5,731.0 S.F. (Retail Spaces).

Parking requirement: (1) car per 250.0 S.F. 5731 / 250 = 23 Cars

Total parking required: 28 + 23 = 51 cars.

Total Parking provided 59: 38 Standard 2 Handicapped 19 Compact.

EXHIBIT "A"

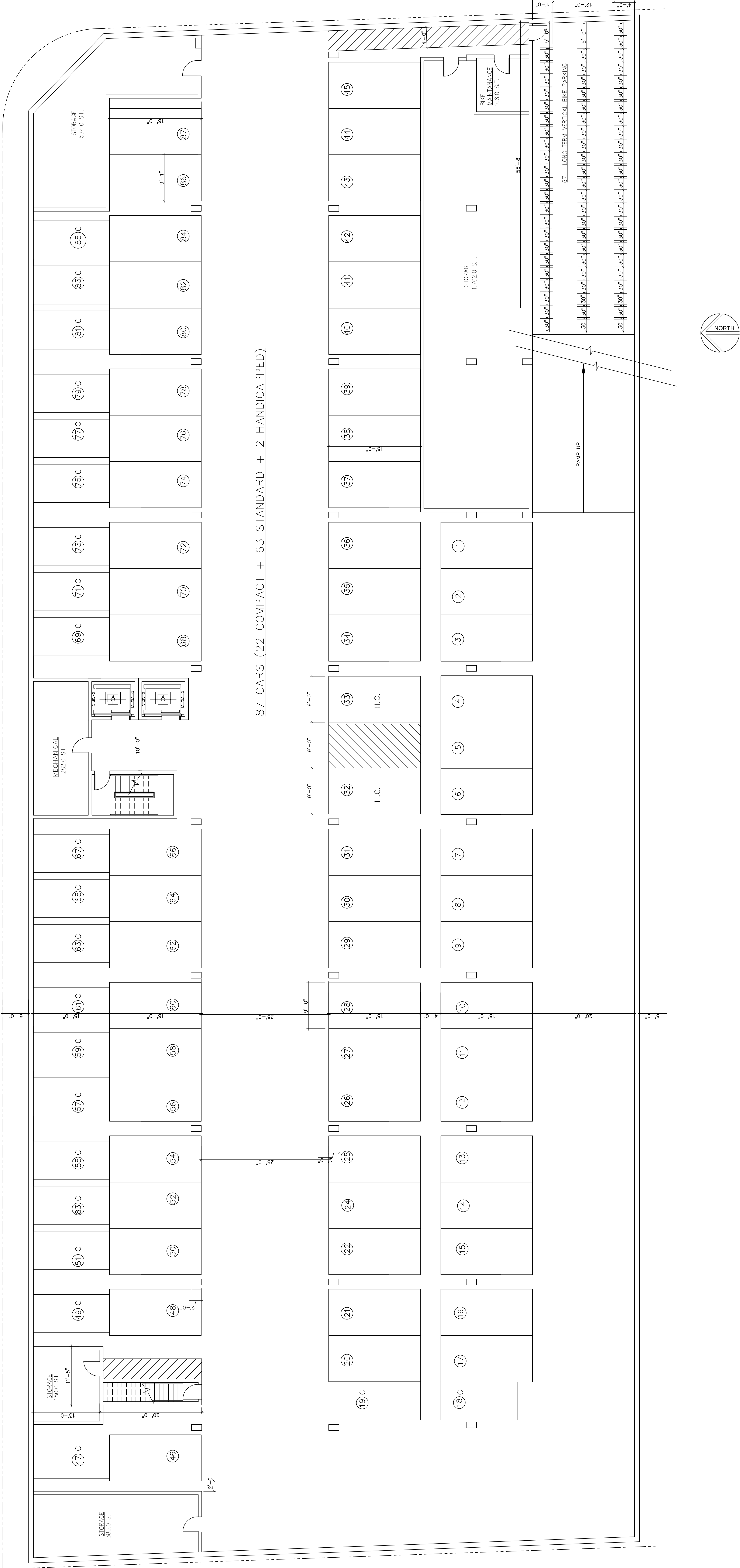


FARHAD + MATLOOB & ASSOCIATES  
ARCHITECTURE - INTERIOR ARCHITECTURE  
12340 Santa Monica Blvd no. 222 Los Angeles, Ca 90025  
Tel: (310) 207-3317

MIXED USED DEVELOPMENT  
19360 VENTURA BLVD TARZANA, CALIF. 91356  
FOR YARCOH INVESTMENT LLC  
19360 VENTURA BLVD TARZANA, CALIF. 91356

REVISIONS BY REVISIONS BY  
DATE DATE  
DRAWN DATE  
SCALE A.S.  
PROJECT 205-1016  
SHEET A-1 OF SHEETS



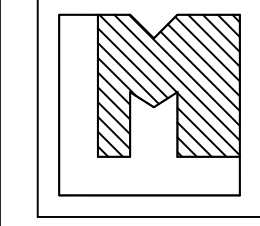


87 CARS (22 COMPACT + 63 STANDARD + 2 HANDICAPPED)

PROPOSED PARKING LEVEL - 1

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

MIXED USED DEVELOPMENT  
19360 VENTURA BLVD TARZANA, CALIF. 91356  
FOR YARCOH INVESTMENT LLC  
19360 VENTURA BLVD TARZANA, CALIF. 91356



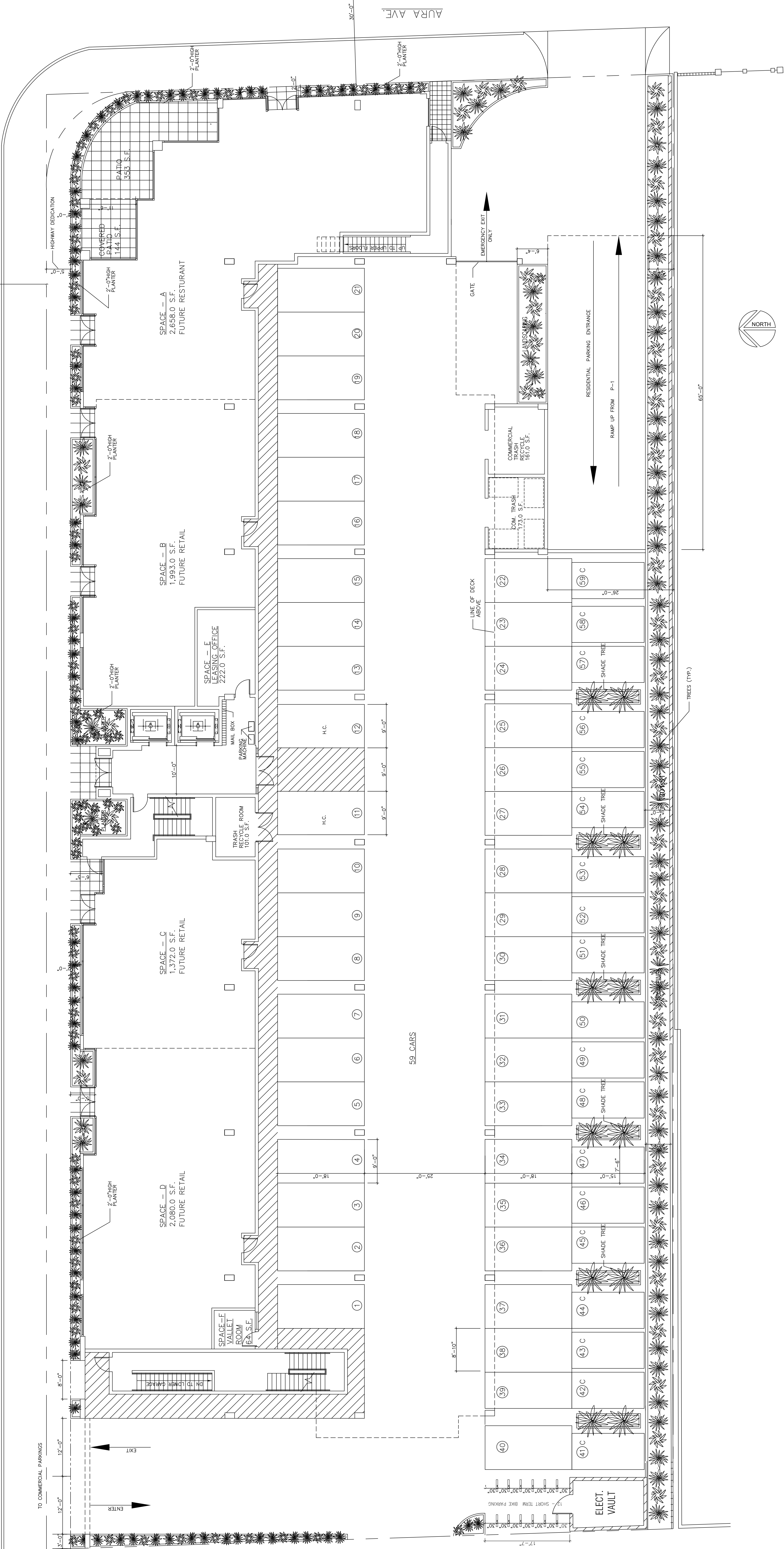
FARHAD + MATLOOB & ASSOCIATES  
ARCHITECTURE - INTERIOR ARCHITECTURE  
12340 Santa Monica Blvd no. 222 Los Angeles, Ca 90025  
Tel: (310) 207-3317

CS NO.  
215-1016  
SCALE  
A.S.  
DATE  
1.8.2018  
DRAWN  
R.E.

SHEET  
A-2  
OF  
SHEETS

REVISIONS	BY	REVISIONS	BY

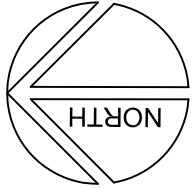
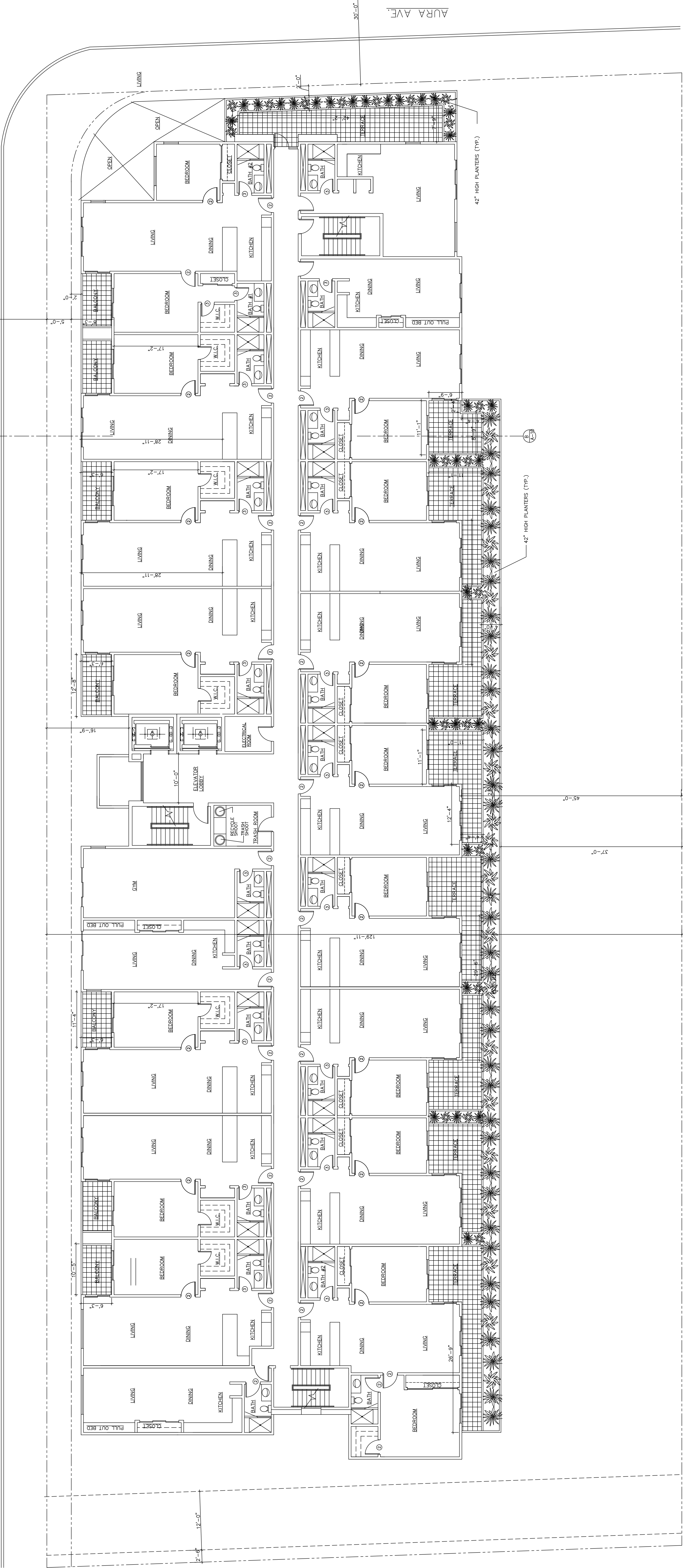
VENTURA BLVD



PROPOSED FIRST FLOOR PLAN SCALE: 1/8"=1'-0"

REVISIONS	BY	REVISIONS	BY	SHEET			
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				215-1016	A.S.	1.8.2018	REL
				FARHAD + MATLOOB & ASSOCIATES			
				ARCHITECTURE - INTERIOR ARCHITECTURE			
				12340 Santa Monica Blvd no. 222 Los Angeles, Ca 90025			
				Tel: (310) 207-3317			
				A-3			
				OF SHEETS			

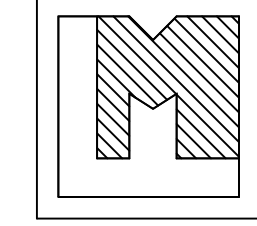
VENTURA BLVD



PROPOSED SECOND FLOOR PLAN

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

MIXED USED DEVELOPMENT  
19360 VENTURA BLVD TARZANA, CALIF. 91356  
FOR YARCOH INVESTMENT LLC  
19360 VENTURA BLVD TARZANA, CALIF. 91356



FARHAD + MATLOOB & ASSOCIATES  
ARCHITECTURE - INTERIOR ARCHITECTURE  
12340 Santa Monica Blvd no. 222 Los Angeles, Ca 90025  
Tel: (310) 207-3317

REVISIONS	BY	REVISIONS	BY

JOB NO. 219-1016	SCALE A.S.	DATE 1,8,2018	DRAWN R F
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SHEET	OF
A-4	





## PROPOSED THIRD FLOOR PLAN

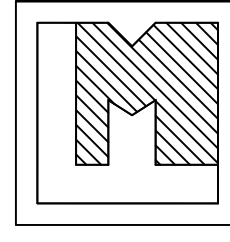
SCALE: 1/8"=1'-0"

# MIXED USED DEVELOPMENT

19360 VENTURA BLVD TARZANA, CALIF. 91356

EOB YABCOH INVESTMENT LLC

19360 VENTURA BLVD TARZANA, CALIF. 91356



FARHAD + MATLOOB &amp; ASSOCIATES

ARCHITECTURE - INTERIOR ARCHITECTURE

12340 Santa Monica Blvd no. 222 | Los Angeles, Ca 90025

Tel: (310) 207-3317

JOB NO.

