DEPARTMENT OF CITY PLANNING

RECOMMENDATION REPORT

City Planning Commission

Date: March 27, 2025
Time: After 8:30 a.m.
Place: Van Nuys City Hall
Council Chamber, 2nd Floor
14410 Sylvan Street
Van Nuys, CA 91401

This meeting may be available virtually, in a hybrid format. The meeting's telephone number and access code number will be provided no later than 72 hours before the meeting on the meeting agenda published at https://planning.lacity.gov/about/commissions-boards-hearings and/or by contacting cpc@lacity.org

Public Hearing: February 11, 2025
Appeal Status: SPPC Appealable to City Council
Expiration Date: March 29, 2025

Case No.:	CPC-2024-4893-DB-SPPC-HCA
CEQA No.:	ENV-2024-4894-CE
Incidental Cases:	None
Related Cases:	None
Council No.:	3 – Blumenfield
Plan Area:	Canoga Park – Winnetka – Woodland Hills – West Hills
Specific Plan:	Ventura/Cahuenga Boulevard Corridor
Certified NC:	Woodland Hills – Warner Center
GPLU:	Neighborhood Office Commercial
Specific Plan Land Use:	Neighborhood & General Commercial
Zone:	C1-1VLD
Applicant:	Dan Hosseini
Representative:	Heather Lee

PROJECT LOCATION: **19923 West Ventura Boulevard**

PROPOSED PROJECT: The Proposed Project will consist of the construction, use, and maintenance of a 46,692-square foot mixed-use development comprising 54 units, six (6) of which are to be reserved for Very Low Income households. The building will be six stories (85 feet and 5 inches high), containing 45,464 square feet of residential and 1,228 square feet of commercial floor area with a floor area ratio of 4.00:1. The unit mix will comprise five (5) studios, 28 one-bedroom units, and 21 two-bedroom units. The project's residential portion will provide 44 automobile parking spaces (provided as 30 standard parking spaces and seven (7) tandem pairs of standard and compact parking spaces), 60 long-term bicycle parking stalls, and five (5) short-term bicycle parking stalls. The commercial portion of the project will provide four (4) automobile parking spaces, four (4) long-term bicycle parking stalls, and five (5) short-term bicycle parking stalls. The project will provide a total of 5,926 square feet of open space located in a second floor courtyard, a roof deck, and private balconies. The project proposes the removal of eight (8) non-protected trees from the project site, as well as grading and export of up to 3,663 cubic yards of earth.

REQUESTED ACTIONS:

1. Pursuant to California Environmental Quality Act (CEQA) Guidelines Section 15332, Class 32, an exemption from CEQA 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(g)(3) of the Los Angeles Municipal Code (LAMC), a Density Bonus for a project totaling 54 dwelling units (six (6) units or 15 percent for

Restricted Affordable Housing Units for Very Low Income households and 48 market-rate units), with the following Incentives and Waivers:

a. Off-Menu Incentive to allow a floor area ratio of 4.00:1 in lieu of the otherwise permitted 1.0:1 per Ventura/Cahuenga Boulevard Corridor Specific Plan Section 6.B.3;

b. Off-Menu Incentive to allow a height of 85 feet and 5 inches in lieu of the otherwise permitted 30 feet per Ventura/Cahuenga Boulevard Corridor Specific Plan Section 7.E.1.e.1;

c. Off-Menu Incentive to allow 44 automobile parking spaces for the residential portion of the development in lieu of the otherwise required 89 spaces per Los Angeles Municipal Code Section 12.21 A.4(a);

d. Waiver of Development Standards from the Ventura/Cahuenga Boulevard Corridor Specific Plan lot coverage standard as required by Specific Plan Section 7.B.2 to allow a lot coverage of 88 percent in lieu of the otherwise permitted 60 percent;

e. Waiver of Development Standards from the Ventura/Cahuenga Boulevard Corridor Specific Plan height stepback standard as required by Specific Plan Section 7.E.1.g to allow the building to exceed 45 feet in height without providing at least a 10-foot stepback for each 10-foot increment above 45 feet; and,

f. Waiver of Development Standards from the compact parking stall standard as required by LAMC Section 12.21 A.5(c) to allow seven (7) compact parking stalls to be provided while providing less than one (1) standard parking stall per dwelling unit.

3. Pursuant to Section 13B.4.2 of Chapter 1A of the LAMC and Section 9 of the Ventura/Cahuenga Boulevard Corridor Specific Plan, Project Compliance to permit the construction of a mixed-use development comprising 54 dwelling units and 1,228 square feet of commercial floor area.

RECOMMENDED ACTIONS:

1. **Determine**, based on the whole of the administrative record, that the Project is exempt from the California Environmental Quality Act (CEQA) pursuant to State CEQA Guidelines, Article 19, Section 15332, Class 32, and there is no substantial evidence demonstrating that an exception to a categorical exemption applies pursuant to CEQA Guidelines, Section 15300.2 applies.

2. **Approve** the following three (3) off-menu incentives and three (3) waivers requested by the applicant for a project totaling 54 dwelling units, reserving six (6) units for Very Low Income household occupancy for a period of 55 years:

   a. Floor Area Ratio (FAR). An off-menu incentive for up to a 300 percent increase in FAR for a total FAR of 4.00:1 in lieu of the maximum FAR of 1.0:1 per Ventura/Cahuenga Boulevard Corridor Specific Plan Section 6.B.3;

   b. Height. An off-menu incentive for up to a 185 percent increase in the height requirement, allowing up to 85 feet and 5 inches in height in lieu of the permitted 30 feet per Ventura/Cahuenga Boulevard Corridor Specific Plan Section 7.E.1.e.1;

c. Automobile Parking. An off-menu incentive for up to a 51 percent decrease in the automobile parking requirement for the residential portion of the development, allowing 44 parking spaces in lieu of the required 89 per LAMC Section 12.21 A.4(a);

d. Lot Coverage. A waiver from the Ventura/Cahuenga Boulevard Corridor Specific Plan lot coverage standard as required by Specific Plan Section 7.B.2;

e. Stepback. A waiver from the Ventura/Cahuenga Boulevard Corridor Specific Plan stepback standard as required by Specific Plan Section 7.E.1.g; and,

f. Compact Stalls. A waiver from the Los Angeles Municipal Code compact parking stall standard as required by LAMC Section 12.21 A.5(c).

3. **Approve** Specific Plan Project Compliance pursuant to Section 13B.4.2 of Chapter 1A of the Los Angeles Municipal Code.

4. **Adopt** the attached findings.

VINCENT P. BERTONI, AICP
Director of Planning

Blake Lamb
Blake E. Lamb, Principal City Planner

JoJo Pewsawang, Senior City Planner

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PROJECT ANALYSIS

Project Summary

The Proposed Project will consist of the construction, use, and maintenance of a 46,692-square foot mixed-use development comprising 54 units, six (6) of which are to be reserved for Very Low Income households. The building will be six stories (85 feet and 5 inches high), containing 45,464 square feet of residential and 1,228 square feet of commercial floor area with a floor area ratio of 4.00:1. The unit mix will comprise five (5) studios, 28 one-bedroom units, and 21 two-bedroom units. The project's residential portion will provide 44 automobile parking spaces (provided as 30 standard parking spaces and seven (7) tandem pairs of standard and compact parking spaces), 60 long-term bicycle parking stalls, and five (5) short-term bicycle parking stalls. The commercial portion of the project will provide four (4) automobile parking spaces, four (4) long-term bicycle parking stalls, and five (5) short-term bicycle parking stalls. The project will provide a total of 5,926 square feet of open space located in a second floor courtyard, a roof deck, and private balconies. The project proposes the removal of eight (8) non-protected trees from the project site. The project proposes grading and export of up to 3,663 cubic yards of earth.

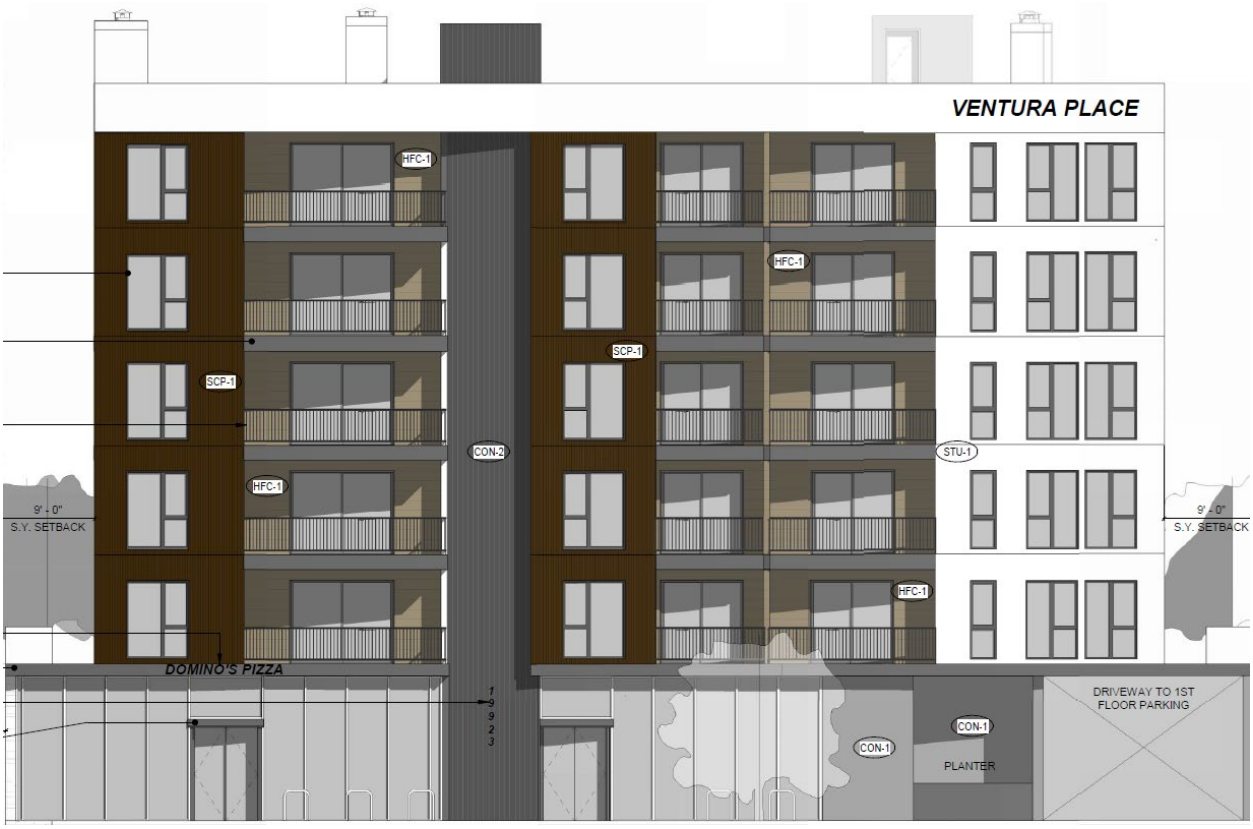


Image 1. Rendering from Ventura Boulevard of mixed-use building supplied by applicant.

Background

Subject Property

The proposed Project is located at 19923 West Ventura Boulevard in the Canoga Park – Winnetka – Woodland Hills – West Hills Community Plan area in the City of Los Angeles.

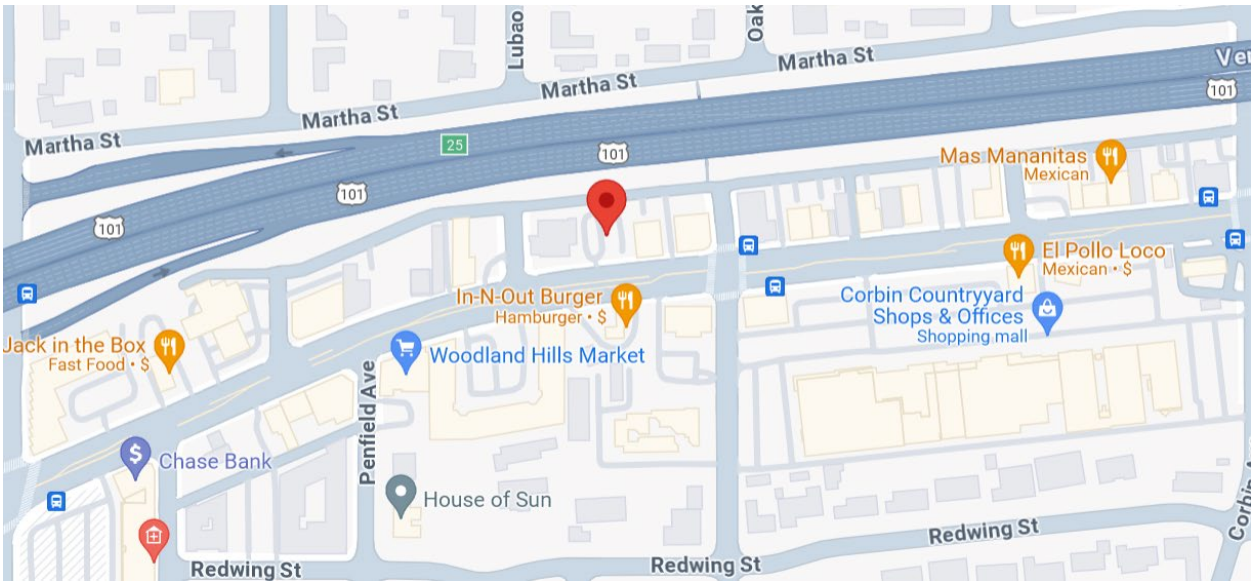


Figure 1. Regional and Site Location Map from maps.google.com

The Site consists of one (1) Los Angeles County Assessor Parcel Numbers (APNs 2164-001-015) with a lot area of approximately 14,484.9 square feet (before dedication). The Site is currently developed with a surface parking lot. All existing improvements will be removed to accommodate the development of the Project. Below is an aerial photograph with the Site shown in blue.