219-1016

SCALE  
A.S.

DATE \_\_\_\_\_

1,8,2018

DRAWN  
R.E.

SHEET

A-5


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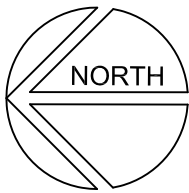
SHS



PROPOSED FOURTH FLOOR PLAN

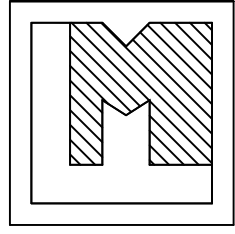
SCALE: 1/8"=1'-0"

				MIXED USED DEVELOPMENT 19360 VENTURA BLVD TARZANA, CALIF. 91356								FARHAD + MATLOOB & ASSOCIATES				SHEET	
												ARCHITECTURE - INTERIOR ARCHITECTURE				SCALE	
												12340 Santa Monica Blvd no. 222 Los Angeles, Ca 90025				A.S.	
												Tel: (310) 207-3317				DATE	
																1.8.2018	
																DRAWN	
																R.E.	
																OF	
																SHEETS	



SCALE:

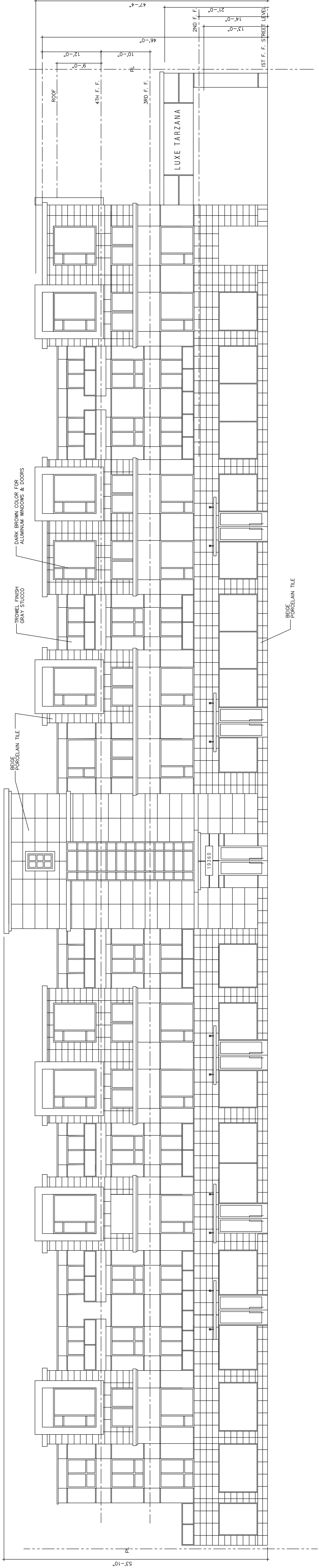
FOR YARCOH INVESTMENT LLC  
19360 VENTURA BLVD TARZANA, CALIF. 91356



**FARHAD + MATLOOB & ASSOCIATES**  
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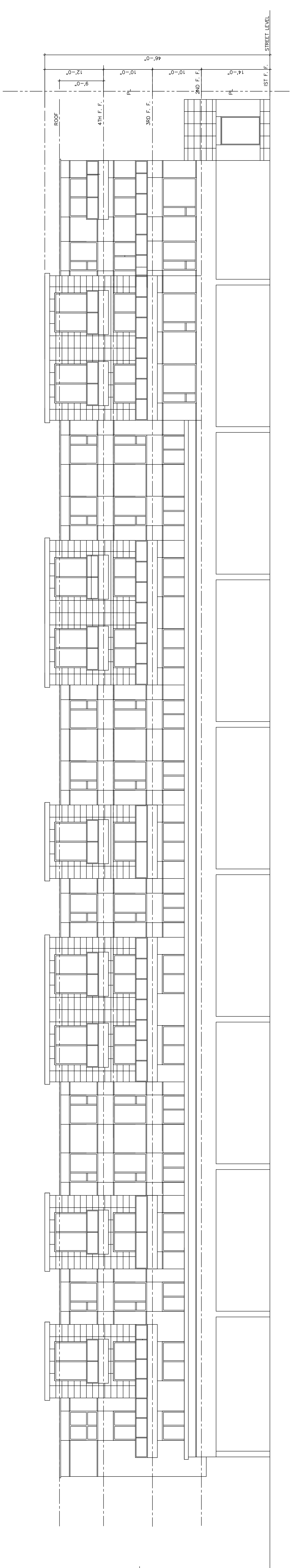
JOB NO. 219-1016	SCALE A.S.	DATE 1.8.2018	DRAWN R.E.	OF A-7	SHEETS
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REVISIONS	BY	REVISIONS	BY



NORTH ELEVATION

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

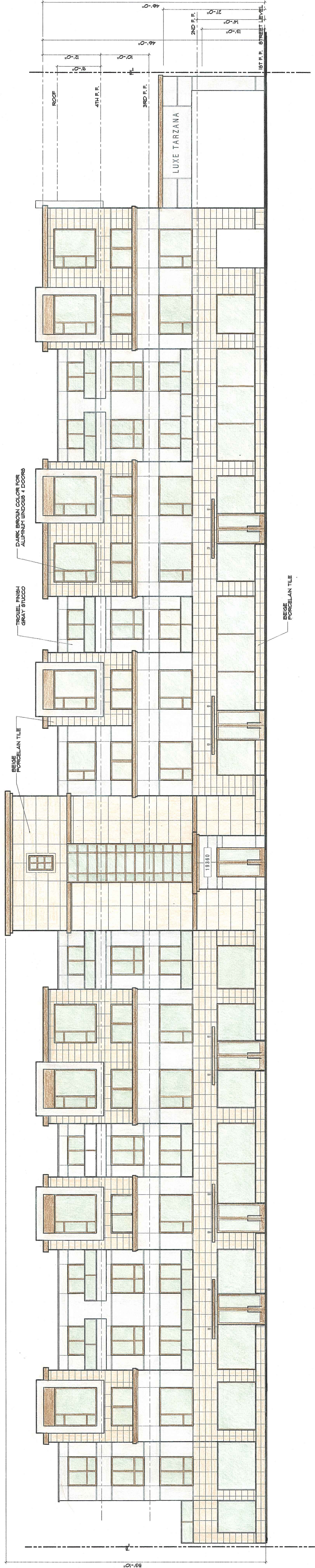


SOUTH ELEVATION

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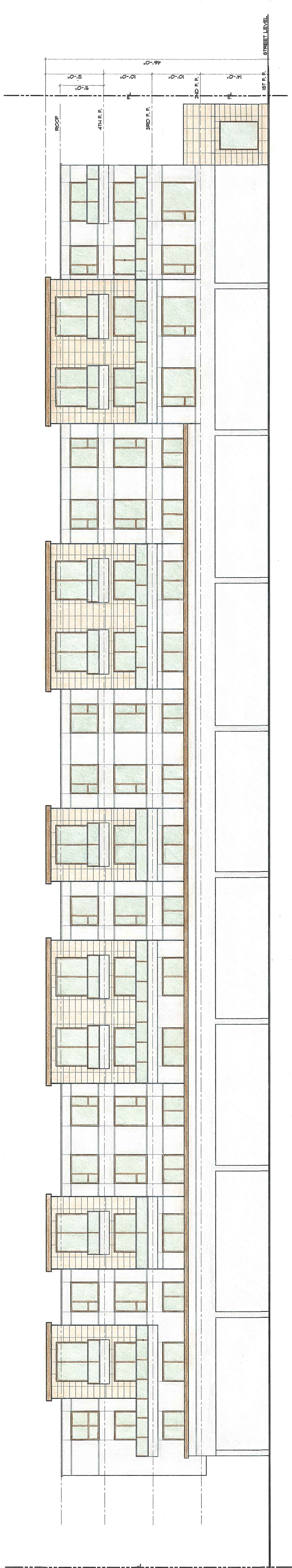
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NORTH ELEVATION

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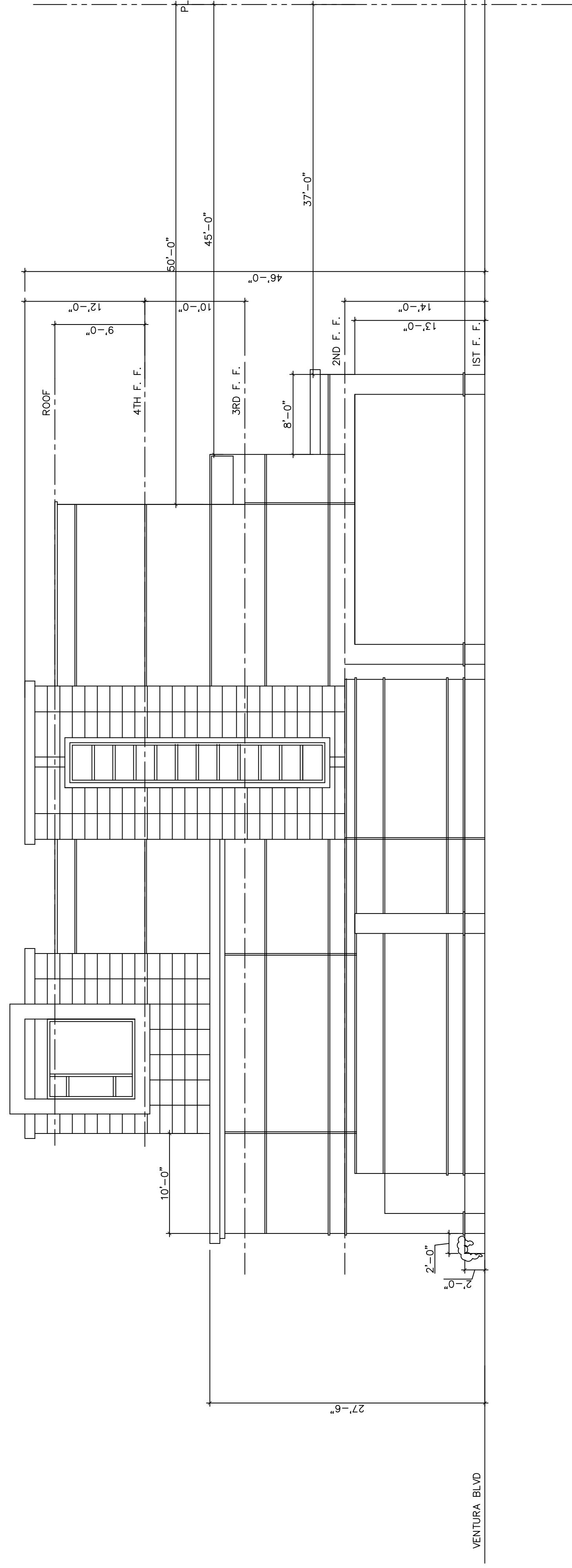


SOUTH ELEVATION

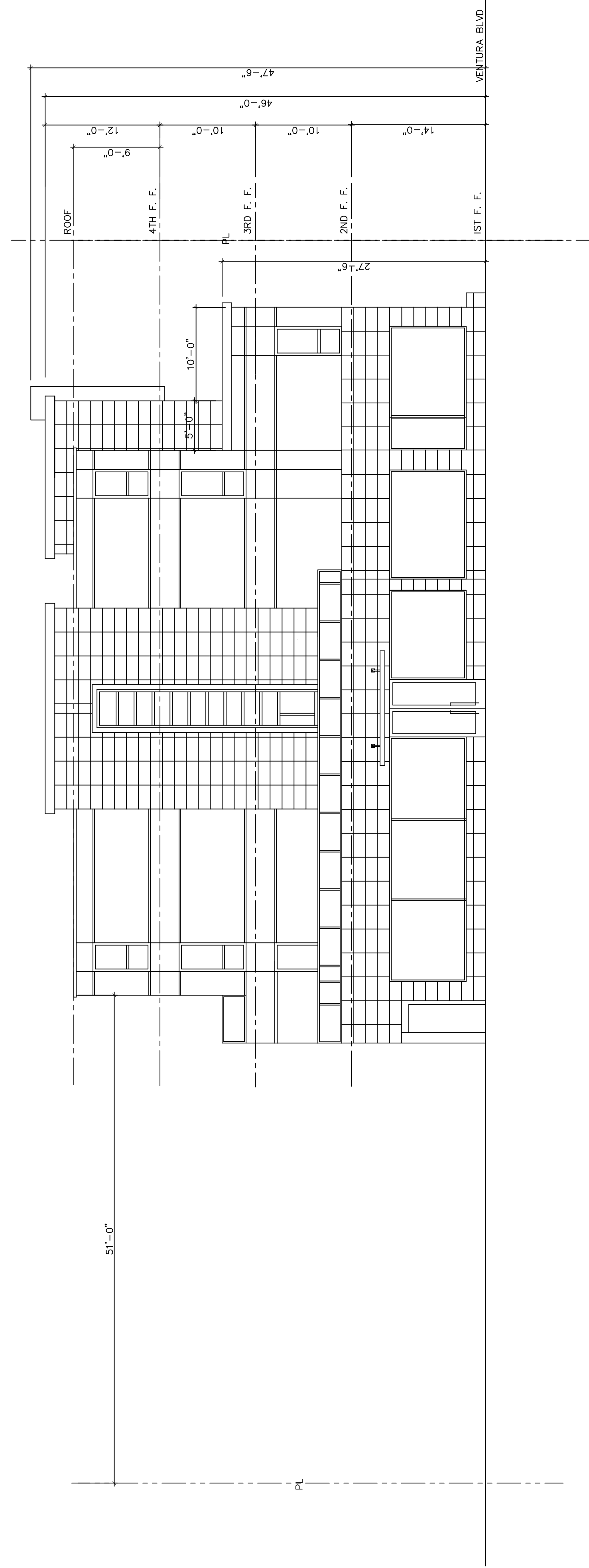
SCALE: 1/8"=1'-0"

<div>REVISIONS</div> <div>BY</div> <div>REVISIONS</div> <div>BY</div>	<div>MIXED USED DEVELOPMENT</div> <div>19360 VENTURA BLVD TARZANA, CALIF. 91356</div> <div>FOR YARCOH INVESTMENT LLC</div> <div>19360 VENTURA BLVD TARZANA, CALIF. 91356</div>		<div></div> <div>FARHAD + MATLOOB &amp; ASSOCIATES</div> <div>ARCHITECTURE - INTERIOR ARCHITECTURE</div> <div>12340 Santa Monica Blvd no. 222 Los Angeles, Ca 90025</div> <div>Tel: (310) 207-3317</div>	JOB NO.	219-1016	SHEET
	SCALE	A.S.				
	DATE	1.8.2018				
		OF		SHEETS		





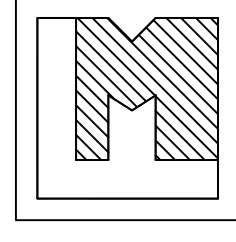
SCALE: 1/8"=1'-0"



REVISIONS	BY	REVISIONS	BY

MIXED USED DEVELOPMENT  
19360 VENTURA BLVD TARZANA; CALIF. 91356

FOR YARCOH INVESTMENT LLC  
19360 VENTURA BLVD TARZANA; CALIF. 91356



**FARHAD + MATLOOB & ASSOCIATES**  
ARCHITECTURE - INTERIOR ARCHITECTURE  
12340 Santa Monica Blvd no. 222 Los Angeles, Ca 90025  
Tel: (310) 207-3317









SECTION - B

**MIXED USED DEVELOPMENT**  
19360 VENTURA BLVD TARZANA, CALIF. 91356

**FOR YARCOH INVESTMENT LLC**  
19360 VENTURA BLVD TARZANA, CALIF. 91356

19360 VENTURA BLVD TARZANA, CALIF. 91356

---

FOR YARCOH INVESTMENT LLC

19360 VENTURA BLVD TARZANA, CALIF. 91356



TREE LEGEND

SYMBOL	BOTANICAL NAME COMMON NAME SIZE / QUANTITY / NCCLS
⊙	CAREXUS S. 'MONTELI' PINK TOMER ITALIAN CYPRESS 24 INCH BOX / 34 / LOW
⊙	LAURUS NOBILIS / REPLACEMENT TREE BAY LAUREL 24 INCH BOX / 13 / LOW
⊙	PODOCARPUS MACROPHYLLUS TEA PINE 24 INCH BOX / 30 / MOD
⊙	STREET TREE 2 - EXISTING TO REMAIN
⊙	STREET TREE SEE URBAN FORESETY NOTES 24 INCH BOX / 3

SHRUB LEGEND

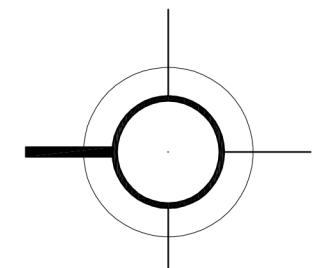
SYMBOL	BOTANICAL NAME COMMON NAME SIZE / QUANTITY / NCCLS
⊙	AGAPANTHUS O. 'SNOVA STROM' SNOW STROM LILY-OF-TH- NILE 1 GAL / 50 / 2' TALL X 2' WIDE / MOD
⊙	ALYOTYNE HESSELI 'MONLEON' MONLEON HYDRANGEA 5 GAL / 75 / 6' TALL X 4' WIDE / LOW
⊙	ASPARAGUS D. 'METERS' METERS ASPARAGUS - FERN 1 GAL / 20 / 2' TALL X 2' WIDE / MOD
⊙	CHONDRORPHEUM TECTORIUM CAPE BUSH 2 GAL / 40 / 2' TALL X 3' WIDE / LOW
⊙	CLIVIA MINATA 'MONTA' FLAME BUSH LILY 1 GAL / 150 / 2' TALL X 3' WIDE / LOW
⊙	FESTUCA BLANCA BLUE FESCUE 1 GAL / 150 / 8' TALL X 8' WIDE / LOW
⊙	ILEX V. 'STOKES DIAMOND' STOKES DIAMOND HOLLY 5 GAL / 30 / 3'-4' TALL X 3'-4' WIDE / MOD
⊙	LANFANA 'NEN GOLD' NEN GOLD LANTANA 1 GAL / 100 / 12' TALL X 24' WIDE / LOW
⊙	LEUCISTRUM J. 'TEVANIM' - STAKED KAXLEAF PRIVET 2 GAL / 30 / 8' TALL X 3' WIDE / MOD
⊙	OLEA E. 'MONTA' LITTLE OLLIE OLLIE 2 GAL / 30 / 6' TALL X 6' WIDE / LOW
⊙	PENNINGTON SETACEUM 'RUBRUM' PURPLE PONTIAN GRASS 1 GAL / 100 / 4' TALL X 3' WIDE / LOW
⊙	PENNINGTON SPECTABILIS SPOTT PENTAGON 1 GAL / 30 / 3' TALL X 3' WIDE / LOW
⊙	RHAPHIOLEIS I. 'BALLERINA' BALLERINA HYDRANGEA 2 GAL / 30 / 2' TALL X 3' WIDE / LOW
⊙	SALVIA LEBCANTHIA 'SANTA BARBARA' SANTA BARBARA SALVIA 5 GAL / 30 / 3' TALL X 3' WIDE / LOW
⊙	WESTINGIA FRUTICOSA 'MESOS' MEXICAN MESQUITE 5 GAL / 25 / 12' TALL X 4' WIDE / LOW

VINE LEGEND

SYMBOL	BOTANICAL NAME / NCCLS COMMON NAME SIZE / QUANTITY
⊙	BOESAINVILLEA 'JAMES WALKER' JAMES WALKER BOESAINVILLEA 5 GAL / 25 / 20' TALL X 20' WIDE / LOW
⊙	HARPERBERGIA VIOLACEA HILLAG VINE 5 GAL / 25 / 15' TALL X 15' WIDE / LOW

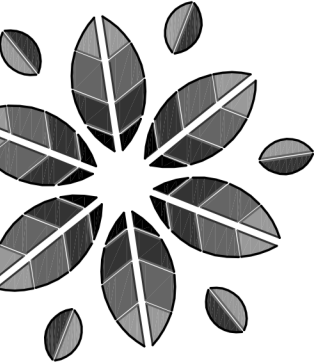
GROUND COVER LEGEND

SYMBOL	BOTANICAL NAME / NCCLS COMMON NAME SIZE / QUANTITY
⊙	MILCH 3" LAYER



PRELIMINARY LANDSCAPE PLAN

SCALE: 1" = 10'-0"  
0 5 10 20



Susan E. McEowen  
LANDSCAPE ARCHITECT

Susan E. McEowen  
Landscape Architect 2180  
A California Corporation  
9187 Golden Valley Road, #924  
Santa Clarita, CA 91357  
Office: (661) 294-3755  
Email: susan@landarch.us

VENTURA MIXED USE

59 UNITS OVER COMMERCIAL  
19860 VENTURA BLVD.  
TARZANA, CA. 91356

YARCOH INVESTMENT LLC.

19860 VENTURA BLVD.  
TARZANA, CA 91356  
(213) 407-0001

2018-08-09

PAGE

PL-1

V E N T U R A B O U L E V A R D



GROUND FLOOR

WATER MANAGEMENT POINT SYSTEM

REFERENCE NO.	UNIT TYPE	POINTS	50' FEET
N/A	ENTIRE SITE	300	97553.62
TOTAL REQUIRED: 300			
PROVIDED			
N/A	AUTOMATIC CONTROLLERS	5	N/A
N/A	PLANTS ONCE PLANTED THAT WILL REMAIN IN GOOD HEALTH WITH 1" PER 24" BOX 925' X 2' PTS.	1850	N/A
TOTAL PROVIDED: 1855			

LANDSCAPE POINT SYSTEM

REFERENCE NO.	UNIT TYPE	POINTS	50' FEET
N/A	ENTIRE SITE	20	97553.62
TOTAL REQUIRED: 20			
PROVIDED			
A	36 TREE TAXON THAT DO NOT EXIST IN 5000 FT. RADIUS 100' FROM BUILDING UP TO 50% OF POINTS	10	N/A
B	3 - STREET TREES 1 FT PER 24" BOX	3	N/A
D	400 LIN. FT. OF VINES ON WALLS PER 50 LIN. FT.	16	N/A
TOTAL PROVIDED: 29			

OPEN SPACE TABULATION

REQUIRED			
UNIT TYPE	QUANTITY	RATIO / DU	SQ. FEET
2 HABITABLE RMS	53	100	5,900
3 HABITABLE RMS	6	125	750
TOTAL REQUIRED			6,650
PROVIDED			
UNIT TYPE	QUANTITY	RATIO / DU	SQ. FEET
ROOF DECK	OPEN TO SKY	-	3,214
2nd FLOOR DECK	OPEN TO SKY	-	260
2nd FLOOR BALCONY	OPEN TO SKY	-	1,926
3rd FLOOR BALCONY	OPEN TO SKY	-	3,214
4th FLOOR BALCONY	OPEN TO SKY	-	5,924
TOTAL PROVIDED			9,458

NOTE

SEE TREE REPORT BY KAY GREELEY STATING NO PROTECTED TREES ON SITE. TREES TO BE REMOVED DUE TO CONSTRUCTION. SEE TREE LEGEND FOR REPLACEMENT TREES.



TREE LEGEND

SYMBOL	BOTANICAL NAME COMMON NAME SIZE / QUANTITY / INCOLS
	CARAGANUS S. MONRIELI YUK. TORRENTALIAN CYPRRESS 24 INCH BOX / 34 / LOW
	LAURUS NOBILIS / REPLACEMENT TREE BAY LAUREL 24 INCH BOX / 13 / LOW
	PODOCARPUS MACROPHYLLUS TEA PINE 24 INCH BOX / 30 / MOD
	STREET TREE 2 - EXISTING TO REMAIN
	STREET TREE SEE URBAN FORESETY NOTES 24 INCH BOX / 3

SHRUB LEGEND

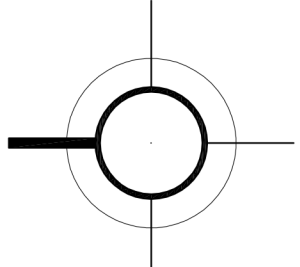
SYMBOL	BOTANICAL NAME COMMON NAME SIZE / QUANTITY / INCOLS
	AGAPANTHUS O. SMOULSTROM SNOB STROM LILY-OF-THE-NILE 1 GAL / 50 / 2' TALL X 2' WIDE / MOD
	ALYOTYNE HIEBELI MONLEON SNOB STROM LILY-OF-THE-NILE 5 GAL / 75 / 6' TALL X 4' WIDE / LOW
	AGAPANTHUS D. METERS METERS AGAPANTHUS FERN 1 GAL / 50 / 2' TALL X 2' WIDE / MOD
	CHONDROPETALUM TECTORIUM CAPE BUSH 2 GAL / 45 / 2' TALL X 3' WIDE / LOW
	CLIVIA MINATA MONYA FLAME BUSH LILY 1 GAL / 50 / 2' TALL X 3' WIDE / LOW
	FESTUCA BLANCA BLUE FESCUE 1 GAL / 50 / 1' TALL X 8' WIDE / LOW
	ILEX V. STOKES DWARF STOKES DWARF HOLLY 2 GAL / 50 / 3'-4' TALL X 3'-4' WIDE / MOD
	LANTANA NEN GOLD NEN GOLD LANTANA 1 GAL / 100 / 12' TALL X 24' WIDE / LOW
	LEIGSTRIUM J. TEXANUM - STAKED KAXLEAF PRIVET 2 GAL / 50 / 1' TALL X 3' WIDE / MOD
	OLEA E. MONTRA LITTLE OLLIE OLLIE 2 GAL / 50 / 6' TALL X 6' WIDE / LOW
	PENNINGTON SETACEUM RUBRUM PURPLE PONTIAN GRASS 1 GAL / 100 / 4' TALL X 3' WIDE / LOW
	PENSTEMON SPECTABILIS STOKES DWARF HOLLY 1 GAL / 50 / 3' TALL X 3' WIDE / LOW
	RHAPHIOLEIS I. BALLERINA BALLERINA RAPHIOLEIS 2 GAL / 30 / 2' TALL X 3' WIDE / LOW
	SALVIA LEBICANTHA SANTA BARBARA SANTA BARBARA SALVIA 2 GAL / 50 / 3' TALL X 3' WIDE / LOW
	KESTINGIA FRUITCOSEA MESOS KESTINGIA FRUITCOSEA 5 GAL / 25 / 12' TALL X 4' WIDE / LOW