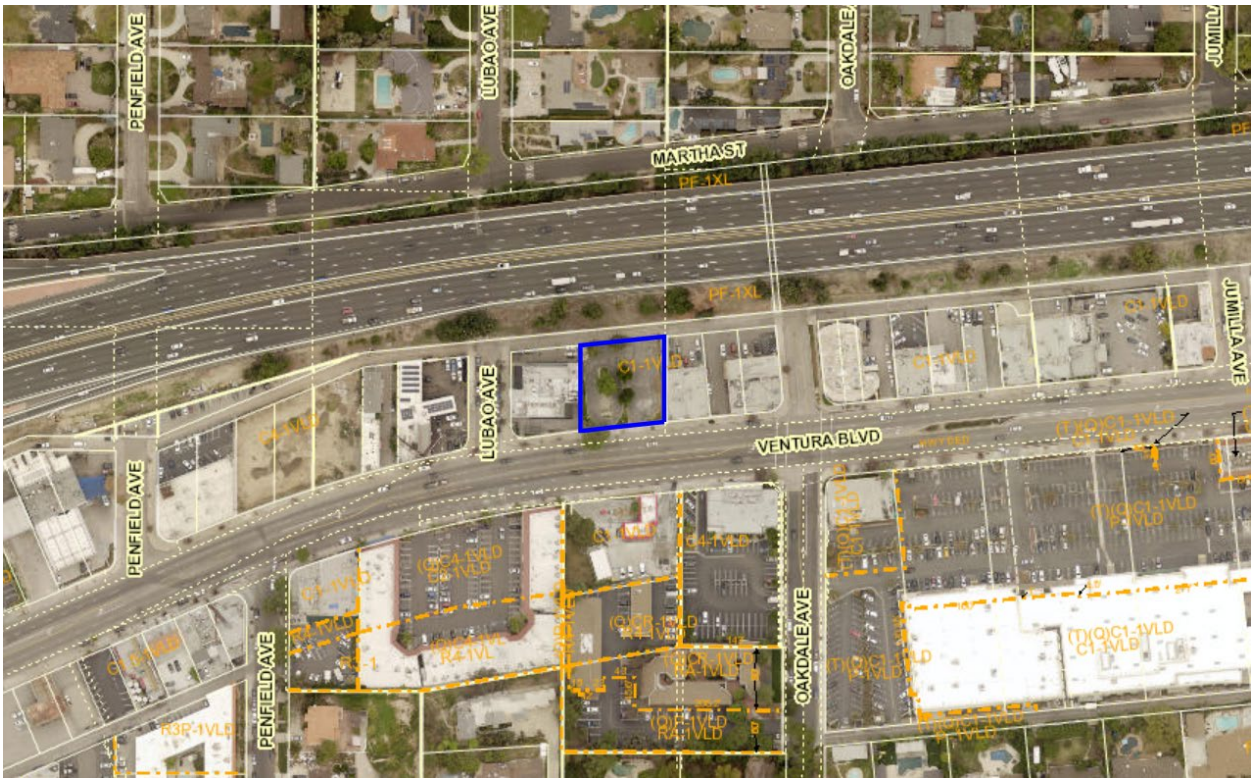


Figure 2. Aerial photography from zimas.lacity.org

The Community Plan designates the Site for Neighborhood Office Commercial land uses with corresponding zones of C1, C1.5, C2, C4, RAS3, and RAS4. The Site is zoned C1-1VLD (Limited Commercial, Height District No. 1-VL with “D” Development Limitation). The C1 zone permits a

limited array of land uses including commercial and multifamily residential uses. The “1VLD” Height District No. 1-VL with “D” Development Limitation designation allows a maximum height of 45 feet and three (3) stories and a maximum floor area ratio (“FAR”) of 1.5:1, except that a maximum FAR of 3.0:1 is permitted if the development provides at least one (1) parking space per 300 square feet of floor area. The Site is further located within the boundaries of the Ventura/Cahuenga Boulevard Corridor Specific Plan, which establishes numerous use and development regulations that, when they differ from the LAMC, supersede the LAMC’s regulations. The Specific Plan supersedes the previous “D” Development Limitation on the Site and is more restrictive, by allowing a maximum height of 30 feet and a maximum FAR of 1.0:1. The Site is also located within the boundaries of the Woodland Hills Streetscape Plan, which expands upon the landscaping provisions and standards of the Specific Plan.

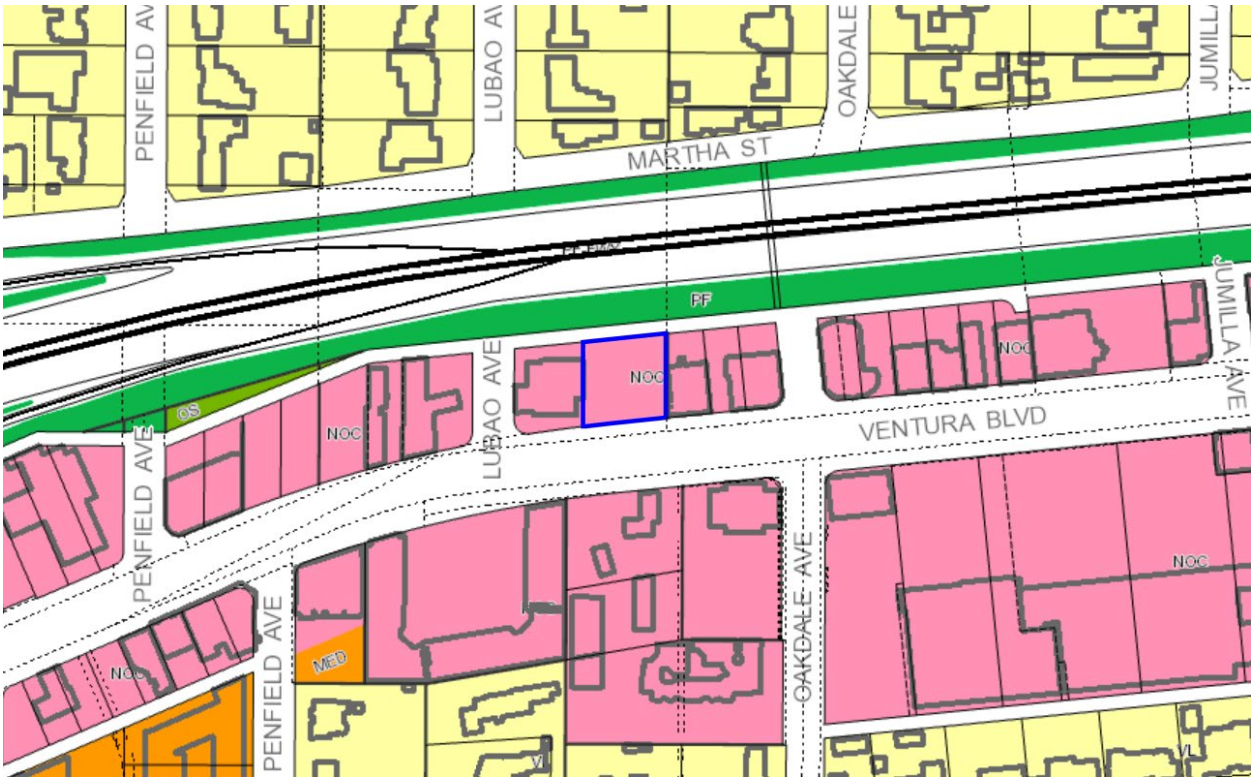


Figure 3. Land Use map from zimas.lacity.org

The subject property is not located in an Airport Hazard Area. ZIMAS identifies the flood zone hazard for the property as “Outside Flood Zone.” The site is also located within an Urban Agriculture Incentive Zone; however, the proposed Project does not involve a contract to use the vacant property for agricultural purposes in exchange for reduced property taxes. The site is within a Liquefaction Area. The site is located 12.6 kilometers from the Malibu Coast Fault and is not within the Alquist-Priolo Fault Zone. The site is not located within a Landslide Area, Tsunami Inundation Area, or a Methane Hazard Area. Fire protection service is provided by Valley Bureau, Battalion 17, Fire Station 93 of the Los Angeles Fire Department. Police protection service is provided by the Valley Bureau, Topanga Station (Reporting District 2189) of the Los Angeles Police Department.

There are eight (8) non-protected trees on the site and one (1) street tree in the public right-of-way. All eight (8) of the on-site trees are proposed to be removed due to the infeasibility of preserving the trees due to the location of the Project’s proposed buildings. The street tree will be preserved. Any street tree removals in the public right-of-way would require approval by Public Works and would be subject to replacement mitigation consistent with Urban Forestry policies.

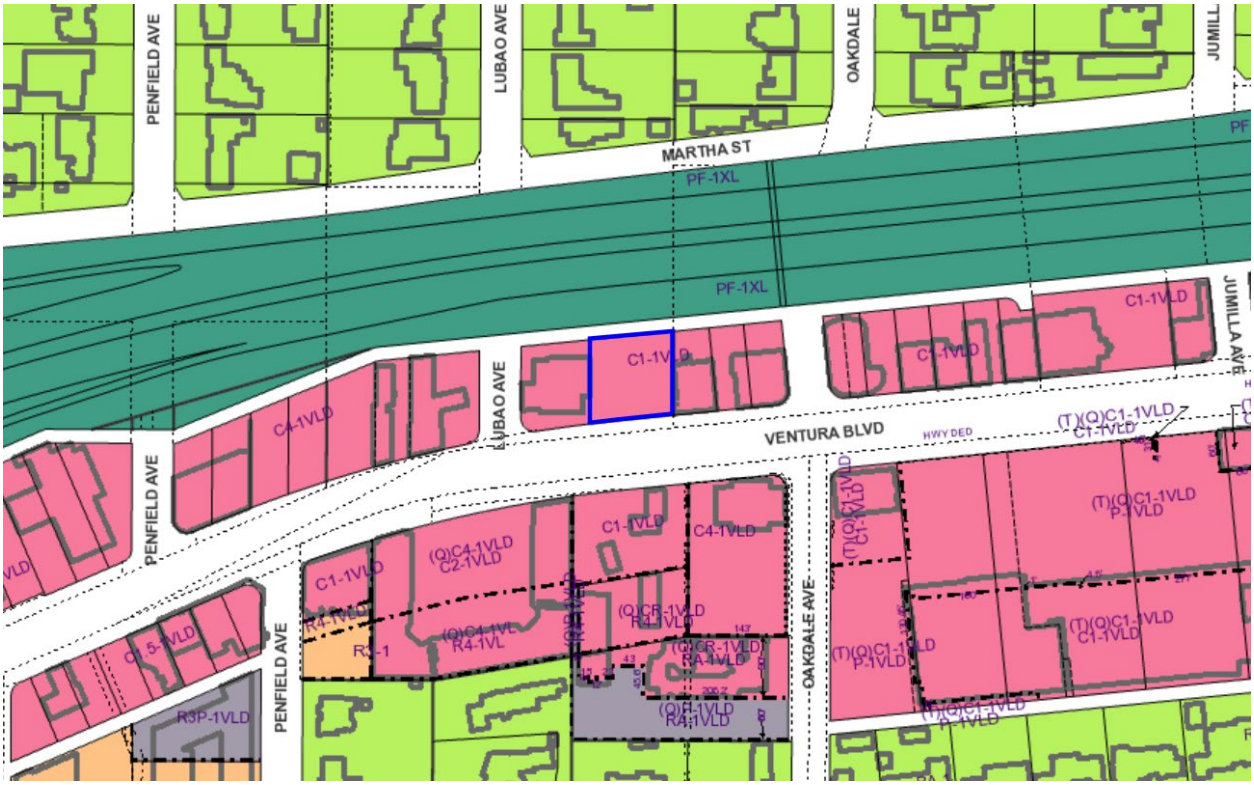


Figure 4. Zoning map from zimas.lacity.org

Project Overview

The Applicant proposes demolishing the existing surface parking lot and developing the Project. The Project will contain 46,692 square feet of mixed-use development comprising 54 dwelling units, six (6) of which are to be reserved for Very Low Income households, and 1,228 square feet of ground floor commercial use.