VINE LEGEND

SYMBOL	BOTANICAL NAME COMMON NAME SIZE / QUANTITY
	BOISANVILLEA JAMES WALKER JAMES WALKER BOISANVILLEA 5 GAL / 25 / 20' TALL X 20' WIDE / LOW
	HARPERBERGIA VIOLACEA LILAC VINE 5 GAL / 25 / 15' TALL X 15' WIDE / LOW

GROUND COVER LEGEND

SYMBOL	BOTANICAL NAME / INCOLS COMMON NAME SIZE / QUANTITY
	MILCH 3' LAYER



PRELIMINARY LANDSCAPE PLAN

SCALE: 1" = 10'-0"



Susan E. McEowen  
LANDSCAPE ARCHITECT

Susan E. McEowen  
Landscape Architect 2180  
A California Corporation  
9187 Golden Valley Road, #924  
Santa Clara, CA 95050  
Office: (408) 294-3755  
Email: susan@landarch.us

VENTURA MIXED USE

59 UNITS OVER COMMERCIAL  
19360 VENTURA BLVD.  
TARZANA, CA. 91356

YARCOH INVESTMENT LLC.

19360 VENTURA BLVD.  
TARZANA, CA. 91356  
(213) 407-0001

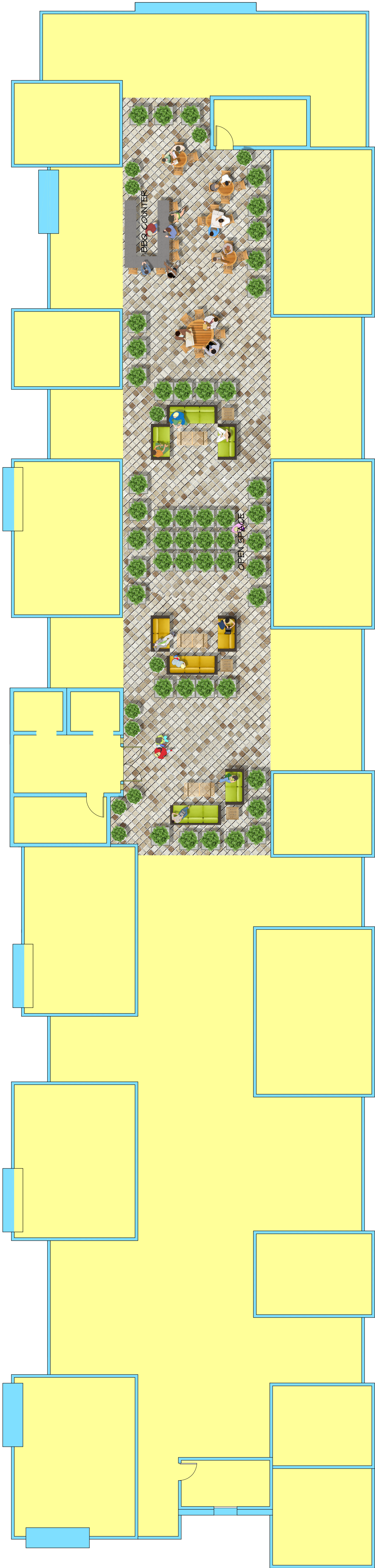
2018-08-09

PL-2

PAGE



SECOND FLOOR



THIRD FLOOR

WATER MANAGEMENT POINT SYSTEM

REFERENCE NO.	UNIT TYPE	POINTS	50' FEET
N/A	ENTIRE SITE	300	91259.22
TOTAL REQUIRED: 300			
PROVIDED			
N/A	ATMOSPHERIC CONTROLLERS	5	N/A
C	PLANTS ONCE ESTABLISHED THAT CAN WITHSTAND DROUGHT WITH GOOD HEALTH WITH SUMMER WATER	1850	N/A
TOTAL PROVIDED: 1855			

LANDSCAPE POINT SYSTEM

REFERENCE NO.	UNIT TYPE	POINTS	50' FEET
N/A	ENTIRE SITE	20	91259.22
TOTAL REQUIRED: 20			
PROVIDED			
A	50' TREE TYPICAL THAT DO NOT EXIST IN 1000 FT. RADIUS OF 10' PER 24" BOX	10	N/A
B	3 - STREET TREES 1 FT PER 24" BOX	3	N/A
D	400 LIN. FT. OF VINES ON WALLS, 2 PTS PER 50 LIN. FT.	16	N/A
TOTAL PROVIDED: 29			

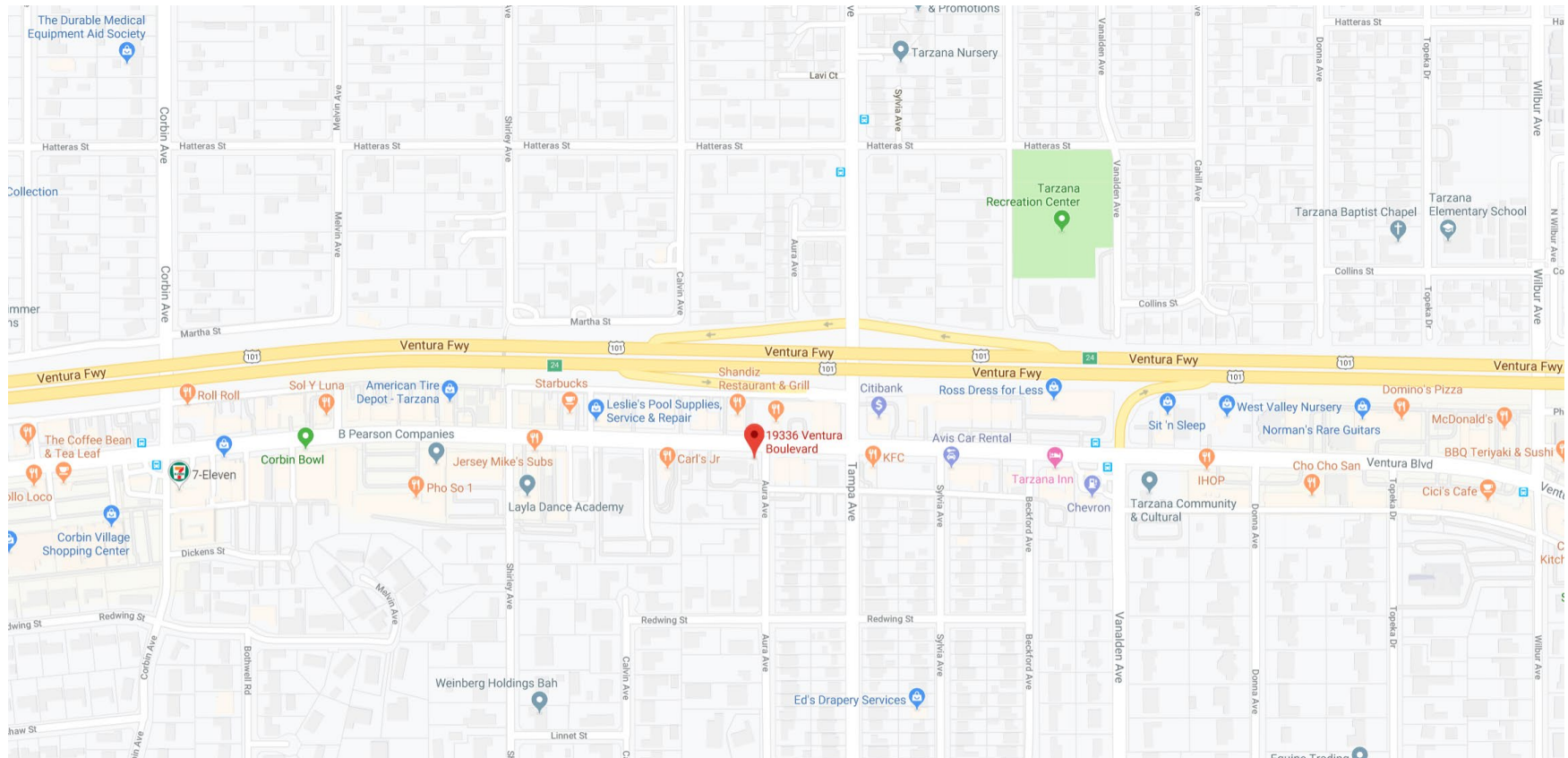
OPEN SPACE TABULATION

UNIT TYPE	QUANTITY	RATIO / DU	50' FEET
2 HABITABLE RVS	59	100	5300
3 HABITABLE RVS	6	125	750
TOTAL REQUIRED: 6050			
PROVIDED			
UNIT TYPE	QUANTITY	RATIO / DU	50' FEET
ROOF DECK	OPEN TO SKY	-	3214
2nd FLOOR DECK	OPEN TO SKY	-	260
2nd FLOOR BALCONY	OPEN TO SKY	-	1928
3rd FLOOR BALCONY	OPEN TO SKY	-	5274
4th FLOOR BALCONY	OPEN TO SKY	-	9458
TOTAL PROVIDED: 9458			