The mixed-use building will contain six (6) stories in an 85-foot-5-inch-high building, which will be compatible with the existing retail and other commercial uses located along Ventura Boulevard, as well as the existing development patterns in the vicinity. The Project will dedicate 5 feet along the front lot line, facing Ventura Boulevard. The structure will be set back a minimum of 18 inches from the dedication along Ventura and will provide a pedestrian entrance from the sidewalk, in conformance with Specific Plan requirements. The unit mix will comprise five (5) studios, 28 one-bedroom, and 21 two-bedroom units. The project's residential portion will provide 44 automobile parking spaces within the two (2) levels of the parking garage (provided as 30 standard parking spaces and seven (7) tandem pairs of standard and compact parking spaces), 60 long-term bicycle parking stalls, and five (5) short-term bicycle parking stalls. The commercial portion of the project will provide four (4) automobile parking spaces within the first level, two (2) long-term bicycle parking stalls, and two (2) short-term bicycle parking stalls. The project will provide a total of 5,926 square feet of open space, including 1,082 square feet of courtyard on the 2nd floor, 3,844 square feet of deck on the roof, and 1,000 square feet of balconies.

The subterranean parking level also include an electrical room and a bike storage room. The ground floor would contain a commercial space, parking spaces, trash and recycle rooms, and a lobby. Level 2 would contain residential units and a common courtyard. Levels 3 through 6 would include residential units. The roof would be used to provide a common open space deck.

The Project has been designed and will be constructed to incorporate environmentally sustainable building features and construction protocols required by the Los Angeles Green Building Code and CALGreen. These standards will reduce energy and water usage and waste, and thereby reducing associated greenhouse gas emissions and helping minimize the impact on natural resources and infrastructure. The applicant has indicated that they plan to utilize Exception 4 to the solar zone requirements in Section 110.10(b)1B of Title 24, Part 6 of the 2022 California Energy Code.

Density
The C1-1VLD zone permits an R3 zone residential density of one dwelling unit per 800 square feet of lot area. However, the Canoga Park – Winnetka – Woodland Hills – West Hills Community Plan designates the site for Neighborhood Commercial uses with corresponding zones of C1, C1.5, C2, C4, RAS3, and RAS4. The C1.5, C2, C4, and RAS4 zones permit an R4 residential density of one dwelling unit per 400 feet of lot area, and as such the site is allowed provide this density under the Neighborhood Commercial Community Plan Land Use. This permits a maximum of 39 dwelling units based on the lot area of 15,691 square feet before the dedication. This includes 14,484.9 square feet of base lot area and 1,206.4 square feet comprising one half of the alley abutting the site to the north, which may be included when calculating the lot area for the site per LAMC 12.22 C.16. The project also qualifies for a 35 percent Density Bonus in exchange for setting aside at least 11 percent of units for Very Low Income Households. Therefore, the Project's proposed 54 dwelling units are permitted under the C1-1VLD zone and Neighborhood Commercial Community Plan Land Use.

Floor Area
Specific Plan Section 6.B.3 permits a floor area ratio ("FAR") of 1.0:1. For the project site, a total of 11,262 square feet of floor area is permitted. The project proposes a floor area of 48,498. As part of the Density Bonus, the Project requests an Incentive to allow a FAR of 4.00:1.

Lot Coverage
Specific Plan Section 7.B.2 permits a maximum lot coverage limit of 60 percent of the Site for buildings and structures. As part of the Density Bonus, the Project requests an Incentive to allow a lot coverage of 88 percent.

Height, Setbacks, and Stepbacks
Specific Plan Section 7.E.1.e.1 allows a maximum height of 30 feet. As part of the Density Bonus, the Project requests an Incentive to allow an 85-foot-5-inch-high building. The Project also requests a waiver from Specific Plan Section 7.E.1.f, which requires that buildings over 30 feet in height provide an additional 10-foot stepback for each 15-foot segment exceeding 25 feet in height that abuts a major or secondary highway (such as Ventura Boulevard), which would apply to the Project.

Access and Circulation
Vehicular access to the ground floor parking area would be provided via a driveway on Ventura Boulevard, and vehicular access to the subterranean parking would be provided via a driveway from the alley on the rear of the site. Pedestrian access within and around the Site will be enhanced via sidewalk improvements and the development of short-term bike parking infrastructure.

Vehicular and Bicycle Parking
Per Section 7.F.1.a of the Ventura/Cahuenga Boulevard Corridor Specific Plan, commercial uses require at least one parking space for each 250 square feet of floor area, for a total of five (5) parking spaces. However, commercial projects are permitted to replace 20 percent, equivalent to

one (1) required parking space, with bicycle parking, and as such the Project is required to provide and provides four (4) parking spaces for commercial uses.

Pursuant to LAMC Section 12.21 A.4(a), the 54 residential dwelling units are ordinarily required to provide 89 parking spaces. As part of a Density Bonus request, the project would instead be permitted to comply with Parking Option 1, as detailed in LAMC Section 12.22 A.25(d)(1). This would instead require the project to provide 64 residential parking spaces. Residential projects are permitted to replace up to 10 percent of the required residential spaces with bicycle parking for a total reduction of six (6) spaces, allowing the Project to provide 58 residential parking spaces. As part of the Density Bonus, The Project requests an Incentive to allow a further reduction to permit 44 residential parking spaces. The Project also requests a waiver from the standard in LAMC 12.21 A.5(c), which only permits residential compact parking stalls after one standard parking stall per unit has been provided.

The Project would provide short and long-term bicycle parking in compliance with LAMC requirements. For commercial uses, the Project would require one (1) short-term and one (1) long-term bicycle space per 2,000 square feet of floor area and a minimum of two (2) short-term and two (2) long-term bicycle spaces. The project provides five (5) short-term and four (4) long-term bicycle parking spaces. For residential uses, the Project is required to provide four (4) short-term and 44 long-term bicycle parking spaces and provides five (5) short-term and 60 long-term bicycle parking spaces for residential uses.

Landscaping
The Project's street frontage and parking area will be landscaped in accordance with the standards of the Specific Plan and the Woodland Hills Streetscape Plan.

Surrounding Properties

Abutting properties to the south, across Ventura Boulevard, are planned for Neighborhood Office Commercial land use, zoned (Q)C4-1VLD, C1-1VLD, and C4-1VLD, and developed with single-story commercial buildings and associated parking lots. The abutting property to the east is planned for Neighborhood Office Commercial land use, zoned C1-1VLD, and developed with a single-story commercial building and an associated parking lot. The abutting property to the west is planned for Neighborhood Office Commercial land use, zoned C1-1VLD, and developed with a multi-story office building with an associated parking lot and parking garage. Abutting property to the north, across an alley, is planned for Public Facilities use, zoned PF-1XL, and developed with U.S. Highway 101 (Ventura Freeway). Properties to the north, across an alley, Ventura Freeway, and Martha Street, are planned for Very Low Residential land use, zoned RA-1, and developed with single-family dwellings and associated Accessory Dwelling Units.

Street Designations

Ventura Boulevard, abutting the Site to the south, is designated as a Boulevard II with a designated right-of-way width of 110 feet and roadway width of 80 feet. It is improved with a right-of-way width of 100 feet and roadway width of 77 feet with a concrete roadway and concrete curb, gutter, and sidewalk.

An alley, abutting the Site to the north, is a through alley improved with a width of 20 feet and improved with pavement and center-running gutter.

Subject Property:

Ordinance No. 185,650 - Effective August 12, 2018, this ordinance, amended the Ventura/Cahuenga Boulevard Corridor Specific Plan to remove the Providence Cedars-Sinai

Tarzana Medical Center from the Specific Plan.

Ordinance No. 174,052 - Effective August 18, 2001, this ordinance, amended the Ventura/Cahuenga Boulevard Corridor Specific Plan including the expansion of pedestrian-oriented areas and designation of the Regionally Impacted Area, Pedestrian Development District and Use Restricted Area as well as the adoption and implementation of community streetscape plans.

Ordinance No. 171,240 - Effective September 25, 1996, this ordinance, amended the Ventura/Cahuenga Boulevard Corridor Specific Plan including changes to the unit measure for the Project Impact Free from trips to floor area.

Ordinance No.166,560 - Effective February 16, 1991, this ordinance established the Ventura/Cahuenga Boulevard Corridor Specific Plan.

Case No. CPC-2023-1637-SP – Amendment to the Ventura/Cahuenga Boulevard Corridor Specific Plan to create an administrative review of signs, adjust PRB member appointments by the community and general clean up.

Case No. CPC-1999-1-SP - The Los Angeles City Planning Commission approved amendments to the Ventura/Cahuenga Boulevard Corridor Specific Plan resulting in the adoption of City Ordinance No. 174,052.

Case No. CPC-1992-7-SPE – On April 23, 1992, the Los Angeles City Planning Commission approved a Specific Plan Exception to permit the construction, use, and maintenance of a commercial structure with a reduced landscape buffer around the surface-level parking area.

Case No. CPC-1985-381-MOR - The Los Angeles City Planning Commission approved amendments to the Ventura/Cahuenga Boulevard Specific Plan resulting in the adoption of City Ordinance No. 171,240.

Case No. CPC-1985-382 - The Los Angeles City Planning Commission approved the establishment of the Ventura/Cahuenga Boulevard Specific Plan resulting in the adoption of City Ordinance No. 166,560.

Case No. APCSV-2011-2528-SPE-SPP – On January 23, 2014, the South Valley Area Planning Commission approved a Specific Plan Exception to: (a) allow a height of 45 feet in lieu of the 30 feet permitted; (b) allow the building to not have a ten-foot setback from the roof perimeter for each 15-foot increment, or portion of an increment, above 25 feet; (c) allow 83.5% lot coverage in lieu of the 60% permitted; and (d) allow a Floor Area Ratio of 1.136:1 in lieu of the 1.0:1 permitted for the construction of a 16,188-square foot commercial/retail/office development.

Case No. ZA-1996-1005-ZV – On April 10, 1997, the Zoning Administrator approved a Variance to permit the continued use and maintenance of a display and sales area outside of a wholly enclosed building for a business specializing in pottery, fountains, nursery plants, and clay and ceramic items.

Case No. DIR-2016-1896-DI – On August 1, 2016, the Director of Planning interpreted that the definition of a Project shall not include a change of use which increases the parking requirement per Section 7.F of the Specific Plan when this requirement can be provided onsite either through automobile parking spaces or through bicycle parking spaces. I furthermore interpret that an increase of parking spaces resulting from a change of use shall be subject to the procedures of the Ventura/Cahuenga Boulevard Corridor Specific Plan for parking alternatives, regardless of whether the strictest requirement for parking is from the Los Angeles Municipal Code (LAMC) or

the Specific Plan. I recognize that this will allow for changes of use with an increase in parking to be exempt from Project Permit Compliance case processing, but as the parking requirement will be met onsite, such a case filing is inconsistent with the intent of the Specific Plan.

Case No. DIR-2000-4761-SPP – On January 25, 2001, the Director of Planning approved a Project Permit Compliance to import a prefabricated building to the project site, connect it to footings and utilities, to establish a drive-through coffee vendor, and install project landscaping.

Permit Application No. 22010-10000-04363 – On March 29, 2024, an application on file with the Department of Building and Safety for a new 5-story, 34-unit (11 percent Extremely Low Income), mixed-use affordable housing apartment building to include four (4) story Type IIIA apartment over one (1) story Type IA apartment/retail over one (1) level of subterranean parking was withdrawn.

Permit Application No. 24010-10000-01361 – On April 7, 2024, an application was submitted to the Department of Building and Safety for a new 6-story, 54-unit (15 percent Very Low Income), mixed-use affordable housing apartment building to include five (5) story Type VA apartment over one (1) story type IA parking/retail/gym over one (1) level subterranean parking.

Nearby Properties:

Case No. DIR-2017-2034-DB-SPP-WDI – On July 1, 2019, the Director of Planning approved the construction of a new mixed-use project with 36 dwelling units, six (6) of which are reserved for Very Low Income occupancy, four (4) commercial spaces on the ground floor, and 78 parking spaces. The project was approved for the following three (3) Density Bonus incentives: (a) a 35 percent increase in the allowable Floor Area Ratio (FAR) to permit a total FAR of 1.35:1 in lieu of the normally permitted 1:1 FAR; (b) a 35 percent increase to the permitted height limit, allowing 40 feet and 6 inches of height in lieu of the normally permitted 30 feet; and (c) a 20 percent increase in allowable Lot Coverage, to permit a Lot Coverage of 72 percent in lieu of the normally permitted 60 percent. The Director of Planning also denied a Waiver of Dedication and Improvement requirements for the north side of Ventura Boulevard, adjoining the project site's street frontage, located at 19967-20001 Ventura Boulevard.

PVP

The proposed project was presented at the Professional Volunteer Program (PVP) on September 17, 2024. The meeting was conducted by staff on behalf of the City Planning Department and community volunteers. The meeting was held with the purpose to take comments and providing feedback about the design for Case No. CPC-2024-4893-DB-SPPC-HCA.

PVP Comments/Suggestions	Summary of Applicant's Response
Pedestrian-First:	
This side of Ventura gets really hot and the flat curtain wall doesn't differentiate the entries.	Recessed entries have been added to the design for cooling and to visually differentiate entrances.
Recessing the entrances at the frontage would help identify the ways into the building; we shouldn't ever rely on signage but on overhangs or other methods to emphasize entries.	
Keeping the curtain wall fully transparent and not reflective would improve the pedestrian experience.	The curtain wall will be provided as transparent.