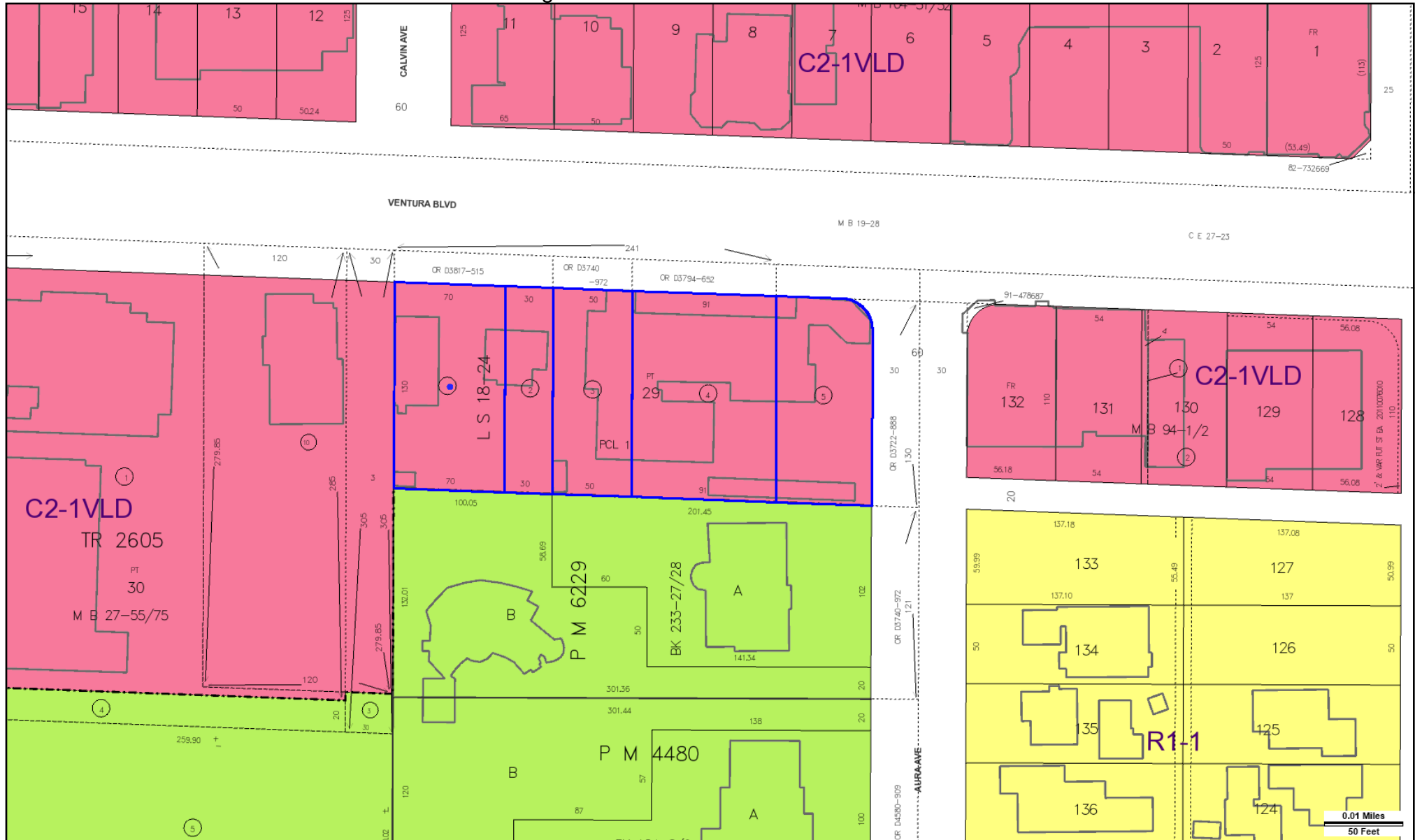
## Vicinity Map

### 19336-19360 Ventura Boulevard



## EXHIBIT B





Address: 19360 W VENTURA BLVD

APN: 2163002003

PIN #: 174B117 337

Tract: TR 2605

Block: None

Lot: PT 29

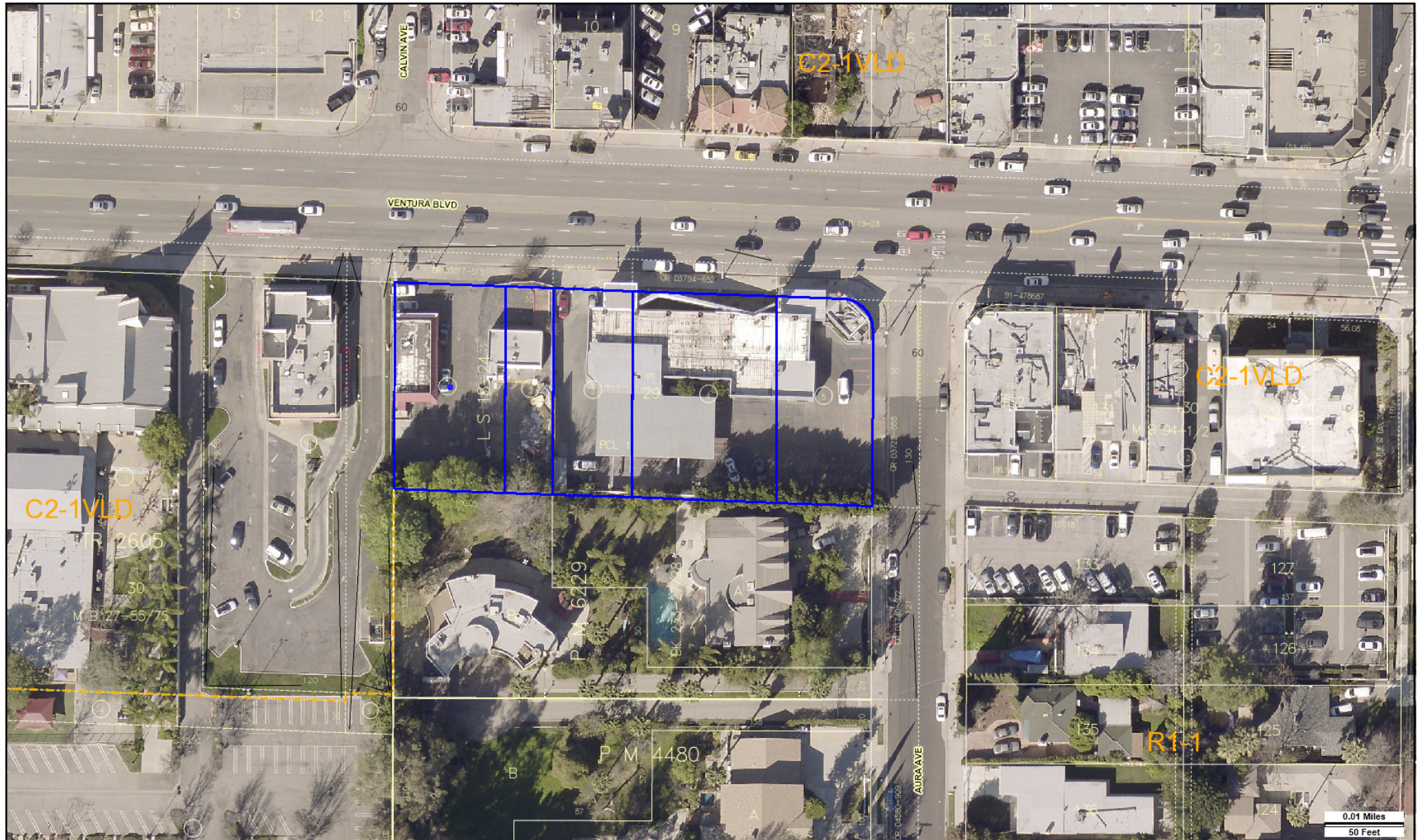
Arb: 1

Zoning: C2-1VLD

General Plan: Community Commercial







Address: 19360 W VENTURA BLVD

APN: 2163002003

PIN #: 174B117 337

Tract: TR 2605

Block: None

Lot: PT 29

Arb: 1

Zoning: C2-1VLD

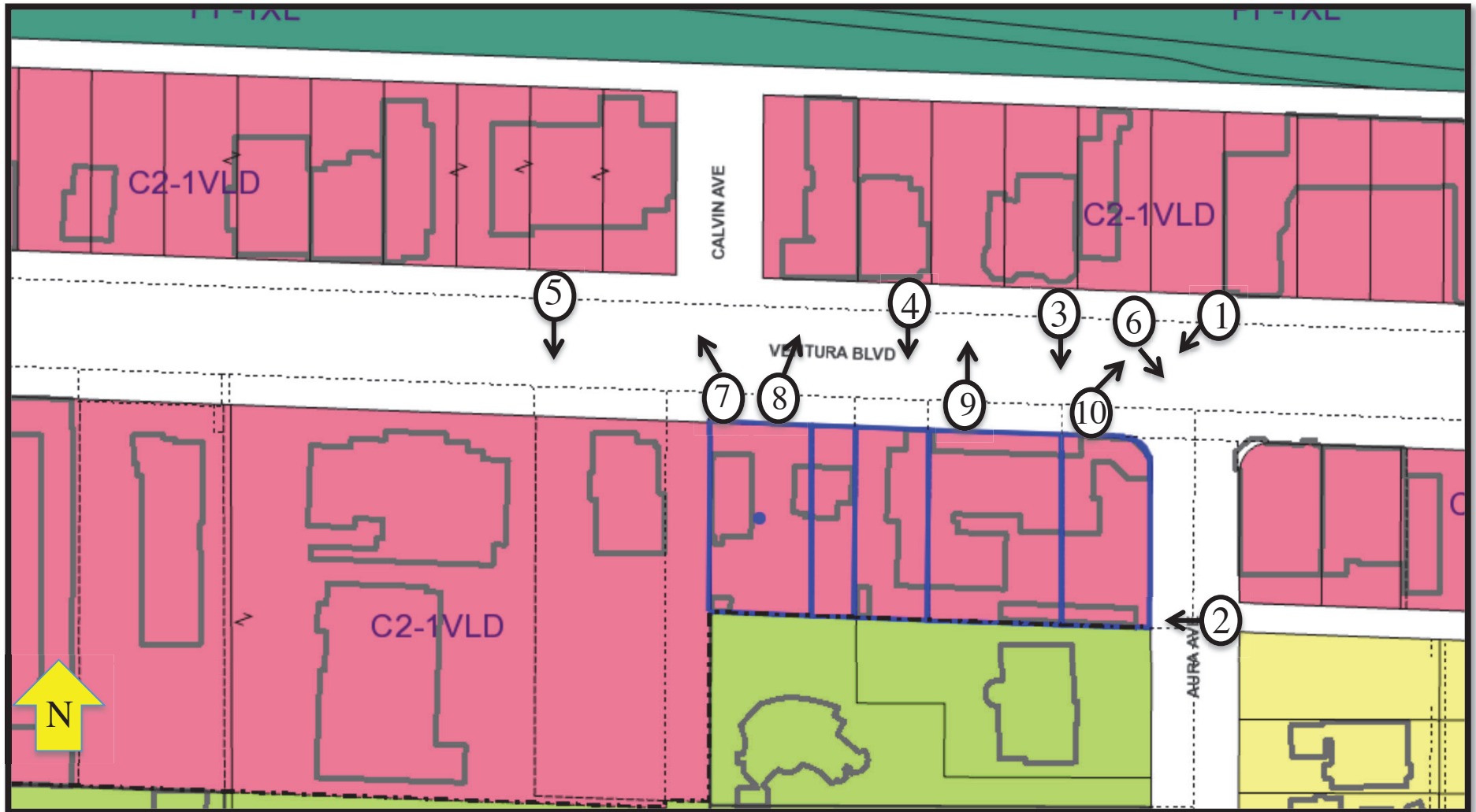
General Plan: Community Commercial





# *Index Map*

## *LUXE TARZANA Project*





1) View of the Subject Property from Ventura Boulevard facing south west.



2) View of the Subject Property facing west on Aura Street.





3) View from Ventura Boulevard of the eastern portion of the Subject Property facing south.



4) View from Ventura Boulevard of the western portion of the Subject Property facing south.





5) View of the adjacent properties to the east of the Subject property facing south on Ventura Boulevard.

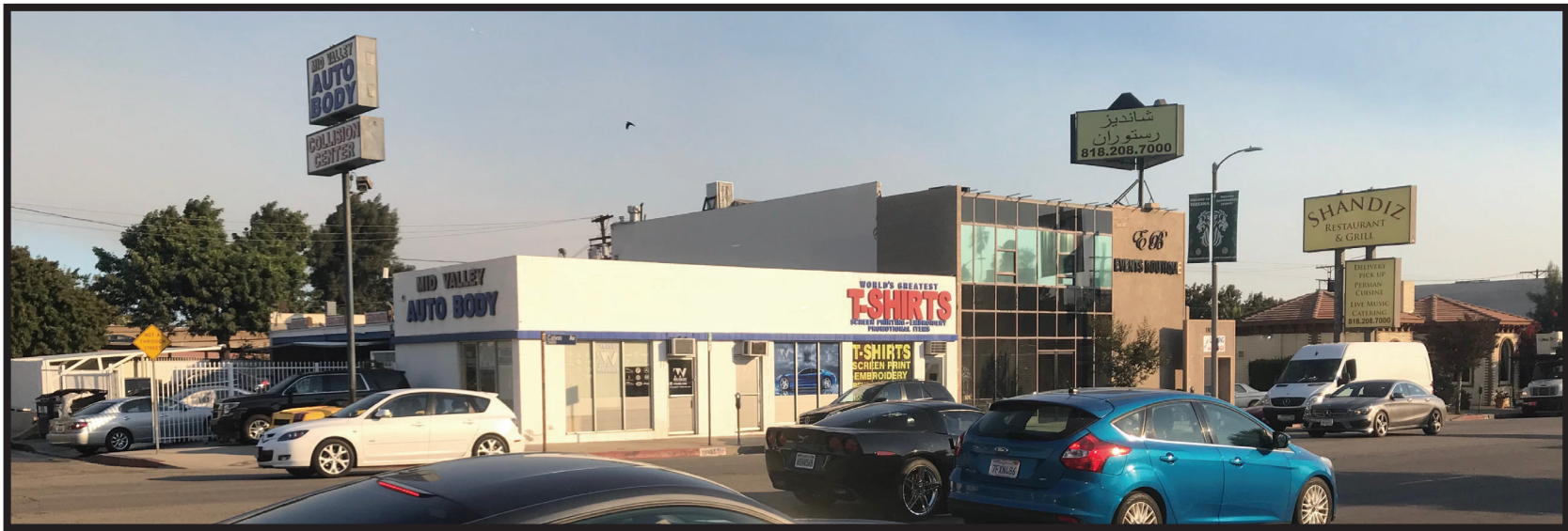


6) View of the adjacent property to the east of the Subject Property from the south west corner of the intersection of Ventura Boulevard and Aura Street.



7) View of the adjacent property to the north west of the Subject Property from Ventura Boulevard, facing north.





8) View of the adjacent properties to the north of the Subject Property from Ventura Boulevard, facing north east.



9) View of the adjacent property to the north of the Subject Property from Ventura Boulevard, facing north.



10) View of an adjacent property to the north east of the Subject Property from Ventura Boulevard, facing north east.

COUNTY CLERK'S USE

## CITY OF LOS ANGELES

OFFICE OF THE CITY CLERK  
200 NORTH SPRING STREET, ROOM 395  
LOS ANGELES, CALIFORNIA 90012

## CALIFORNIA ENVIRONMENTAL QUALITY ACT

## NOTICE OF EXEMPTION

(PRC Section 21152; CEQA Guidelines Section 15062)

Filing of this form is optional. If filed, the form shall be filed with the County Clerk, 12400 E. Imperial Highway, Norwalk, CA 90650, pursuant to Public Resources Code Section 21152(b) and CEQA Guidelines Section 15062. Pursuant to Public Resources Code Section 21167 (d), the posting of this notice starts a 35-day statute of limitations on court challenges to reliance on an exemption for the project. Failure to file this notice as provided above, results in the statute of limitations being extended to 180 days.

PARENT CASE NUMBER(S) / REQUESTED ENTITLEMENTS

CPC-2018-89-DB-SPR-SPP

LEAD CITY AGENCY

City of Los Angeles (Department of City Planning)

CASE NUMBER

ENV-2018-90-CE

PROJECT TITLE

Luxe Tarzana

COUNCIL DISTRICT

3 - Blumenfield

PROJECT LOCATION (Street Address and Cross Streets and/or Attached Map)

19336-19360 W. Ventura Boulevard, Tarzana, CA 91356

☐ Map attached.

PROJECT DESCRIPTION:

See attached justifications

☒ Additional page(s) attached.

NAME OF APPLICANT / OWNER:

Kamyar Marouni Yarcoh Investment, LCC

CONTACT PERSON (If different from Applicant/Owner above)

Heather Waldstein

(AREA CODE) TELEPHONE NUMBER

(818) 716-2767

EXT.

EXEMPT STATUS: (Check all boxes, and include all exemptions, that apply and provide relevant citations.)