By tapering down to such a narrow space, part of the lobby doesn't seem as if it will be all that usable; it might be better to give this space over to an extension of the landscape strip.	Narrow portions of the lobby space have been changed to a section of landscaping.
360° Design:	
Providing perspectives or axonometric would help in understanding project, e.g. inset balconies.	Perspectives which better depict inset portions and the project's role within the existing context have been provided.
Trash and recycling collection is likely to be from alley and not on Ventura, access appears unresolved.	Waste Management have indicated that they will be able to enter from Ventura. However, updated loading zone design should also allow trash pickup from alley.
Climate-Adapted	
The rooftop deck areas will more used if it's provided with trellises or other shade elements.	The inclusion of trellises or enclosed spaces on the roof would add height and another story, causing further conflicts with the Specific Plan and applicable Codes.
Open, exposed decks are less convincing for attracting residents compared to those which are partly enclosed.	
Even if having rear balconies exposes residents in rear units to pollution from the freeway, having a space for plants or a barbeque can an asset, even psychologically if rarely used.	Rear balconies were included in an earlier version of the design but removed per the following guidance from Zoning Information (ZI) File No. 2427 – Freeway Adjacent Advisory Notice: 2. Locate occupied open space areas (play areas, courtyards, patios, balconies, etc.) as far from the freeway sources as possible when the size of the site permits. 3. Prioritize the location of non-habitable uses, such as parking structures and building areas not calculated in floor area, nearest the freeway.
Seating is indicated in courtyard but height and more detail on planters should be provided.	Planter depths have been indicated on landscape plans.
The part of the podium within the side and rear setback areas could be used for LID planters, other landscaping, to extend private space for units or put to some purpose	Landscaping has been added to the side podium areas.

Hearing Officer Notes

A public hearing was conducted remotely by Hearing Officer Abraham Lamontagne on behalf of the City Planning Commission was conducted entirely through the internet and telephonically by Zoom on February 11, 2025. There were approximately eight (8) people on the call. Two (2) people spoke at the hearing, with two (2) comments opposed to the Project and none in favor.

Prior to the hearing, one (1) letter in opposition to the project was received from the public, as well as one (1) motion from the Woodland Hills-Warner Center Neighborhood Council to not support the project.

Written and oral comments in opposition focused on the effects of the project on area parking, quality of project design for prospective residents, as well as opposition to the proposed six-story height rather than the use.

All letters are included for review in Exhibit D. Further details can be found in the Public Hearing section of this Staff Report.

Issues

Height/Massing

The project site is located within the Ventura/Cahuenga Boulevard Corridor Specific Plan, which establishes a 30-foot height limit and a maximum FAR of 1.0:1 for the site, as well as a stepback standard, requiring the building to provide a 10-foot stepback for each 10-foot increment above 45 feet in height. However, pursuant to LAMC Section 12.22 A.25, the applicant has requested Off-Menu Density Bonus Incentives to allow a maximum FAR of 4. 0:1 and building height of 85 feet and 5 inches, as well as a Waiver of Development Standards from the stepback standard, in exchange for setting aside six (6) dwelling units for Very Low Income Households for 55 years.

Pursuant to Government Code Section 65915 and LAMC Section 12.22 A.25, and the findings stated therein, the Commission must approve a Density Bonus and requested incentive(s) unless the Commission makes a finding based on substantial evidence that 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. The record does not contain substantial evidence that would allow the Commission to deny the incentives by making a finding that the requested incentives do not provide for affordable housing costs per State Law. As described in pages F-1 to F-4 of this Staff Report, there is also no substantial evidence in the record that the proposed incentives will have a specific adverse impact.

The requested incentives and waiver will allow the developer to expand the building envelope so the additional units can be constructed, provide for design efficiencies, and increase the overall space dedicated to residential uses. These incentives support the applicant's decision to set aside six (6) Very Low Income Units for 55 years. The surrounding properties are predominantly improved with commercial buildings ranging from one (1) to three (3) stories in height, as well as single-family dwellings across an alley, U.S. Highway 101 (Ventura Freeway), and Martha Street. While the proposed six-story building is taller than most of the surrounding structures, the proposed design includes multiple features that reduce its massing. These include a well-articulated façade with color variety, balconies, and recessed roof features, all with the purpose of breaking up massing.

Parking

Pursuant to LAMC Section 12.21 A.4(a), the 54 residential dwelling units are ordinarily required to provide 89 parking spaces. As part of a Density Bonus request, the project would instead be permitted to comply with Parking Option 1, as detailed in LAMC Section 12.22 A.25(d)(1). This would instead require the project to provide 64 residential parking spaces. Residential projects are permitted to replace up to 10 percent of the required residential spaces with bicycle parking for a total reduction of six (6) spaces, allowing the Project to provide 58 residential parking spaces. Pursuant to LAMC Section 12.22 A.25, the Project has requested an Off-Menu Incentive to allow a further reduction to permit 44 residential parking spaces, as well as a Waiver of Development Standards from the standard in LAMC 12.21 A.5(c), which only permits residential compact parking stalls after one standard parking stall per unit has been provided.

Pursuant to Government Code Section 65915 and LAMC Section 12.22 A.25, and the findings stated therein, the Commission must approve a Density Bonus and requested incentive(s) unless the Commission makes a finding based on substantial evidence that 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. The record does not contain substantial evidence that would allow the Commission to deny the incentives by making a finding that the requested incentives do not provide for affordable housing costs per State Law. As described in pages F-1 to F-4 of this Staff Report, there is also no substantial evidence in the record that the proposed incentives will have a specific adverse impact.

The requested incentive will allow the developer to increase the overall space dedicated to residential uses and avoid cost increases associated with the addition of a second subterranean floor of parking. This incentive supports the applicant's decision to set aside six (6) Very Low Income Units for 55 years. The requested waiver will allow the developer to provide as much parking as possible within the provided parking area, which will help to mitigate the effects of the providing the reduced parking.

Traffic

Planning Staff received comments from neighbors who are concerned about the impacts of traffic resulting from the proposed project. However, there is no substantial evidence that the proposed 54-unit multi-family residential building with only 44 onsite residential automobile parking spaces would adversely impact existing traffic. According to the updated Transportation Assessment for the project, issued by LADOT on February 4, 2025, the proposed project is not expected to result in a significant Vehicle Miles Traveled (VMT) impact, or obstruct or conflict with the City development policies and standards for the transportation system.

Conclusion

As shown in Exhibit "A" plans and findings below the proposed Project achieves General Plan, Community Plan, and Specific Plan goals with an overall design of building and landscaping that reflects the harmonious integration of commercial development with Ventura Boulevard, creating an engaging and inviting pedestrian environment through appropriate setbacks and proper landscaping. Introducing a new mixed-use development at this location will further promote subsequent economic development by enhancing the supply of retail and restaurant uses in and around the commercial location. The development of 54 dwelling units, six (6) of which are to be reserved for Very Low Income households, will meet several goals of the recently adopted Housing Element, especially those related to diversity of housing options and providing neighborhood stability through creating additional community housing options. Given that the requested uses will be in harmony with relevant Planning documents and Code sections as described below in the Findings, the granting of the requested project entitlement will be in harmony with, and enhance, the surrounding area.

For the reasons stated above and in the Findings, Staff recommends approval of the requested entitlements for a Density Bonus and Project Permit Compliance Review. As conditioned, the project is compliant with all Ventura/Cahuenga Boulevard Corridor Specific Plan regulations and guidelines, other than the incentives and waivers requested.

CONDITIONS OF APPROVAL

Entitlement Conditions

1. **Site Development.** Except as modified herein, the project shall be in substantial conformance with the plans and materials submitted by the Applicant, labeled Exhibit "A", dated February 10, 2025, and attached to the subject case file. No change to the plans shall 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 Municipal Code, the project conditions, or the project permit authorization.

2. **Residential Density**. The project shall be limited to a maximum density of 54 residential dwelling units, including On-Site Restricted Affordable Units.

3. **On-site Restricted Affordable Units.** Six (6) units shall be reserved for Very Low Income Household, as defined by the California Government Code Section 65915 and by the Los Angeles Housing Department (LAHD). In the event the SB 8 Replacement Unit condition requires additional affordable units or more restrictive affordability levels, the most restrictive requirements shall prevail.

4. **Changes in On-Site Restricted Units**. Deviations that increase the number of On-Site Restricted Units or that change the composition of units or parking numbers shall be consistent with LAMC Section 12.22 A.25.

5. **Housing Requirements**. Prior to the issuance of a building permit, the owner shall execute a covenant to the satisfaction of the Los Angeles Housing Department (LAHD) to make six (6) units available to Very Low Income Households or equal to 15 percent of the project's total proposed residential density allowed, for sale or rental, as determined to be affordable to such households by LAHD for a period of 55 years. In the event the applicant reduces the proposed density, the number of required reserved on-site Restricted Units (six [6] units) may not be adjusted. A new entitlement will be required to adjust the number of required reserved on-site Restricted Units. Enforcement of the terms of said covenant shall be the responsibility of LAHD. The applicant shall submit a copy of the recorded covenant to the Department of City Planning for inclusion in this file. The project shall comply with the Guidelines for the Affordable Housing Incentives Program adopted by the City Planning Commission and with any monitoring requirements established by the LAHD.

   Unless otherwise required by state or federal law, the project shall provide an onsite building manager's unit, which the owner shall designate in the covenant. The Owner may not use an affordable restricted unit for the manager's unit.

6. **Use.** The project shall be limited to 1,228 square feet of commercial spaces and 45,464 square feet of residential uses.

7. **Floor Area**. The project shall be limited to a maximum floor area of 46,692 square feet and a Floor Area Ratio of 4.00:1.

8. **Height.** The height of the building shall be limited to 85 feet and 5 inches, as shown on the project plans, Exhibit "A", attached to the subject case file.

9. **Front Yard Setback.** The project shall provide a variable front yard setback between 18 inches and 7 feet 5 inches.

10. **Side Yard Setback.** The project shall provide zero side yard setback on both the eastern and western sides of the site.

11. **Rear Yard Setback.** The project shall provide a minimum rear yard setback of 18 feet from the centerline of the alley.

12. **Open Space.** The project shall provide a minimum of 5,926 square feet of usable open space.

13. **Mechanical and Rooftop Equipment Screening.** No mechanical or rooftop equipment shall be visible from Ventura Boulevard, and shall be screened behind architectural elements.

14. **Lot Coverage.** Lot coverage shall not exceed 88 percent of the lot before the dedication.

15. **Parking.**

    a. **Automobile Parking for Residential Uses.** The project shall provide a minimum of 44 automobile parking spaces for residential uses.

    b. **Automobile Parking for Commercial Uses.** The project shall provide a minimum of four (4) automobile parking spaces for commercial uses.

    c. **Adjustment of Parking.** In the event that the number of Restricted Affordable Units should increase, or the composition of such units should change (i.e., the number of bedrooms, or the number of units made available to Senior Citizens and/or Disabled Persons), or the applicant selects another Parking Option (including Bicycle Parking Ordinance) and no other Condition of Approval or incentive is affected, then no modification of this determination shall be necessary, and the number of parking spaces shall be re-calculated by the Department of Building and Safety based upon the ratios set forth above.

    d. **Bicycle Parking.** The project shall provide a minimum of 10 short-term bicycle parking spaces and 64 long-term bicycle parking spaces, in compliance with LAMC Section 12.21 A.16.

    e. **Electric Vehicle Parking.** All electric vehicle charging spaces (EV Spaces) and electric vehicle charging stations (EVCS) shall comply with the regulations outlined in Sections 99.04.106 and 99.05.106 of Article 9, Chapter IX of the LAMC, to the satisfaction of the Department of Building and Safety. The project shall include at least 20 percent of the total automobile parking spaces developed on the project site 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.

       In addition, five (5) percent of the total automobile parking spaces developed on the project site, and all parking spaces in excess of code required for the use, shall 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 five 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.

16. **Landscaping.** A landscape plan shall be submitted to ensure that:

    a. A minimum 18-inch setback along the front lot line shall be fully landscaped.

    b. All Front Yards or front setbacks in excess of 18 inches except for driveways and walkways (87 square feet) 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. 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.

    d. **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.

17. **Construction Sign.** This approval shall permit the installation of one (1) non-illuminated construction sign of no more than 25 square feet in sign area and no more than 15 feet in height. Any construction sign shall be removed prior to the issuance of a certificate of occupancy or within 30 days of completion of the project, whichever is sooner.

18. **Signage.** No permanent signage is approved with this entitlement. Any future signage must be approved in a manner compliant with the Ventura/Cahuenga Boulevard Corridor Specific Plan.

19. **Project Impact Assessment Fee.** Prior to Planning clearance, the applicant shall meet with the Department of Transportation (DOT) for assessment of this 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.

20. **Lighting.** Lighting should 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.