## STATE CEQA STATUTE &amp; GUIDELINES

☐ STATUTORY EXEMPTION(S)

Public Resources Code Section(s) \_\_\_\_\_

☒ CATEGORICAL EXEMPTION(S) (State CEQA Guidelines Sec. 15301-15333 / Class 1-Class 33)CEQA Guideline Section(s) / Class(es) Section 15332 / Class 32☐ OTHER BASIS FOR EXEMPTION (E.g., CEQA Guidelines Section 15061(b)(3) or (b)(4) or Section 15378(b) )

JUSTIFICATION FOR PROJECT EXEMPTION:

☒ Additional page(s) attached☒ None of the exceptions in CEQA Guidelines Section 15300.2 to the categorical exemption(s) apply to the Project.☐ The project is identified in one or more of the list of activities in the City of Los Angeles CEQA Guidelines as cited in the justification.

IF FILED BY APPLICANT, ATTACH CERTIFIED DOCUMENT ISSUED BY THE CITY PLANNING DEPARTMENT STATING THAT THE DEPARTMENT HAS FOUND THE PROJECT TO BE EXEMPT.

If different from the applicant, the identity of the person undertaking the project.

## CITY STAFF USE ONLY:

CITY STAFF NAME AND SIGNATURE

Lucerito Martinez

STAFF TITLE

Planning Associate

ENTITLEMENTS APPROVED

FEE:

\$2,280

RECEIPT NO.

0202482561

REC'D. BY (DCP DSC STAFF NAME)

Daniel Skolnick

DISTRIBUTION: County Clerk, Agency Record

Rev. 3-27-2019

EXHIBIT E



# JUSTIFICATION FOR PROJECT EXEMPTION

## CASE NO. ENV-2018-90-CE

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### JUSTIFICATION FOR PROJECT EXEMPTION:

Class 32 consists of projects characterized as in-fill development meeting the following conditions: (a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations. (b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses. (c) The project site has no value as habitat for endangered, rare or threatened species. (d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality. (e) The site can be adequately served by all required utilities and public services. In addition, none of the following Exceptions can apply to the project: (a) The project and successive projects of the same type in the same place will result in cumulative impacts; (b) There are unusual circumstances creating the reasonable possibility of significant effects; (c) The project may result in damage to scenic resources, including, but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within an officially designated scenic highway; (d) The project is located on a site that the Department of Toxic Substances Control and the Secretary of the Environmental Protection have identified, pursuant to Government Code section 65962.5, as being affected by hazardous wastes or clean-up problems; or (e) The project may cause a substantial adverse change in the significance of an historical resource. The project includes the removal of three onsite trees and two street trees.

#### Project Description:

The demolitions of four commercial buildings (a carwash, oil lubrication center and a fast food restaurant) with an approximate commercial square footage of 10,450 and existing parking lots. The construction of a new four-story, 54-foot high, mixed-use building with one level of subterranean parking, approximately 8,533 square feet of commercial uses and surface parking lot on the ground floor, three levels of residential (59 units out of which 7 units are set aside for Very Low Income Households), and a 3,464 square-foot rooftop deck. There are three non-protected trees onsite which are proposed to be removed, and three street trees of which two are proposed to be removed.

There are five (5) exceptions to this Exemption which must be considered in order to find a project exempt under Class 32: (a) Cumulative Impacts; (b) Unusual Circumstances/Significant Effect; (c) Scenic Highways; (d) Hazardous Waste Sites; and (e) Historical Resources.

#### (a) Cumulative Impacts

According to ZIMAS, there are three previously approved cases but they have all been completed. As a result there is not a current succession of known projects of the same type within a 500-foot radius from the subject property. As a result, there are no significant cumulative impacts. Therefore, this exception to the Categorical Exemptions does not apply.

#### (b) Unusual Circumstances/Significant Effect

The project includes the demolition of four commercial buildings (a carwash, jiffy lube and restaurant) with an approximate commercial square footage of 10,450 and existing parking lots. The construction of a new four-story, 54-foot high, mixed-use building with one level of subterranean parking, approximately 8,533 square feet of commercial uses and surface parking lot on the ground floor, three levels of residential (59 units out of which 7 units are set aside for Very Low Income Households), and a 3,464 square-foot rooftop deck. According to DOT's Traffic Assessment Memo dated September 17, 2018 of the Traffic Study submitted in December 2017,

none of the study intersections would be significantly impacted. Furthermore, it was determined that the project would result in a decrease of 95 daily trips from the previous uses onsite. Thus, there would be no significant traffic impacts resulting from the proposed project. The project will not result in significant impacts related to air quality because it falls below the interim air threshold established by DCP staff. Interim thresholds were developed by Department of City Planning staff based on CalEEMod model runs relying on reasonable assumptions, consulting with AQMD staff, and surveying published air quality studies for which criteria air pollutants did not exceed the established SCAQMD construction and operational thresholds. The project will be subject to Regulatory Compliance Measures (RCMs), which require compliance with the City of Los Angeles Noise Ordinance; pollutant discharge, dewatering, stormwater mitigations; and Best Management Practices for stormwater runoff. These RCMs will reduce any potential impacts on noise and water to less than significant. Thus, there are no unusual circumstances which may lead to a significant effect on the environment and this exception to the Categorical Exemptions does not apply.

(c) Scenic Highways

Based on a review of the California Scenic Highway Mapping System ([http://www.dot.ca.gov/hq/LandArch/16\\_livability/scenic\\_highways/](http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/)), the subject site is not located along an Officially Designated State Scenic Highway, nor are there any designated State Scenic Highways located near the project site. Based on this, the proposed project will not result in damage to scenic resources including trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. Therefore, this exception to the categorical exemptions does not apply.

(d) According to Envirostor, the State of California's database of Hazardous Waste Sites (<https://www.envirostor.dtsc.ca.gov/public/>) neither the subject site, nor any site within 500 feet from the subject site, is identified as a hazardous waste site. According to Geotracker, the State Water Resources Control Board database of regulated facilities (<https://geotracker.waterboards.ca.gov/>), there is a Cleanup Program Site within 225 feet from the site (Case No. SL0603784936 at 19311 Ventura Boulevard), however, The Los Angeles Regional Water Quality Control Board did not see evidence that the groundwater or soil vapor contamination from this site could potentially impact the development in the subject site.

Due to the prior automobile uses onsite (Car Wash and an Oil Lubrication Center) a Phase I Environmental Site Assessment dated April 19, 2013 was submitted. The assessment's detailed description of site reconnaissance and environmental conditions reported the subject property was occupied by Tarzana Car Wash, Simply Smog, and Jiffy Lube. Detergents, soaps, and waxes were stored onsite for the car wash and detailing operations. These materials were not regulated as hazardous materials or hazardous wastes and were not assessed to represent an environmental concern. Operations conducted by Simply Smog consisted of vehicle smog inspections. No hazardous materials were used. Operations conducted at Jiffy Lube included light vehicle services such as oil changes and transmission and coolant services. These processes used hazardous materials in the form of typical vehicle fluids (oil, antifreeze, etc.). No stains or spills were observed. Site reconnaissance revealed no evidence of underground storage tanks, sumps, or other environmental concerns. The American Society for Testing and Materials (ASTM) Practice E1527-05 standard defines a Recognized Environmental Condition (REC) as "...the presence or likely presence of any hazardous substances or petroleum products on a property under conditions that indicate an existing release, a past release, or a material threat of a release of any hazardous substances or petroleum products into structures on the property or into the ground, ground water, or surface water of the property. The term includes hazardous substances or petroleum products even under conditions in compliance with laws. The term is not intended to include de minimis conditions that generally do not present a threat to human health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies. Conditions determined to be de



minimis are not recognized environmental conditions.” The Phase I Environmental Site Assessment submitted, researched the history of the site, prior uses, actions of governmental agencies on the property, and prior environmental studies and determined that no Recognized Environmental Conditions (RECs) were identified for the subject site and determined no further action was needed. Therefore, the site has not been identified as a hazardous waste site and this exception to the categorical exemptions does not apply.

(e) The project site has not been identified as a historic resource by local or state agencies, and the project site has not been determined to be eligible for listing in the National Register of Historic Places, California Register of Historical Resources, the Los Angeles Historic-Cultural Monuments Register, and/or any local register. In addition, the site was not found to be a potential historic resource based on the City’s HistoricPlacesLA website or SurveyLA, the citywide survey of Los Angeles. Based on this, the project will not result in a substantial adverse change to the significance of a historic resource and this exception does not apply.

A project qualifies for a Class 32 Categorical Exemption if it is developed on an infill site and meets the conditions described in this section. The five (5) conditions which the project must meet in order to qualify for the Class 32 Categorical Exemption are as follows: (a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with the applicable zoning designation and regulations; (b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses; (c) The project site has no value as habitat for endangered, rare or threatened species; (d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality; and (e) The site can be adequately served by all required utilities and public services.

a) The site is currently developed with a car wash, an oil lubrication center, a restaurant, and surface parking. The site is zoned C2-1VLD and has a General Plan Land Use Designation of Community Commercial. As a new mixed use project, it is in conformance with the General Plan Zone Designation.

b) The subject site is wholly within the City of Los Angeles, on site that is less than .90 acres. Lots adjacent to the site are developed with commercial businesses to the east and to the north across from Ventura Boulevard, a fast food restaurant to the west, and single-family dwellings to the south.

c) The site is not a wildland area, and is not inhabited by endangered, rare, or threatened species. The site is developed with a car wash, a jiffy lub, a fast food restaurant and surface parking. There are only three trees onsite and three street trees. The arborist report dated December 19, 2017 and prepared by Seven Elk Ranch Design, Inc, indicated there are no protected trees onsite. All onsite trees and two street trees are proposed to be removed. Street trees will be removed, replaced, and planted to the satisfaction of the Urban Forestry Division. The project will be subject to Regulatory Compliance Measures (RCMs), which require compliance with the City of Los Angeles Noise Ordinance; pollutant discharge, dewatering, stormwater mitigations; and Best Management Practices for stormwater runoff. These RCMs will reduce any potential impacts on noise and water to less than significant.

d) As a four-story, 54-foot high, mixed-use building with one level of subterranean parking, approximately 8,533 square feet of commercial uses and surface parking lot on the ground floor, three levels of residential (59 units out of which 7 units are set aside for Very Low Income Households), and a 3,464 square-foot rooftop deck, the project will not significantly affect traffic at the two nearby intersections and would result in a decrease in 95 daily trips from the previous use onsite and would thus not affect traffic. The project is under the designated City thresholds that would trigger an Air Quality Study. The project will be subject to standard regulatory compliance measures for drainage and does not involve any special noise generators. Impacts to traffic, air quality, noise, and water quality from the proposed project are anticipated to be less than significant.

e) The project site will be adequately served by all public utilities and services given that the construction of the proposed mixed-use project will be on a site which has been previously developed with a car wash, an oil lubrication center, and a restaurant.

Therefore, it can be found that the project meets the qualifications of the Class 32 Exemption.



# REFERRAL FORMS:

## AFFORDABLE HOUSING REFERRAL FORM LOS ANGELES CITY PLANNING DEPARTMENT

This form is to serve as a referral to the Department of City Planning Development Services Center for affordable housing case filing purposes (in addition to the required Department of City Planning Application and any other necessary documentation) and as a referral to HCIDLA, CRA, LA County, or other City agency for project status and entitlement need purposes. This form shall be completed by the applicant and reviewed and signed by Department of City Planning staff prior to case filing. Any modifications to the content(s) of this form after its authorization by the Department of City Planning staff is prohibited.

### CITY STAFF USE ONLY

#### Referral To:

☐ Planning DSC - Filing ☐ HCIDLA Funding ☐ CRA ☐ LA County ☐ Other: Luxe Tarzana

NOTES: Revised

#### Planning Staff Name and Title

Ulises Gonzalez, City Planner

#### Planning Staff Signature

Ulises A. Gonzalez

#### Date

8/2/2019

(The Department of City Planning reserves the right to require an updated AHRF for the project if more than 180 days have transpired since the above date, or as necessary, to reflect project modifications, policy changes and/or amendments to the LAMC, local laws, and State laws.)

## I. PROPOSED PROJECT

### 1. PROJECT LOCATION/ ZONING

Project Address: 19336-19360 Ventura Boulevard

Project Name: Luxe Tarzana

Applicant Name and Phone/Email: Rosenheim & Associates (Attn: Heather Waldstein) heather@raa-inc.com

Assessor Parcel Number(s): 2163-002-045, 2163-002-003

Community Plan: Encino/Tarzana

Number of Lots: 5

Lot Size: 39,125

s.f.

Existing Zone: C2-1VLD

Land Use Designation: Community Commercial

☒ Specific Plan

☐ HPOZ

☐ DRB

☐ Enterprise Zone

☐ CRA

☒ Q-condition/ D-limitation/ T-classification (please specify): FAR 1:1

☐ Other pertinent zoning information (please specify): \_\_\_\_\_

☐ Location of Major Transportation Stop or Intersection (please specify):<sup>1</sup> \_\_\_\_\_

### 2. DESCRIPTION OF PROPOSED PROJECT

Applicant is seeking a Density Bonus w/ 2 on-menu incentives for addition of 11' of height and FAR of 1.78 in lieu of 1:1; and off-menu incentives for height of 25'/46'/54' and Landscape buffer of 5' in lieu of 10' in order to redevelop the project site with a 58,033 SF mixed use development constructed to a maximum height of 46' (parapet) and 54' (Elevator) consisting of 59 residential units inclusive of 7 restricted to Very Low Income Households; and ground floor commercial use of ±8,533 SF. Parking provided at surface and subterranean.

See notes on page 5 (U6)

<sup>1</sup> Per AB 744, A Major Transit Stop means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. It also includes major transit stops that are included in the applicable regional transportation plan. Per Sec 12.22.A.25(b) of LAMC, the definition of Transit Stop/Major Employment Center includes: (1) a station stop for a fixed transit guideway or fixed rail system, (2) a Metro Rapid Bus stop or route, (3) the boundaries of three major economic activity areas, and (4) the boundaries of a college or university campus with an enrollment exceeding 10,000 students.

### 3. EXISTING USE

A. Describe Existing Development: The property consists of five lots and developed with a car wash, small walk up restaurant, Jiffy Lube center, and surface parking lot.

Characteristic of existing use Dwelling Unit (DU), Commercial/ Industrial, or Other	Existing		To Be Demolished	Proposed <sup>2</sup>	
	No. of DU or Guest Rooms	Approximate sq. ft./ea.		No. of DU or Guest Rooms	Approximate sq. ft./ea.
Guest Rooms	0	0	0	0	N/A
Studio	0	0	0	14	±400-600
One Bedroom	0	0	0	39	±750-950
Two Bedrooms	0	0	0	6	±900-1,150
Three Bedrooms	0	0	0	0	N/A
_____ Bedroom	0	0	0	0	N/A
Commercial / Industrial	N/A	5,217	5,217	N/A	8,533
Other:	N/A	N/A	N/A	N/A	N/A

### B. Previous Cases Filed

	(1)	(2)	(3)
Case Number(s):	CPC-2018-89-DB-SPR-SPP		
Date Filed:	1-08-2018		
Date Approved:	N/A		
End of Appeal Period:	N/A		
Environmental No.	ENV-2018-90-EAF		

### 4. TYPE OF APPLICATION

- ☐ Density Bonus (per LAMC Sec. 12.22.A.25) with **no** incentives filed in conjunction with a discretionary approval. If no entitlement case is requested, please contact the Los Angeles Department of Building and Safety (LADBS) at ladbs.org or call 3-1-1 within the City of Los Angeles or (213) 473-3231 outside of the City of Los Angeles.
- ☐ Density Bonus per LAMC Sec. 12.22.A.25 **with incentives on the menu** (please specify): \_\_\_\_\_
- ☐ Density Bonus per LAMC Sec. 12.22.A.25 **with incentives off menu** (please specify): \_\_\_\_\_
- ☒ Density Bonus per LAMC Sec. 12.22.A.25 **with on and off menu incentives** (please specify): 2 (on) height 11' & FAR 1.78:1 in lieu of 1:1; 2 (off) height 25'/46'/54' in lieu of 25'/45'/56' and Landscape of 5' See note on page 5 (46)
- ☐ Greater Downtown Housing Incentive Area per LAMC Sec. 12.22.A.29, Ordinance 179,076 (Sections 7 and 9 through 11 of this form do not apply)
- ☐ Public Benefit Project per LAMC Sec. 14.00.A.2
- ☐ Unapproved Dwelling Unit per LAMC Sec. 14.00.A.10
- ☐ Agreement for Partnered Housing Between Commercial and Housing Developer:
  - ☐ 30% or more of total units provided for low income housing
  - ☐ 15% or more of total units provided for very low income housing
- ☐ General Plan Amendment per LAMC Sec. 11.5.6. Request: \_\_\_\_\_
- ☐ Zone/Height District Change per LAMC Sec. 12.32. Request: \_\_\_\_\_
- ☐ Conditional Use per LAMC Sec. 12.22.U.26
- ☒ Site Plan Review per LAMC Sec. 16.05
- ☒ Specific Plan Project Permit Compliance per LAMC Sec. 11.5.7.C
- ☐ Community Design Overlay per LAMC Sec. 13.08
- ☐ Coastal Development Permit per LAMC Sec. 12.20.2 or 12.20.2.1
- ☐ Tract or Parcel Map per LAMC Sec. 17.00 or 17.50
- ☐ Other discretionary incentives requested (please specify): \_\_\_\_\_

<sup>2</sup> Replacement units, per AB 2556, shall be equivalent to the number of units, size, and number of bedrooms of the existing development.

## 5. ENVIRONMENTAL REVIEW

- ☐ Environmental Review Not Required – Project is Ministerial.<sup>3</sup> Please explain: \_\_\_\_\_
- ☐ Not filed (please contact the Department of City Planning Development Services Center for more information)
- ☒ Filed (indicate case number): ENV-2018-90-EAF (Class 32)

## 6. HOUSING DEVELOPMENT PROJECT TYPE (please check all that apply):

- |   |   |   |
|---|---|---|
| <input type="checkbox"/> For Sale                   | <input type="checkbox"/> Moderate Income              | <input type="checkbox"/> Transitional Foster Youth              |
| <input type="checkbox"/> For Rent                   | <input checked="" type="checkbox"/> Market Rate       | <input type="checkbox"/> Disabled Veteran                       |
| <input type="checkbox"/> Extremely Low Income       | <input checked="" type="checkbox"/> Mixed Use Project | <input type="checkbox"/> Homeless                               |
| <input checked="" type="checkbox"/> Very Low Income | <input type="checkbox"/> Senior                       | <input type="checkbox"/> Special Needs (please describe): _____ |
| <input type="checkbox"/> Low Income                 | <input type="checkbox"/> Residential Hotel            |   |

## 7. DENSITY CALCULATION

### A. Base Density: Maximum density allowable per zoning

Lot size	<u>39,125</u>	s.f. (a)
Density allowable by zone	<u>1/400</u>	units/s.f. of lot area (b)
Units allowed by right (Base Density)	<u>98</u>	units (c) [ $c = a/b$ , Including fraction and round up to the next whole number]

**B. Maximum Allowable Density Bonus:** 133 units (d) [ $d = c \times 1.35$ , include fraction and round up to whole number]

**C. Proposed Project:** Please indicate total number of Units requested as well as breakdown by levels of affordability set by each category (HCD or HUD). For information on HCD and HUD levels of affordability please contact the Housing and Community Investment Department of Los Angeles (HCIDLA) at (213) 808-8843 or [hcidla.lacity.org](http://hcidla.lacity.org).<sup>4</sup>

	<u>Total</u>	<u>HCD (State)</u>	<u>HUD (TCAC)</u>
Market Rate	<u>52</u>	<u>N/A</u>	<u>N/A</u>
Managers Unit(s) - Market Rate	<u></u>	<u>N/A</u>	<u>N/A</u>
Extremely Low Income	<u></u>	<u></u>	<u></u>
Very Low Income	<u>7</u>	<u>7</u>	<u></u>
Low Income	<u></u>	<u></u>	<u></u>
Moderate Income	<u></u>	<u></u>	<u>N/A</u>
Seniors- Market Rate	<u></u>	<u>N/A</u>	<u>N/A</u>
Seniors- Very Low Income	<u></u>	<u></u>	<u></u>
Seniors- Low Income	<u></u>	<u></u>	<u></u>
Seniors – Moderate Income	<u></u>	<u></u>	<u></u>
Transitional Foster Youth–Very Low Income*	<u></u>	<u></u>	<u></u>
Disabled Veterans – Very Low Income*	<u></u>	<u></u>	<u></u>
Homeless – Very Low Income*	<u></u>	<u></u>	<u></u>
Total # of Units per Category	<u></u>	<u>(e)</u>	<u>(f)</u>
Percent of Affordable Units by Category	<u></u>	<u>(g)</u>	<u>(h)</u>
		[ $g = e/c$ or $e/i$ , whichever is less, c or i] [ $h = f/c$ or $f/i$ , whichever is less, c or i]	
TOTAL # of Units Proposed	<u>59</u> (i)		
Number of Density Bonus Units	<u>0</u> (j) [If $i > c$ , then $j = i - c$ ; if $i < c$ , then $j = 0$ ]		
Percent Density Bonus Requested	<u>0</u> (k) [ $k = j/c$ ]		
Percent of Affordable Set Aside	<u>11%</u> (c) x % of affordable housing units provided		

\* Per AB 2442, a 10% setaside with Very Low Income units at 20% Density Bonus.

<sup>3</sup> Ministerial Projects (aka, "By-Right") do not require any discretionary Planning approvals. Developers of such housing file building plans with the Department of Building & Safety. Plans are checked for compliance with the Building Code and, when in compliance, permits are issued to begin construction.

<sup>4</sup> HCD (State) = Published affordability levels per California Department of Housing and Community Development. HUD (TCAC) = Published affordability levels per the United States Department of Housing and Urban Development.

8. **SITE PLAN REVIEW CALCULATION** An application for Site Plan Review may be required for projects that meet any of the Site Plan Review thresholds as outlined in LAMC Section 16.05.C. unless otherwise exempted per Section 16.05.D. For Density Bonus projects involving bonus units, please use the formula provided below to determine if the project meets the Site Plan Review threshold for unit count. If project meets the threshold(s) but qualifies under the exemption criteria per Section 16.05.D please confirm exemption with Department of City Planning's DSC Housing Unit.

59 units allowed by right (permitted by LAMC) – 0 existing units = 59 units

- ☐ YES, Site Plan Review is required, if Proposed Base Density units minus existing units is equal to or greater than 50<sup>5</sup>
- ☐ NO, Site Plan Review is not required, if Base Density units minus existing units is less than 50
- ☐ NO, Site Plan Review is not required if Proposed Project is not utilizing a Density Bonus and total Project is less than 50
- ☐ Exempt (please specify): \_\_\_\_\_

## II. DENSITY BONUS (LAMC Sec.12.22.A.25, Ordinance 179,681)

### 9. DENSITY BONUS OPTIONS (Please check all that apply)

- ☐ Land Donation
- ☐ Child Care
- ☐ Restricted Affordable Units Located Near Transit Stop/ Major Employment Center
- ☐ Common Interest Development with Low or Very Low Income Restricted Affordable Units for Rent
- ☐ Condominium Conversion

#### ☐ Parking (Please choose only one of the following options):

- ☒ **Parking Option 1:** Based on # of bedrooms, inclusive of Handicapped and Guest parking. Fractional numbers are rounded down.

	# of Units	Spaces/Unit	Parking Required	Parking Provided
0-1 Bedroom	53	1	53	
2-3 Bedrooms	6	2	12	
4 or more Bedrooms		2.5		
<b>TOTALS</b>			65	87

- ☐ **Parking Option 2:** Reduced only for Restricted Affordable Units: up to 40% of required parking for Restricted Affordable Units may be compact stalls. Fractional numbers are rounded down.

	# of Units	Spaces/Unit	Parking Required	Parking Provided
Market Rate (Including Senior Market Rate)		Per code		
Restricted Affordable		1		
Very Low/ Low Income Senior or Disabled		.5		
Restricted Affordable in Residential Hotel		.25		
<b>TOTALS</b>				

- ☐ **Parking Option 3:** AB 744 - Applies to two types of projects: (A) 100% affordable developments consisting solely of rental units, exclusive of a manager's unit or units, with an affordable housing cost to lower income families; or (B) mixed-income developments consisting of the maximum number of very low- or low income units, which is 11% and 20% set aside, respectively.

<sup>5</sup> Site Plan Review may also be required if other characteristics of the project exceeds the thresholds listed in Sec. 16.05 of the LAMC.

☐ **A) 100% Affordable Rental Projects**

	# of Units	Spaces/Unit	Parking Required	Parking Provided
Located within ½ mile of major transit stop		0.5		
Senior having either paratransit service or unobstructed access within ½ mile to fixed bus route service that operates at least 8 times/day		0.5		
Special needs having either paratransit service or unobstructed access within ½ mile to fixed bus route service that operates at least 8 times/day		0.3		

☐ **B) Mixed Income Projects consisting of the maximum number of very low- or low income units, which is 11% and 20% set aside, respectively**

	# of Bedrooms	Spaces/Bedroom	Parking Required	Parking Provided
Located within ½ mile of major transit stop with unobstructed access to project		0.5		

APPLICABLE TO PARKING OPTION 3 – AB744 ONLY: (1) **Major transit stop** means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. It also includes major transit stops that are included in the applicable regional transportation plan. (2) The maximum ½ mile distance to a major transit stop is measured in a straight line ("as the crow flies"). (3) Tandem or uncovered parking is permitted. (4) Fractional numbers are rounded up.

**10. INCENTIVES**

- ☐ Please check if you are requesting an incentive from AB 2501 "Development Bonuses From a Mixed Use Development".

**A. Project Zoning Compliance & Incentives** (Please check all that apply)

	<u>Required/ Allowable</u>	<u>Proposed</u>	<u>ON Menu</u>	<u>OFF Menu</u>
<input type="checkbox"/> (1) Yard/Setback (each yard counts as 1 incentive)				
<input type="checkbox"/> Front			<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Rear			<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> Side(s)			<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> (2) Lot Coverage			<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> (3) Lot Width			<input type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/> (4) Floor Area Ratio <sup>6</sup>	1:1	1.78 Plans show 1.51:1 (1h)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<input checked="" type="checkbox"/> (5) Height/ # of Stories <sup>7</sup>	45': 25'/33'/45'	46': 25'/46'/54' Elevation show elevation at 51ft (1h)	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/> (6) Open Space			<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> (7) Density Calculation			<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/> (8) Averaging (all count as 1 incentive)			<input type="checkbox"/>	<input type="checkbox"/>
FAR				
Density				
Parking				
OS				
Vehicular Access				
<input checked="" type="checkbox"/> Other (please specify):	Landscape Buffer 10'	Landscape Buffer 5'	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>			<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>			<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>			<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>			<input type="checkbox"/>	<input type="checkbox"/>

**TOTAL # of Incentives Requested:**

2 2

<sup>6</sup> If applicable, provide vicinity map showing 50% of commercially zoned parcel is within 1,500 feet from Transit Stop or Major Employment Center.