21. **Streetscape Improvement.**

    a. **Street Trees.** Street trees, to the extent feasible, will establish or maintain a planting pattern along this section of Ventura Boulevard of Tulip Trees (Liriodendron tulipifera), to the satisfaction of Urban Forestry.

        i. The general standard for planting street trees is to space them 40 feet apart.

ii. The deciduous trees shall be planted between 25-35 feet apart.

iii. The minimum size is a 36-inch box.

iv. The trees are to be planted unstaked, and are to be self-supporting.

v. The trees are to be untopped.

vi. The street tree wells are to be a minimum of 5 feet long parallel to the roadway and 5 feet wide. Tree wells should meet the requirements of Section 4.1.2 of the Woodland Hills Streetscape Plan to the satisfaction of the Bureau of Street Services and its Urban Forestry Division.

vii. The trees are to be planted according to the Los Angeles Department Public Works Standard for Street Tree Planting; actual tree species and spacing shall be determined by the Bureau of Street Services and its Urban Forestry Division.

b. **Street Fixtures, Furniture and Equipment.** Sections 4.3 and 4.4 of the Woodland Hills Streetscape Plan identify distinctive materials, finishes, and street furniture. Any improvements in the public right-of-way are to use these or similar materials, finishes, and street furniture as determined by the Bureau of Street Lighting and Bureau of Street Services.

22. **Specific Plan Covenant and Agreement.** A Covenant and Agreement shall be recorded with the Los Angeles County Recorder acknowledging the contents and limitations of the Ventura/Cahuenga Boulevard Corridor Specific Plan, as well as the conditions of approval established herein. The Covenant and Agreement shall run with the land and shall be binding on any subsequent property owners, heirs or assigns and shall be submitted to the Department of City Planning for approval prior to being recorded. After recording, a copy bearing the County Recorder's number and date shall be provided to the Department of City Planning for attachment to the administrative file.

23. **Modifications.** Any modifications, change of use, or increase in floor area of the property shall be cause for separate discretionary review pursuant to the definition of a Project per the Specific Plan, and Section 11.5.7 of the LAMC and other applicable statutory requirements.

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.

25. **Solar Power.** The project shall provide Photovoltaic Collectors for a Solar Hot Water System or photovoltaic provisions as required to comply with the 2019 California Energy Code for Solar Ready Buildings (Section 110.10) to be maintained for the life of the project.

26. **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.

27. **Stormwater/irrigation.** The project shall implement on-site stormwater infiltration as feasible based on the site soils conditions, the geotechnical recommendations, and the City of Los Angeles Department of Building and Safety Guidelines for Storm Water Infiltration. If

on-site infiltration is deemed infeasible, the project shall analyze the potential for stormwater capture and reuse for irrigation purposes based on the City Low Impact Development (LID) guidelines.

28. **Utility Connections.** New utility connections shall be undergrounded to the maximum extent feasible.

Administrative Conditions

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

30. **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.

31. **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.

32. **Code Compliance.** Use, area, height, and yard regulations of the zone classification of the subject property shall be complied with, except where granted conditions differ herein.

33. **Department of Building and Safety**. The granting of this determination by the Director of Planning does not in any way indicate full compliance with applicable provisions of the Los Angeles Municipal Code Chapter IX (Building Code). Any corrections and/or modifications to plans made subsequent to this determination by a Department of Building and Safety Plan Check Engineer that affect any part of the exterior design or appearance of the project as approved by the Director, and which are deemed necessary by the Department of Building and Safety for Building Code compliance, shall require a referral of the revised plans back to the Department of City Planning for additional review and sign-off prior to the issuance of any permit in connection with those plans.

34. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning.

35. **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.

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

Applicant shall do all of the following:

a. Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the City's processing and

approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions or to claim personal property damage, including from inverse condemnation or any other constitutional claim.

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

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

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

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

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

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

For purposes of this condition, the following definitions apply:

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

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

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

FINDINGS

DENSITY BONUS / AFFORDABLE HOUSING INCENTIVES 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 Low 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 a letter dated April 12, 2022, issued by the Los Angeles Housing Department (LAHD), the site is developed with zero dwelling units; therefore, no units are subject to replacement. Thus the project is in compliance with the housing replacement provisions.

LAMC Criteria

As permitted by LAMC Section 12.22 A.25 the Applicant is requesting three (3) Off-Menu incentives and three (3) Waivers of Development Standards that will facilitate the provision of affordable housing at the site:

Pursuant to LAMC Section 12.22 A.25(e)(2), to be eligible for any on-menu incentives, a Housing Development 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 six (6)-story mixed-use building facing Ventura Boulevard (south elevation). As Exhibit "A" demonstrates, the south elevation is articulated in multiple ways: recessed windows; variations in window size, variations in building façade depth and material; and the use of gray smooth stucco, walnut wood-effect composite, feber cement siding, exposed concrete, and metal and glass railings.

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 north side of Ventura Boulevard. The building is oriented towards the street by providing pedestrian access to the entrances on Ventura Boulevard. Units facing Ventura Boulevard have multiple large windows and balconies creating interaction with the public realm.

Overall, the building design has a modern, clean, and balanced appearance with an emphasis on large but varied window shapes contrasted with gray, light wood, and dark wood colored façade and exposed concrete, creating visual interest as viewed from the street and connecting the building to its surroundings.

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 (HMC).*

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 57.4908 of the LAMC.

The project is not located in a Hillside Area and in a Very High Fire Hazard Severity Zone.

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

e. 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.

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

LAMC Section 12.22 A.25 establishes that a Housing Development Project may qualify for one, two, or three incentives based on the percentage of units set aside for Very Low Income, Low Income, or Moderate-Income Households. The project has a base density of 40 units, is proposing 54 units, and is providing six (6) units for Very Low Income households, which qualifies the project to utilize up to three (3) on-menu incentives. The project includes off-menu incentives for increased Floor Area Ratio, Height, and decreased Automobile Parking. It also includes three (3) requests for waivers of development standards to allow the project to provide increased lot coverage and compact parking and reduced stepback.

Off-Menu Incentives

FAR. The requested incentive, an increase in FAR of 3.00:1, permits exceptions to zoning requirements that result in building design or construction efficiencies that provide for affordable housing costs. The requested incentive allows 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 provide six (6) affordable units for Very Low Income Households.

Height. The requested incentive, a 55-foot-5-inch increase in height, permits exceptions to zoning requirements that result in building design or construction efficiencies that provide for affordable housing costs. The requested incentive allows 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 provide six (6) affordable units for Very Low Income Households.

Automobile Parking. The requested incentive, a 45-space decrease in required residential parking, permits exceptions to zoning requirements that result in building design or construction efficiencies that provide for affordable housing costs. The requested incentive allows the developer to reduce the amount of building area that needs to be constructed to hold parking spaces, and the costs associated with constructing housing units are decreased. These incentives support the Applicant's decision to provide six (6) affordable units for Very Low Income Households.

f. The Incentive(s) 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 (Gov. Code 65915(d)(1)(B) and 65589.5(d)).

There is no substantial evidence in the record that the proposed off-menu incentives will have a specific adverse impact upon public health and safety or the physical environment, or any real property that is listed in the California Register of Historical Resources. A “specific adverse impact” is defined as “a significant, quantifiable, direct and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete” (LAMC Section 12.22-A,25(b)).

The 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. The project is not located on a substandard street in a Hillside area or in a Very High Fire Hazard Severity Zone. There is no evidence in the record which identifies a written objective health and safety standard that has been exceeded or violated. Based on the above, there is no basis to deny the requested incentives. Therefore, there is no substantial evidence that the project’s proposed incentives will have a specific adverse impact on the physical environment, on public health and safety, or on property listed in the California Register of Historic Resources.

g. The incentive(s) are contrary to state or federal law.

There is no substantial evidence in the record that the requested off-menu incentives are contrary to state or federal law.

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

h. The Waiver(s) of Development Standards will have a specific adverse impact upon public health and safety or the physical environment, or any real property that is listed in the California Register of Historical Resources and for which there is 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 waivers of lot coverage, height stepback, or compact parking standards will have a specific adverse impact on public health and safety or the physical environment, or any real property that is listed in

the California Register of Historical Resources. A "specific adverse impact" is defined as, "a significant, quantifiable, direct and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete" (LAMC Section 12.22 A.25(b)). The 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. Therefore, there is no substantial evidence that the proposed project, and thus the requested Waivers, will have a specific adverse impact on the physical environment, or on public health and safety. Based on the above, there is no basis to deny the requested Waiver.

i. The application of the development standards for which waivers or reductions are requested would 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)).

A Density Bonus project may request other “waiver[s] or reduction[s] of development standards that will 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)). The requested waivers are as follows:

Waivers of Development Standards

Lot Coverage. The requested waiver, an increase in lot coverage of 28 percent of the lot area, permits exceptions to zoning requirements that result in building design or construction efficiencies that provide for affordable housing costs. The requested waiver allows the developer to expand the building envelope so the additional units can be constructed, and the overall space (dedicated to residential uses) is increased. This waiver supports the Applicant's decision to provide six (6) affordable units for Very Low Income Households.

Stepback. The requested waiver, to allow the building to exceed 30 feet in height without providing a 10-foot setback from the roof perimeter for each 15-foot increment above 25 feet, permits exceptions to zoning requirements that result in building design or construction efficiencies that provide for affordable housing costs. The requested waiver allows the developer to expand the building envelope so additional units can be constructed, and the overall space (dedicated to residential uses) is increased. This waiver supports the Applicant's decision to provide six (6) affordable units for Very Low Income Households.

Compact Stalls. The requested waiver, to allow compact parking stalls to be provided without providing at least one (1) standard stall per residential unit, permits exceptions to zoning requirements that result in building design or construction efficiencies that provide for affordable housing costs. The requested waiver allows the developer to provide as much parking as possible within the reduced parking area, which was requested to decrease the costs associated constructing housing units. This waiver supports the Applicant's decision to provide six (6) affordable units for Very Low Income Households.

These waivers are necessary to allow the project to be developed at its proposed density and floor area. Imposing the lot coverage or stepback requirements would result in removing a portion of the currently proposed building envelope and a corresponding reduction in residential floor area and dwelling units for the project. Imposing the compact stall requirement will prevent the developer from providing the 44 parking spaces required

by the requested parking Incentive, as otherwise only 37 parking spaces could be provided.

As proposed, the granting of these waivers will allow for the development of the proposed development with the inclusion of the affordable residential units because the quantity of units allowed under the density bonus within the 4.0:1 FAR, 85-foot-5-inch height, and 44 residential automobile parking spaces under the Incentives allows for the development of the affordable units. As presented by the applicant, without the requested lot coverage, stepback, and compact stall waivers, floor area located within the additional height would be physically precluded from the Project preventing the construction of the proposed floor area and units described in the plans, and the Project would be physically precluded from providing the proposed parking.

j. The waiver(s) or reductions of development standards are contrary to state or federal laws.

There is no evidence in the record that the proposed waivers are contrary to state or federal laws.

PROJECT COMPLIANCE FINDINGS

The Ventura/Cahuenga Boulevard Corridor Specific Plan designates the subject property for Neighborhood & General Commercial land uses which are a "focal point for surrounding residential neighborhoods and containing a diversity of land uses, such as small offices and overnight accommodations, cultural facilities, schools and libraries, in addition to neighborhood-oriented services."

The proposed project, a mixed-use development, substantially complies with the site's zoning and the Community Plan land use designation. As enumerated below, the proposed project has been conditioned to comply with all applicable regulations, findings, standards, and provisions of the Ventura/Cahuenga Boulevard Corridor Specific Plan. The three (3) incentives and three (3) waivers of development standards are warranted based on the findings separately enumerated and the conditions applied.

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

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

a. Section 5.C: Uses. The proposed uses of residential and commercial are not restricted in this area of the Specific Plan and thus are allowed.

b. Section 6.B: Floor Area Ratio (FAR). The FAR limitation for this site is 1.0:1, which would permit a total of 11,709 square feet of floor area. The Project proposes 45,960 square feet of floor area with an FAR of 4.00:1. The Project requests a deviation to allow a 4.00:1 FAR and for relief from the FAR requirement. As such, the project complies with the FAR requirements.

c. Section 7.A: Yards and Setbacks. A minimum front yard setback of 18 inches is permitted; this 18 inch setback must be landscaped. Also, a maximum front yard setback of 20 feet for 33 percent of the lot frontage and 60 feet for the balance is permitted. The Project proposes a variable front yard setback between 18 inches and 7 feet 5 inches. The Project proposes landscaping in all areas within 18 inches of the front lot line, except

for any areas used for pedestrian or vehicle entrance. A side yard of up to 10 feet may is permitted, except that an accessway, which may include a maximum 20 foot wide driveway, a maximum 4 foot wide walkway and landscape buffers of 18 inches to 5 feet on either side of the accessway may be provided for vehicular access to parking and pedestrian access to the building; this Project proposes zero side yard on the west and east sides at the ground floor. The Specific Plan does not have a rear yard setback requirement for the site. The project proposes a rear yard setback of 18 feet from the centerline of the alley. As such, the project complies with the setback requirements.

d. Section 7.B: Lot Coverage. The Specific Plan limits lot coverage to 60 percent. The Project provides 88 percent lot coverage. The Project requests a Waiver of Development Standards from this requirement.

e. Section 7.D: Landscaping. Parking structures or that portion of a building which is used for parking is designed to substantially screen automobiles contained in the garage from view by pedestrians and from adjacent buildings. The facade of the parking building is designed so that it is similar in color, material, and architectural detail with the building for which it serves for parking. At least 60 percent of all front setback in excess of 18 inches is required to be landscaped, with the remainder finished to City standards for sidewalks, or finished with other paving materials, including concrete pavers, brick masonry pavers. The Project proposes landscaping 87 square feet or 100 percent of the front setback in excess of 18 inches. An automatic irrigation system to maintain all required landscaping will be installed. The project is also subject to the Landscape Ordinance regarding what qualifies as shade-trees. As such, the project complies with the landscape requirements.

f. Section 7.E: Height. The Specific Plan sets a 30-foot height limit for the site. The Project requests a deviation to allow 85 feet and 5 inches. The Specific Plan also requires that any building taller than 30 feet in the Neighborhood and General Commercial Plan Designation Area abutting a major or secondary highway (such as Ventura Boulevard) provide at least a 10-foot setback from the roof perimeter for each 15-foot increment above 25 feet. The Project requests a Waiver of Development Standards from this requirement. As such, the project complies with the height requirements.

g. Section 7.F: Parking. Per Section 7.F.1.a of the Ventura/Cahuenga Boulevard Corridor Specific Plan, retail establishments require at least one (1) parking space for each 250 square feet of floor area. The commercial portion of the new mixed-use building with 1,228-square foot retail space requires five (5) parking spaces per the Ventura/Cahuenga Specific Plan. Per LAMC Section 12.21 A.16(a)(2), the commercial portion of the project requires one (1) long and one (1) short-term bicycle space per 2,000 square feet and a minimum of two (2) long and two (2) short-term bicycle spaces for retail uses. Additionally, the commercial portion of the project is permitted to replace one (1) space with four (4) bicycle parking spaces. The project proposes a total of four (4) automobile parking spaces, five (5) short-term bicycle parking spaces, and three (3) long-term bicycle parking spaces for the commercial portion of the project. As such, the commercial portion of the project complies with LAMC and Specific Plan parking requirements.