<sup>7</sup> See Sec. 12.22.A.25(f) 5 for additional requirements.



**B. Qualification for Incentives On the Menu: (Please check only one)**

Incentives	% Very Low Income	% Low Income	% Moderate Income
One	<input type="checkbox"/> 5% to <10%	<input type="checkbox"/> 10% to <20%	<input type="checkbox"/> 10% to <20%
Two	<input checked="" type="checkbox"/> 10% to <15%	<input type="checkbox"/> 20% to <30%	<input type="checkbox"/> 20% to <30%
Three	<input type="checkbox"/> 15% or greater	<input type="checkbox"/> 30% or greater	<input type="checkbox"/> 30% or greater
3+	<input type="checkbox"/> (Specify):	<input type="checkbox"/> (Specify):	<input type="checkbox"/> (Specify):

**11. COVENANT:**

All Density Bonus projects are required to prepare and record an Affordability Covenant to the satisfaction of the Los Angeles Housing Department's Occupancy Monitoring Unit before a building permit can be issued. Please contact the Housing and Community Investment Department of Los Angeles (HCIDLA) at (213) 808-8843 or [hcidla.lacity.org](http://hcidla.lacity.org)

**12. REPLACEMENT UNITS:**

AB 2222 requires that density bonus eligible projects replace any pre-existing affordable housing units on the project site. Replacement units include the following: (Answer the following with yes or no.)

- A. Units subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of lower or very low income? \_\_\_\_\_
- B. Units occupied by lower or very low income households below 80% AMI per California Department of Housing and Community Development Department levels not already listed above? \_\_\_\_\_
- C. Units subject to the Rent Stabilization Ordinance not already listed above? \_\_\_\_\_
- D. Units that have been vacated or demolished in the last 5 years? \_\_\_\_\_
- E. Per AB 2556, are the number of replacement units, size and number of bedrooms equivalent to that being demolished (as shown on Existing Development Table on page 2 above)? \_\_\_\_\_

**III. GREATER DOWNTOWN HOUSING INCENTIVE AREA (GDHIA)**

**13. GREATER DOWNTOWN HOUSING INCENTIVE AREA (LAMC SEC. 12.22.A.29, Ordinance 179,076)**

**A. ELIGIBILITY FOR FLOOR AREA BONUS**

*NOTE: Published affordability levels per the United States Department of Housing and Urban Development (HUD/TCAC). Please consult with Los Angeles Housing Department's Occupancy Monitoring Unit for additional information.*

- ☐ (1) 5% of the total number of dwelling units provided for Very Low Income households; and
- ☐ (2) One of the following shall be provided:
  - o 10% of the total number of dwelling units for Low Income households; or
  - o 15% of the total number of dwelling units for Moderate Income households; or
  - o 20% of the total number of dwelling units for Workforce Income households; and
- ☐ (3) Any dwelling unit or guest room occupied by a household earning less than 50% of the Area Median Income that is demolished or otherwise eliminated shall be replaced on a one-for-one basis within the Community Plan Area in which it is located.

**B. INCENTIVES (Please check all that apply)**

*NOTE: Must meet all 3 eligibility requirements from above and provide a Covenant & Agreement (#11).*

- ☐ (1) A 35% increase in total floor area.
- ☐ (2) Open Space requirement pursuant to Section 12.21.G reduced by one-half, provided fee is paid.
- ☐ (3) No parking required for units for households earning less than 50% AMI.
- ☐ (4) No more than one parking space required for each dwelling unit.

**C. ADDITIONAL INCENTIVES TO PRODUCE HOUSING IN THE GREATER DOWNTOWN HOUSING INCENTIVE AREA**


- ☐ (a) No yard requirements except as required by the Urban Design Standards and Guidelines
- ☐ (b) Buildable area shall be the same as the lot area (for the purpose of calculating buildable area for residential and mixed-use)
- ☐ (c) Maximum number of dwelling units or guest rooms permitted shall not be limited by the lot area provisions as long as the total floor area utilized by guest rooms does not exceed the total floor area utilized by dwelling units.
- ☐ (d) No prescribed percentage of the required open space that must be provided as either common open space or private open space.



Eric Garcetti, Mayor  
Rushmore D. Cervantes, General Manager

DATE: October 4, 2017

TO: Yarcoh Investment, a California limited liability company, Owner  
19360 Ventura Blvd, a California limited partnership, Owner

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

SUBJECT: **AB 2556 Determination for**  
**19336 W. Ventura Blvd., Los Angeles, CA 91356**  
**19348 W. Ventura Blvd., Los Angeles, CA 91356**  
**19352 W. Ventura Blvd., Los Angeles, CA 91356**  
**19360 W. Ventura Blvd., Los Angeles, CA 91356**

Based on the Affordable Unit Determination Application submitted by Kamyar Marouni (Owner Representative) on behalf of Yarcoh Investment, a California limited liability company (Owner) and 19360 Ventura Blvd, a California limited partnership (Owner), the Los Angeles Housing + Community Investment Department (HCIDLA) has determined that no units are subject to replacement under AB 2556 (formerly AB 2222).

Information about the existing property for the five years prior to the date of the application is required in order to make a determination. HCIDLA received the Affordable Unit determination Application on or about September 18, 2017, so HCIDLA must collect data from September 2012 to September 2017.

Yarcoh Investment, a California limited liability company (Owner) acquired the property commonly known as: 19336 W. Ventura Blvd., 19348 W. Ventura Blvd., and 19352 W. Ventura Blvd. under APN # 2163-002-045, Lot 1, on October 11, 2013, per Grant Deed.

19360 Ventura Blvd, a California limited partnership, Owner acquired the property commonly known as: 19360 W. Ventura Blvd. under APN # 2163-002-003, Lot 1, on January 5, 2015, per Grant Deed.

Per Department of City Planning (ZIMAS), County Assessor Parcel Information (LUPAMS), Real Quest database, Code, Compliance and Rent Information Systems (CRIS) database, Internet Search, Rent Stabilization Ordinance Unit (RSO) the property commonly known as 19336 W. Ventura Blvd., 19348 W. Ventura Blvd., and 19352 W. Ventura Blvd. has a use code of "2630-Car wash". Per Department of City Planning (ZIMAS), County Assessor Parcel Information (LUPAMS), Real Quest database, Code, Compliance and Rent Information Systems (CRIS) database, Internet Search, Rent Stabilization Ordinance Unit (RSO) the property commonly known as 19360 W. Ventura Blvd. has a use code of "2600-Auto Body Repair Shop".

The Los Angeles Department of Building and Safety databased indicates that the Owner has not applied for a Demolition Permit nor a Building Permit for the new project.

Per statement received by HCIDLA on September 18, 2017, the Owner plans to demolish the current existing properties and construct a mixed use building with fifty-nine (59) residential apartment units and ground floor commercial space.

HCIDLA has determined that there were no residential units built and demolished on these properties, which is currently a car wash and an auto repair shop, within the last five years. AB 2556 does not apply to commercial properties, therefore no AB 2556 replacement affordable units are required.

cc: Los Angeles Housing and Community Investment Department File  
Yarcoh Investment, a California limited liability company, Owner  
19360 Ventura Blvd, a California limited partnership, Owner  
Ulises Gonzalez, Case Management Section, City Planning Department


RM:MAC:dk

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

19360 Ventura Boulevard  
DOT Case No. VEN 17-106498  
DOT Project ID No. 46607

Date: September 17, 2018

To: Sarah Hounsell, City Planner  
Department of City Planning



From: Vicente Cordero, Transportation Engineer  
Department of Transportation

Subject: **REVISED TRAFFIC ASSESSMENT FOR THE PROPOSED MIXED-USE  
AT 19360 VENTURA BOULEVARD**

The Department of Transportation (DOT) has completed the traffic assessment for the proposed mixed-use project located at 19360 Ventura Boulevard in the Tarzana area of the City of Los Angeles. This traffic analysis is based on a traffic study prepared by Linscott, Law and Greenspan, Engineers, dated September 7, 2018. Based on DOT's traffic impact criteria, the traffic technical memorandum included the detailed analysis of two signalized intersections and determined that none of the study intersections would be significantly impacted. This assessment letter supersedes previous assessment letter issued on January 11, 2018 based on a revised vehicular site access. The results of the traffic analysis are summarized in **Attachment 1**.

**DISCUSSION AND FINDINGS**

**A. Project Description**

The project proposes to demolish a 2,917 square-foot car wash, a 1,500 square-foot car center, and a 300 square-foot fast-food restaurant, and construct 59 apartment units, a 5,389 square-foot retail, and a 4,277 square-foot restaurant. The project is expected to be completed by 2019.

**B. Trip Generation**

The project is estimated to generate a net decreased 95 daily trips, 15 trips during the a.m. peak hour, and a net decreased 13 trips during the p.m. peak hour. These estimates were derived using trip generation rates from the Institute of Transportation Engineers (ITE) "Trip Generation Handbook, 10<sup>th</sup> Edition, 2017".

**PROJECT REQUIREMENTS**

**C. Highway Dedication and Improvements**

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

Ventura Boulevard is a designated Boulevard II in the Street and Highways Element of the Mobility Plan. The south side of Ventura Boulevard currently consists of a 50-foot half right-of-way with a 40-foot half roadway and a 10-foot sidewalk. The standard cross section for a Boulevard II is a 55-foot half right-of-way with a 40-foot half roadway, and a 15-foot sidewalk. The applicant shall dedicate 5 feet of land along the entire proposed project frontage on Ventura Boulevard to bring the half street right-of-way up to the standard required by the Mobility Plan.

Additional street improvements may be required. The applicant should contact the Bureau of Engineering, Department of Public Works, to determine any other requirements. Any street dedication shall be completed through Quyen Phan in the Department of Public Works, Bureau of Engineering, Land Development Group, (213) 202-3495, before the issuance of any building permit for this project. Since the dedication procedure may be lengthy, the process should be commenced as soon as possible.

**D. Project Impact Assessment (PIA) Fee**

Pursuant to Section 11 of the Ventura/Cahuenga Specific Plan, the applicant shall pay or guarantee to pay a PIA Fee to DOT before the issuance of any building permit. The gross PIA Fee for this project is calculated below and can be paid in either a single payment or through a deferred payment plan. The PIA Fee shall be indexed annually; therefore, the PIA Fee may change depending on the actual date when payment is made.

**Proposed Land Use (PIA Fee in Tarzana)**

Apartments Floor Area	=	50,127 square-feet
PIA Fee Rate (Category A)	=	\$1.96 per square-foot of floor area
	=	50,127 x \$1.96
	=	\$98,248.92

Retail Floor Area	=	5,389 square-feet
PIA Fee Rate (Category C)	=	\$6.69 per square-foot of floor area
	=	5,389 x \$6.69
	=	\$36,052.41

Restaurant Floor Area	=	4,277 square-feet
PIA Fee Rate (Category D)	=	\$7.50 per square-foot of floor area
	=	4,277 x \$7.50
	=	\$32,077.50

**Proposed Project Gross PIA Fee = \$166,378.83**

**Existing**

Car Wash Floor Area	=	2,917 square-feet
PIA Fee Rate (Category C)	=	\$6.69 per square-foot of floor area
	=	2,917 x \$6.69
	=	\$19,514.73

Car Care Center Floor Area	=	1,500 square-feet
----------------------------	---	-------------------

PIA Fee Rate (Category C)	=	\$6.69 per square-foot of floor area
	=	1,500 x \$6.69
	=	\$10,035.00
Fast Food Restaurant Floor Area	=	300 square-feet
PIA Fee Rate (Category D)	=	\$7.50 per square-foot of floor area
	=	300 x \$7.50
	=	\$2,250.00
Drive-Through Car Wash Premium	=	\$15,000
Existing PIA Fee	=	\$46,799.73
Net PIA Fee	=	\$166,378.83-46,799.73
	=	\$119,579.10

**E. Driveway Access and Circulation**

This determination does not include approval of the project's driveways, internal circulation, or parking scheme. Final DOT approval shall be obtained prior to the 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. All driveways should be 30 feet and 16 feet wide for two-way and one-way operations, respectively or to the satisfaction of DOT. All delivery truck loading and unloading should take place on site with no vehicles having to back into public right-of-way via any of the project's driveways.

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

**Attachments**

File/AL19360VenturaBlvdRev.doc

c: Andrew Pennington, Third Council District  
Ken Firoozmand, DOT West Valley District  
B. J. Soni, DOT Accounting  
Ali Nahass, Bureau of Engineering  
Quyen Phan, Bureau of Engineering  
Jason A. Shender, Linscott, Law & Greenspan, Engineers



## ATTACHMENT 1

### Mixed-Use at 19360 Ventura Boulevard Summary of Volume to Capacity Ratios (V/C) and Levels of Service (LOS)

Intersection	Peak Hour	Year 2017 Existing		Year 2017 Existing w/ Project		Year 2019 w/o Project		Year 2019 w/Project		Project Impact	Significant Impact
		V/C	LOS	V/C	LOS	V/C	LOS	V/C	LOS	$\Delta$ V/C	
1. Corbin Ave. & Ventura Blvd.	AM	0.757	C	0.757	C	0.792	C	0.792	C	0.000	NO
	PM	0.635	B	0.635	B	0.665	B	0.665	B	0.000	NO
2. Tampa Ave. & Ventura Blvd.	AM	0.792	C	0.798	C	0.828	D	0.834	D	0.006	NO
	PM	0.813	D	0.813	D	0.851	D	0.849	D	-0.002	NO

### DOT Significant Transportation Impact Thresholds

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