Per LAMC Section 12.21 A.4(a), the ratio of parking spaces required for non-single family dwelling units in Zones other from the RW Zone shall be at least one parking space for each dwelling unit of less than three habitable rooms, one and one-half parking spaces for each dwelling unit of three habitable rooms, and two parking spaces for each dwelling unit of more than three habitable rooms. As such, the proposed five (5) studio

units, 28 one-bedroom units, and 21 two-bedroom units are required to provide 89 parking spaces. The project is also required to provide bicycle parking per the following table:

Dwelling Units	Short-Term Bicycle Parking	Long-Term Bicycle Parking
1 - 25	1 space per 10 units	1 space per unit
26 - 100	1 space per 15 units	1 space per 1.5 units

As such, the residential portion of the project is required to provide four (4) short-term bicycle parking spaces and 44 long-term bicycle parking spaces. The project proposes 44 automobile parking spaces, five (5) short-term bicycle parking spaces, and 60 long-term bicycle parking spaces for the 54 residential dwelling units. The project complies with the residential bicycle parking requirements and is requesting a Waiver of Development Standards from the residential automobile parking requirements.

h. Section 8: Signs. Pursuant to Section 5.A.2 of the Ventura/Cahuenga Boulevard Corridor Specific Plan, any proposed signage must comply with the applicable development requirements of Sections 8 and 9 of the Plan, as it relates to the sign regulations and Project Permit Compliance process.

Construction Sign: Specific Plan Section 8.B.d.1 permits no more than one (1) non-illuminated construction sign less than 25 square feet in area and 15 feet in height and be removed prior to the issuance of a certificate of occupancy or within 30 days of completion of the project, whichever is sooner. As conditioned herein, any construction sign will not exceed 25 square feet in area or 15 feet in height and will be removed with in the required time limits. Therefore, any proposed signs, further enforced through Condition of Approval Number 17, will comply with the Specific Plan regulations.

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

Based on the whole of the administrative record, the Project has been adequately assessed in ENV-2024-4894-CE and has been found to be exempt from CEQA pursuant to 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.

PUBLIC HEARING AND COMMUNICATIONS

Public Hearing

On behalf of the City Planning Commission, a Public Hearing was conducted entirely through the internet and telephonically by Zoom on February 11, 2025. There were approximately two (2) people on the call. Two (2) people spoke at the hearing, with two (2) comments opposed to the Project and none in favor.

Summary of Initial Public Hearing Testimony and Communications

The applicant's representative – Heather Lee – and the project's architect – Aaron Brumer – presented the project and requested entitlements.

- The project's representatives also presented small modifications to the exterior design and roof access that had been made in response to previously received comments.

The comments focused on the following:

- Parking: Commented that the reduction to provide parking spaces for only 37 out of 54 residential units will impact new residents and the surrounding neighborhood, as long-term parking can be difficult to find nearby. Requested that the applicant provide or identify parking for remaining units. Concerns were also shared that the height and width of the entry driveway could be too small.
- Scale of Building: Commented that the proposed six-story building will be out-of-scale with existing development in this area of Ventura Boulevard, which is generally limited to three stories.
- Air Quality: Pointed out that the proximity of the project to US 101 can create poor air quality conditions for residents. Specific concerns included location of open space and balconies, as well as air quality inside the building. Requested that more mitigation measures be taken to improve resident health.
- Alley Encroachments: Requested that no encroachments into the ground or air space of the alley to the rear of the site be permitted.
- Neighborhood Council Case Report: A commenter attended to represent the Woodland Hills-Warner Center Neighborhood Council, sharing that the Council's Planning, Land Use, and Mobility Committee and the Council Board both voted unanimously to not support the project, as well as requesting that concerns within the Council's Case Report be addressed. In addition to some of the concerns above, the Case Report also outlined the following additional concerns:
    - Commercial Space: Commented that the provided commercial space may be too small for a retail business to thrive in.
    - Open Space: Requested that the private open spaces provided as balconies not be counted towards open space requirements due to freeway proximity and many balconies being covered. Requested that the second-floor courtyard not be counted towards open space requirements due to a lack of landscaping and concerns that the enclosed air space will not allow for air circulation. Requested that the rooftop deck not be counted towards open space requirements due to proximity to the freeway, a lack of landscaping, and the presence of mechanical equipment.
    - Indoor Amenities: Commented that the proposed project does not include storage and other indoor amenities found in other new market-value projects.
    - Resident Safety: Commented that the proposed 42-inch railing is too short and creates a fall risk within the courtyard airspace.
    - Requested Entitlement and Environmental Clearance: Requests the denial of the requested Density Bonus, as the applicant does not show proof that the requested

waivers and incentives are necessary. Requests the denial of the requested Class 32 Categorical Exemption due to air quality concerns with proximity to the freeway, noise pollution from the roof deck, and the lack of buildings in the area at the same height.

The applicant's representatives responded to the comments with the following:

- The applicant expects that, if needed, residents without allocated parking will be able to find parking within nearby street and private parking areas.
- Even without requesting an incentive, the project would still be allowed to include a lower amount of residential parking (58 spaces) as part of the Density Bonus request.
- Adding another basement story to provide parking for the remaining units would result in a major increase in project costs and would risk making the project financially infeasible.
- While the building is taller than most current development on this area of Ventura Boulevard, it is expected this will become more common in the coming years for by-right projects, through upcoming incentive and rezoning programs.
- Air quality concerns have been taken into account, including by removing balconies from the freeway-facing side of the building, but the site location ultimately cannot be changed and the design is trying to provide an appropriate balance between quality-of-life amenities such as open space and air quality safety considerations.
- The project does not propose any encroachments on the alley. This may have arisen from a misunderstanding of the choice to utilize LAMC 12.22 C.16, which allows one-half the width of an abutting alley to be included in a lot area calculations to determine the number of permitted dwelling units, but does not allow encroachments on said half of the alley.
- The project will be compliant with code requirements pertaining to several concerns, including railing locations & heights, driveway width & height, open space, resident amenities, and ventilation.

Written Correspondence

Prior to the hearing, Planning staff received one letter in opposition to the project as well as a motion to not support the project from the Woodland Hills-Warner Center Neighborhood Council.

Similar to the comments made at the hearing, written correspondence in opposition focused on the effects to parking, traffic safety, and encroachment onto the alley, as well as opposition to the proposed six-story height rather the use.

EXHIBIT A
Project Plans

54-UNIT MIXED-USE MULTIFAMILY BLDG
19923 VENTURA BLVD
LOS ANGELES, CA 91364

1.1-EXISTING ZONING AND SITE INFORMATION

ZONING INFORMATION

1.	PROJECT ADDRESS	19923 W VENTURA BLVD, LOS ANGELES, CA 91364
2.	OWNER	19923 VENTURA, LLC
3.	APN#	2164-001-015
4.	TRACT	TR 13940
5.	MAP REFERENCE	M B 285-47/49
6.	BLOCK	NONE
7.	LOT	1
8.	ARB (LOT CUT REF.)	2
9.	GENERAL LAND USE	NEIGHBORHOOD OFFICE COMMERICAL
10.	EXISTING	PARKING LOT
11.	COMMUNITY PLAN AREA	CANOGA PARK / WINNETKA / WOODLAND HILLS / WEST HILLS
12.	SPECIFIC PLAN	VENTURA CAHUENGA BOULEVARD CORRIDOR SPECIFIC PLAN
13.	TOC DESIGNATION	NOT ELIGIBLE
14.	ZONE	C1-1VLD
15.	LOT AREA PER ZIMAS	(LOT AREA) 14,484.9 + (1/2 ALLEY) 1206.4 = **15691.3 SF**
16.	BASE DENSITY	PER LAMC (LOT AREA + 1/2 ALLEY) 15691.3/800 = 19.60 ROUNDED UP 20 UNITS PER AB 2345* (LOT AREA + 1/2 ALLEY) 15691.3/400 = 39.2 ROUNDED UP 40 UNITS * PER LAND USE DESIGNATION
17.	BASE F.A.R.	1 : 1 (PER VENTURA CAHUENGA BOULEVARD CORRIDOR SPECIFIC PLAN)
18.	HEIGHT LIMIT PER ZONING	30'-0" (PER VENTURA CAHUENGA BOULEVARD CORRIDOR SPECIFIC PLAN)
19.	REQUIRED YARDS:	
	FRONT YARD	BELOW 15': 1' - 6"; ABOVE 15': NO F.Y. SETBACK*
	REAR YARD	GROUND FLOOR COMMERCIAL**: NO R.Y. SETBACK; RESIDENTIAL 0' - 0"***
	SIDE YARDS	GROUND FLOOR COMMERCIAL: NO S.Y. SETBACK; RESIDENTIAL 9'-0" (5'-0" + 4'-0")****
		*VCBSP 7.A.3.a.2.ii MAX.F.Y.20' FOR MIN OF 33% LENGTH OF FRONT LOT LINE.BALANCE OF LOT FRONTAGE MAY HAVE MAX. F.Y.60', OR F.Y.=AVG ALL (E) STRUCTURES ON BLOCK, WHICHEVER IS LESS. **PER LAMC 12.22.A.18(c) & GEN. SUMMARY ZONING REGULATIONS ***PER LAMC 12.22.A.18(c)(3) ALLOWS MIN. 0' R.Y.SETBACK FOR RESIDENTIAL PORTION ****VCBSP 7.A.3.b S.Y.10' MAY BE PERMITTED,EXCEPT AS ACCESSWAY,WHICH MAY INCL. MAX. 20' WIDE DRIVEWAY,MAX 4' WALKWAY & LANDSCAPE BUFFERS 18"-5' ON EITHER SIDE OF ACCESSWAY, MAY BE PROVIDED FOR VEHICULAR ACCESS TO PEDESTRIAN ACCESS TO BLDG, OR AS SPEC. IN SUBSECTION F [PRK'G] BELOW, WHERE PROJECT CONTAINS RESIDENTIAL USES, IN WHICH CASE, LAMC SECTIONS 12.07, 12.07.01, 12.07.1, 12.08, 12.08.1, 12.08.3, 12.08.3, 12.08.5, 12.09, 12.09.1, 12.09.5, 12.10, 12.11, & 12.12 SHALL APPLY
20.	BUILDABLE AREA	11,662.2 SF
21.	MAX BUILDING AREA	11,662.2 SF x 1 = 11,662.2 SF

1.2-PROPOSED PROJECT ZONING INFORMATION

A. PROPOSED ON MENU ZONING INCENTIVE

22. AFFORDABLE HOUSING INCENTIVE DENSITY BONUS
    - 22.1 DENSITY PER LAND USE DESIGNATION — 40 UNITS
    - DENSITY INCREASE 35% — 40 UNITS x 1.35 = 54 UNITS

B. PROPOSED OFF MENU INCENTIVES

23. RELIEF FROM VENTURA/CAHUENGA BLVD SPECIFIC PLAN REQUIREMENTS
    - 23.1 HEIGHT INCREASE FROM 30' MAX [7E(1)(e)(1)] — ADD'L 55' - 5" FOR TOTAL 85'-5" (184.75% INCREASE)
    - 23.2 F.A.R. INCREASE FROM 1:1 TO 4.01:1 [6B(3)] — 4.01:1 (301% INCREASE)
24. REDUCTION IN LAMC REQUIRED ***RESIDENTIAL*** PARKING FROM 89 SPACES TO 37 SPACES & 7 RESIDENTIAL COMPACT SPACES IN LIEU OF LAMC 89 SPACES — 89 PARKING SPACES REDUCED TO 37 STANDARD SPACES & 7 COMPACT SPACES

C. WAIVERS

25. WAIVER OF DEVELOPMENT STANDARDS FROM VENTURA/CAHUENGA BLVD SPECIFIC PLAN
    - 25.1 WAIVER OF TRANSITIONAL HEIGHT VIA SP SEC 7(E)(1)(F) TO EXCEED 30' WITHOUT SETBACK — 0 STEPBACK
    - 25.2 WAIVER OF SPECIFIC PLAN LOT COVERAGE SEC.7 B(2) LOT COVERAGE INCREASE FROM 60%(8,690.94SF) TO 88%(12,657.2SF) — 88% LOT COVERAGE
    - 25.3 WAIVER TO ALLOW 7 RESIDENTIAL COMPACT SPACES — 7 COMPACT SPACES

D. PROPOSED PROJECT ZONING FEATURES

26.	PROJECT DESCRIPTION	NEW MIXED-USE RESIDENTIAL OVER 1228.0 SF OF COMMERCIAL; 54 UNIT 6-STORY BLDG WITH 1ST FLOOR PARKING AND 1228.0 SF COMMERCIAL OVER 1-LEVEL SUBTERRANEAN PARKING
27.	PROPOSED HEIGHT	85' - 5" PROPOSED HEIGHT
28.	PROPOSED UNITS	54 PROPOSED UNITS
29.	PROPOSED F.A.R.	4.01:1 (46,708.8 / 11,662.2)
30.	PROPOSED F.Y. SETBACK	BELOW 15': 1' - 6"; ABOVE 15': 0' - 0"
31.	PROPOSED R.Y. SETBACK	GROUND FLOOR: NO R.Y. SETBACK; RESIDENTIAL 18' - 0"
32.	PROPOSED S.Y. SETBACKS	GROUND FLOOR: NO S.Y. SETBACK; RESIDENTIAL 9' - 0"
33.	PROPOSED VEHICLE PARKING	**COMMERCIAL-** 4 STANDARD SPACES; **RESIDENTIAL-** 37 STANDARD SPACES & 7 COMPACT SPACES
34.	PROPOSED BICYCLE PARKING	**COMMERCIAL-** 5 SHORT-TERM & 4 LONG TERM **RESIDENTIAL-** 5 SHORT-TERM & 60 LONG TERM

E. AFFORDABLE UNIT ANALYSIS

33.	VERY LOW INCOME	15%
	40 x .15 =	6 UNITS VLI REQUIRED

1.3-PROPOSED PROJECT BUILDING INFORMATION

ADDITIONAL INFORMATION

34.	BUILDING OCCUPANCY	R2 (MULTI-FAMILY), S-2 PARKING, A-2 COMMERCIAL RESTAURANT
35.	CONSTRUCTION TYPE	7-STORIES TOTAL: 5 STORIES TYPE III-A RESIDENTIAL OVER; 1-STORY TYPE I-A AT GRADE, COMMERCIAL & PARKING OVER; 1-STORY TYPE I-A SUBTERRANEAN PARKING GARAGE
36.	APPLICABLE CODES	2022 CBC W/ 2023 CITY OF LA AMENDMENTS
37.	FIRE SPRINKLER	FULLY SPRINKLERED PER NFPA-13 THIS BUILDING AND GARAGE MUST BE EQUIPPED WITH AN AUTOMATIC FIRE EXTINGUISHING SYSTEM, COMPLYING WITH NFPA-13. THE SPRINKLER SYSTEM SHALL BE APPROVED BY PLUMBING DIV PRIOR TO INSTALLATION

THIS PROPERTY IS 100% PRIVATELY FUNDED.
THIS NOT A PUBLIC HOUSING.
THERE IS NO TAX CREDIT RECEIVED.

1.4-CHAPTER 5 COMPLIANCE

1) 5 STORIES TYPE III-A RESIDENTIAL OVER 2 STORIES TYPE I-A
2) OCCUPANCY R2 (MULTI-FAMILY), S-2 PARKING, A-2
3) THIS BUILDING MUST BE EQUIPPED WITH AN AUTOMATIC FIRE EXTINGUISHING SYSTEM, COMPLYING WITH NFPA-13; THE SPRINKLER SYSTEM SHALL BE APPROVED BY PLUMBING DIV. PRIOR TO INSTALLATION. ROOFTOP DECK MUST COMPLY WITH NFPA-13 AUDITORY ALARMS
4) EMERGENCY RESPONDER RADIO COVERAGE TO BE PROVIDED

	ALLOWABLE		PROVIDED	
A. TABLE 504.3, HEIGHT ABOVE GRADE PLANE	85' MAX		69' - 10"	
B. TABLE 504.4, ALLOWABLE STORIES ABOVE GRADE PLANE	TYPE IA	TYPE IIIA	TYPE IA	TYPE IIIA
OCCUPANCY R-2 (ABOVE GARAGE); S-2 AT GRADE (GARAGE)	UNLIMITED	5	2	5
C. TABLE 506.2 ALLOWABLE AREA FOR R-2 TYPE IIIA WITHOUT AREA INCREASE	72,000 SF PER FLOOR		44,714.9 SF	
ALLOWABLE AREA FOR S-2 TYPE I-A WITHOUT AREA INCREASE	UNLIMITED		7133.30 SF	
ALLOWABLE AREA FOR A-2 TYPE I-A WITHOUT AREA INCREASE	UNLIMITED		1211.00 SF	

THIS PROPERTY IS 100% PRIVATELY FUNDED.
THIS NOT A PUBLIC HOUSING.
THERE IS NO TAX CREDIT RECEIVED.

2.1-UNIT SF/OPEN SPACE REQ. SUMMARY

UNIT #	AREA (SF)	UNIT TYPE	BEDS	HAB. RMS	REQ COMMON OPEN SPACE
201	522.0 SF	1 BDR	1	2	100.0 SF
202	903.3 SF	2 BDR	2	3	125.0 SF
203	907.9 SF	2 BDR	2	3	125.0 SF
204	522.4 SF	STUDIO	1	2	100.0 SF
205	555.7 SF	1 BDR	1	2	100.0 SF
206	541.6 SF	1 BDR	1	2	100.0 SF
207	499.7 SF	1 BDR	1	2	100.0 SF
208	762.5 SF	2 BDR	2	3	125.0 SF
209	554.4 SF	1 BDR	1	2	100.0 SF
210	570.5 SF	1 BDR	1	2	100.0 SF
211	902.8 SF	2 BDR	2	3	125.0 SF
SECOND FLOOR: 11			15	26	1,200.0 SF
301	522.0 SF	1 BDR	1	2	100.0 SF
302	903.3 SF	2 BDR	2	3	125.0 SF
303	907.9 SF	2 BDR	2	3	125.0 SF
304	522.4 SF	STUDIO	1	2	100.0 SF
305	555.7 SF	1 BDR	1	2	100.0 SF
306	541.6 SF	1 BDR	1	2	100.0 SF
307	499.7 SF	1 BDR	1	2	100.0 SF
308	762.5 SF	2 BDR	2	3	125.0 SF
309	554.4 SF	1 BDR	1	2	100.0 SF
310	570.5 SF	1 BDR	1	2	100.0 SF
311	902.8 SF	2 BDR	2	3	125.0 SF
THIRD FLOOR: 11			15	26	1,200.0 SF
401	522.0 SF	1 BDR	1	2	100.0 SF
402	903.3 SF	2 BDR	2	3	125.0 SF
403	907.9 SF	2 BDR	2	3	125.0 SF
404	522.4 SF	STUDIO	1	2	100.0 SF
405	555.7 SF	1 BDR	1	2	100.0 SF
406	541.6 SF	1 BDR	1	2	100.0 SF
407	499.7 SF	1 BDR	1	2	100.0 SF
408	762.5 SF	2 BDR	2	3	125.0 SF
409	554.4 SF	1 BDR	1	2	100.0 SF
410	570.5 SF	1 BDR	1	2	100.0 SF
411	902.8 SF	2 BDR	2	3	125.0 SF
FOURTH FLOOR: 11			15	26	1,200.0 SF
501	522.0 SF	1 BDR	1	2	100.0 SF
502	903.3 SF	2 BDR	2	3	125.0 SF
503	907.9 SF	2 BDR	2	3	125.0 SF
504	522.4 SF	STUDIO	1	2	100.0 SF
505	555.7 SF	1 BDR	1	2	100.0 SF
506	541.6 SF	1 BDR	1	2	100.0 SF
507	499.7 SF	1 BDR	1	2	100.0 SF
508	762.5 SF	2 BDR	2	3	125.0 SF
509	554.4 SF	1 BDR	1	2	100.0 SF
510	570.5 SF	1 BDR	1	2	100.0 SF
511	902.8 SF	2 BDR	2	3	125.0 SF
FIFTH FLOOR: 11			15	26	1,200.0 SF
601	522.3 SF	1 BDR	1	2	100.0 SF
602	903.3 SF	2 BDR	2	3	125.0 SF
603	907.9 SF	2 BDR	2	3	125.0 SF
604	522.4 SF	STUDIO	1	2	100.0 SF
605	555.0 SF	1 BDR	1	2	100.0 SF
606	1,031.3 SF	2 BDR	2	3	125.0 SF
607	761.1 SF	2 BDR	2	3	125.0 SF
608	553.7 SF	1 BDR	1	2	100.0 SF
609	569.8 SF	1 BDR	1	2	100.0 SF
610	902.8 SF	2 BDR	2	3	125.0 SF
SIXTH FLOOR: 10			15	25	1,125.0 SF
TOTAL			75	129	5,925.0 SF

2.2-UNIT MIX SUMMARY

UNIT TYPE (BDR)	UNIT COUNT
1 BDR	28
2 BDR	21
STUDIO	5
TOTAL	54

2.3-OPEN SPACE PROVIDED

OPEN AREA TYPE	LEVEL	OPEN SPACE	TOTAL SF
COMMON	SECOND FLOOR	1,082.1 SF	
COMMON	ROOF LEVEL	3,843.9 SF	4,925.9 SF
PRIVATE	SECOND FLOOR	200.0 SF	
PRIVATE	THIRD FLOOR	200.0 SF	
PRIVATE	FOURTH FLOOR	200.0 SF	
PRIVATE	FIFTH FLOOR	200.0 SF	
PRIVATE	SIXTH FLOOR	200.0 SF	1,000.0 SF
TOTAL			**5,926.0SF**

PROVIDED 5926 SF > 5925.0 SF REQUIRED

3-FLOOR AREA-ZONING CODE SUMMARY

LEVEL	ZONING AREA (SF)
1ST FLOOR	2,051.7 SF
2ND FLOOR	8,932.2 SF
3RD FLOOR	8,932.2 SF
4TH FLOOR	8,932.2 SF
5TH FLOOR	8,932.4 SF
6TH FLOOR	8,928.2 SF
TOTAL ZONING CODE AREA	46,708.8 SF

SEE SHEET T-03 FOR ZONING SQUARE FOOTAGE DIAGRAMS

Based on LAMC SEC. 12.03 DEFINITIONS: FLOOR AREA. (AMENDED BY ORD. NO. 182,386, EFF. 3/13/13.) THE AREA IN SQUARE FEET CONFINED WITHIN THE EXTERIOR WALLS OF A BUILDING, BUT NOT INCLUDING THE AREA OF THE FOLLOWING: EXTERIOR WALLS, STAIRWAYS, SHAFTS, ROOMS HOUSING BUILDING-OPERATING EQUIPMENT OR MACHINERY, PARKING AREAS WITH ASSOCIATED DRIVEWAYS AND RAMPS, SPACE DEDICATED TO BICYCLE PARKING, SPACE FOR THE LANDING AND STORAGE OF HELICOPTERS, AND BASEMENT STORAGE AREAS.

4-FLOOR AREA-BUILDING CODE

SEE SHEET T-04 FOR BUILDING SQUARE FOOTAGE DIAGRAMS AND AREA SCHEDULES PER FLOOR

BASED ON LABC SEC 202 DEFINITIONS: FLOOR AREA, GROSS. THE FLOOR AREA WITHIN THE INSIDE PERIMETER OF THE EXTERIOR WALLS OF THE BUILDING UNDER CONSIDERATION, EXCLUSIVE OF VENT SHAFTS AND COURTS, WITHOUT DEDUCTION FOR CORRIDORS, STAIRWAYS, RAMPS, CLOSETS, THE THICKNESS OF INTERIOR WALLS, COLUMNS OR OTHER FEATURES.

5-SCHOOL FEES

LEVEL	AREA

6-TREE PLANTING

1) 1 TREE / 4 DWELLING UNITS: 54 UNITS / 4 = **14 TREES**

7-VEHICLE AND BICYCLE PARKING

VEHICLE PARKING:

1) RESIDENTIAL

		REQ'D/UNIT	TOTAL
STUDIO	5	1	5
1-BDR	28	1.5	42
2-BDR	21	2	42
REQUIRED			89

TOTAL REQUIRED — 89 SPACES

2) RETAIL/GENERAL COMMERCIAL 1/250 SF REQUIRED LAMC12.21.A4: BIKE REDUCTION LAMC12.21.A4 (UP TO 20%)
1228 SF / 250 SF = 4.84 ROUNDED UP=**5** >> BIKE REDUCTION 5 x 20% = 1, 5 - 1 = **4 SPACES REQUIRED**

	COMMERCIAL	RESIDENTIAL	TOTAL
REQUIRED	4	89	93
PROVIDED (PROPOSED)	4	37	41

EV PARKING (PER LAGBC 4.106.4.2 (2022)):

CAPABLE	COMMERCIAL	4 SPACES x .1 =	.4	ROUNDED UP	= 1 SPACE REQUIRED
	RESIDENTIAL	37 SPACES x .1 =	3.7	ROUNDED UP	= 4 SPACES REQUIRED
					5 SPACES TOTAL
READY	COMMERCIAL	4 SPACES x .25 =	1		= 1 SPACES REQUIRED
	RESIDENTIAL	37 SPACES x .25 =	9.25	ROUNDED UP	= 10 SPACES REQUIRED
					11 SPACES TOTAL

	EV CAPABLE	EV READY	EV TOTAL
REQUIRED	5	11	16
PROVIDED	5	11	16

ADA PARKING PROVIDED (PER P/BC 2020-084):
RESIDENTIAL ADA: 37 SPACES x 2% = .74 SPACE, MIN REQ'D 1 OF EA. ADA TYPE = 2 ADA
RETAIL/GENERAL COMMERCIAL ADA: 2 x 2% = .1: MIN.REQ'D 1 OF EA. ADA TYPE = **2 ADA SPACES**)

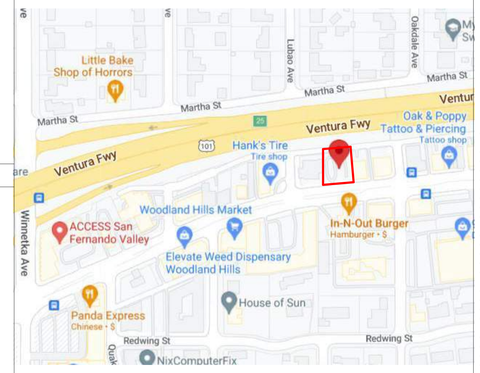
BICYCLE PARKING 12.21.A16(a)(2):

3) RETAIL/GENERAL COMMERCIAL: 1/2000 SF SHORT-TERM, 1/2000 SF LONG-TERM, MINIMUM 2 EACH; 1,249.5 SF = 2 SHORT-TERM & 2 LONG-TERM
+ **REPLACEMENT 1 CAR** 1x4= 4 SPACES SHORT-TERM=2+3=5 LONG-TERM=2+1=3 = **8 TOTAL**

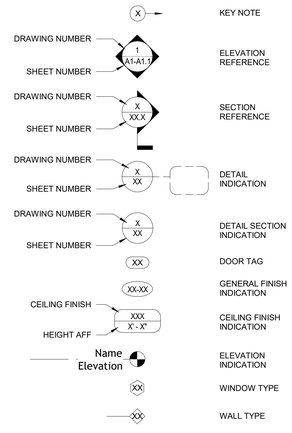
RESIDENTIAL:
SHORT-TERM: 1-25: 1/10 UNITS = 2.5 SPACES
26-100: 1/15 UNITS = 54-25 = 29 UNITS/15 = 1.93
2.5 + 1.93 = 4.43 ROUNDED DOWN = 4 SPACES = **4 SPACES**
LONG-TERM: 1-25: 1/UNIT = 25 SPACES
26-100: 1/1.5 UNITS = 54-25 = 29 UNITS/1.5 = 19.33
25 + 19.33 = 44.33 ROUNDED DOWN **44 SPACES**

	REQUIRED SHORT	REQUIRED LONG	REQUIRED TOTAL	PROVIDED SHORT	PROVIDED LONG	PROVIDED TOTAL
RESIDENTIAL	4	44	= 48	5	60	= 65
COMMERCIAL	5	3	= 8	5	4	= 9
TOTAL	9	47	= 56	10	64	= 74

8-VICINITY MAP



9-DRAFTING SYMBOLS



10-ABBREVIATIONS

(E), EX, EXIST	EXISTING	HR	HOUR
		MSTR	MASTER
(N)	NEW	N/A	NOT APPLICABLE
AB	ANCHOR BOLT	NIC	NOT IN CONTRACT
AFF	ABOVE FINISH FLOOR	NTS	NOT TO SCALE
ALT	ALTERNATING	OC	ON CENTER
ALUM	ALUMINIUM	OFCI	OWNER FURNISHED, CONTRACTOR INSTALLED
B	BOTTOM		
BDR	BEDROOM	OPP	OPPOSITE
BM	BEAM	PL	PLATE
BO	BOTTOM OF	PT	PRESSURE TREATED
C/L	CENTERLINE	PTD	PAINTED
CBC	CALIFORNIA BUILDING CODE	PW, PLYWD	PLYWOOD
CF	COMPACT FLUORESCENT		
CJ	CEILING JOIST	R.	RISER
CL	CLOSET	RCP	REFLECTED CEILING PLAN
CLG	CEILING	RDG	RIDGE
CLR	CLEAR	RO	ROUGH OPENING
CONN	CONNECTION	RR	ROOF RAFTER
D, DIA	DIAMETER	RTD	RATED
DBL	DOUBLE	SB	SOLID BLOCKING
DR	DOOR	SC	SOLID CORE
EE	EACH END	SF	SQUARE FEET
EN	END NAIL	SIM	SIMILAR
EQ	EQUAL	SSD	SEE STRUCTURAL DRAWINGS
FB	FACE BLOCKING	ST STL	STAINLESS STEEL
FF	FINISH FLOOR	T&G	TONGUE AND GROOVE
FJ	FLOOR JOIST	T.	TREAD
FN	FACE NAIL	TBD	TO BE DETERMINED
FTG	FOOTING	THRESH	THRESHOLD
GA	GAUGE	TO	TOP OF
GC	GENERAL CONTRACTOR	TYP	TYPICAL
GL	GLASS	UO	UNDERSIDE OF
GWB	GYPSUM WALL BOARD	UON	UNLESS OTHERWISE NOTED
H	HORIZONTAL	VIF	VERIFY IN FIELD
HK	HOOK	W/	WITH
		WD	WOOD
		WIC	WALK-IN CLOSET

11-SHEET INDEX

ARCHITECTURAL

LANDSCAPE

ARCHITECT:
Aaron Brumer & Assoc, Architects
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Los Angeles, CA 90068
(310) 422-9234
aaron@aaronbrumer.com

STRUCTURAL:

CIVIL:

LANDSCAPE:

OWNER:
19923 Ventura, LLC
11040 Santa Monica Blvd Suite 210
Los Angeles, CA 90025

PROJECT:
54-UNIT MIXED-USE MULTIFAMILY BUILDING
19923 Ventura Blvd
Woodland Hills, CA 91364

ISSUE	DATE	DESCRIPTION
1	03/29/2024	PZA SUBMITTAL #1
2	05/24/2024	PZA SUBMITTAL #2
3	06/24/2024	PZA SUBMITTAL #3
4	07/09/2024	PZA SUBMITTAL #4
5	02/10/2025	CITY PLANNING SUBMITTAL

ISSUE	DATE	DESCRIPTION

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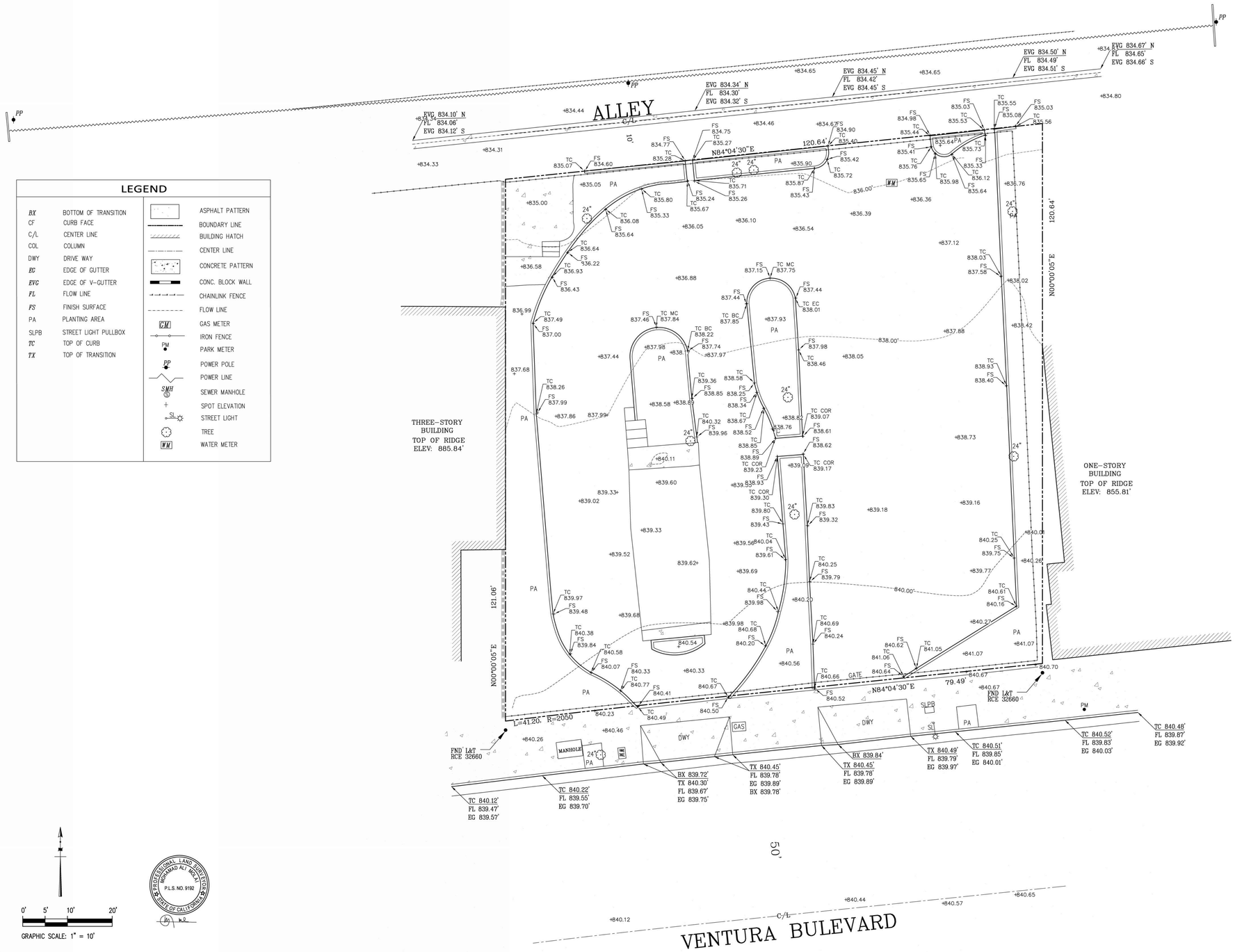
DRAWING TITLE: COVER SHEET

T00

19923 VENTURA



LEGEND

BX	BOTTOM OF TRANSITION
CF	CURB FACE
C/L	CENTER LINE
COL	COLUMN
DWY	DRIVE WAY
EC	EDGE OF GUTTER
EVG	EDGE OF V-GUTTER
FL	FLOW LINE
FS	FINISH SURFACE
PA	PLANTING AREA
SLPB	STREET LIGHT PULLBOX
TC	TOP OF CURB
TX	TOP OF TRANSITION

	ASPHALT PATTERN
	BOUNDARY LINE
	BUILDING HATCH
	CENTER LINE
	CONCRETE PATTERN
	CONC. BLOCK WALL
	CHAINLINK FENCE
	FLOW LINE
GM	GAS METER
	IRON FENCE
PM	PARK METER
PP	POWER POLE
	POWER LINE
SMH	SEWER MANHOLE
+	SPOT ELEVATION
SL	STREET LIGHT
	TREE
WM	WATER METER

0' 5' 10' 20'

GRAPHIC SCALE: 1" = 10'

PROFESSIONAL LAND SURVEYOR
MOHAMMAD ALI MOLAI
P.L.S. NO. 9192
STATE OF CALIFORNIA

TOPOGRAPHIC SURVEY

PREPARED FOR:

MEHRDAD MEHRAN
memr2110@gmail.com
818-599-9397

LEGAL DESCRIPTION

PORTION OF LOT 1 OF TRACT NO.13940 IN THE CITY OF LOS ANGLES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 285, PAGES 47-49 IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

NOTES:

1. THE LEGAL DESCRIPTION, BOUNDARIES AND EASEMENT SHOWN HEREON ARE PER RECORD DATA
2. MISC. DATA
   TOTAL PROPERTY AREA: 14482 SQ.FT.

BENCH MARK:

SPK N CURB VENTURA BLVD.
4 FT E/O BCR E/O LUBAO AVE
DATUM : NAVD 1988 ELEVATION=839.893'
BENCH MARK NO. 07-10355
YEAR OF ADJUSTMENT 2000

No.	Revision/Issue	Date

Firm Name and Address

MOLAI LAND & DESIGN
24308 BURBANK BLVD
WOODLAND HILLS, CA 91367
818-325-9225
MOLAI22@YAHOO.COM

Project Name and Address

19923 VENTURA BULEVARD
LOS ANGELES, CA 91364

Project: 3004	Sheet: 1 OF 1
Date: 12-26-2024	
Scale: 1" = 10'	

ARCHITECT:
Aaron Brumer & Assoc, Architects
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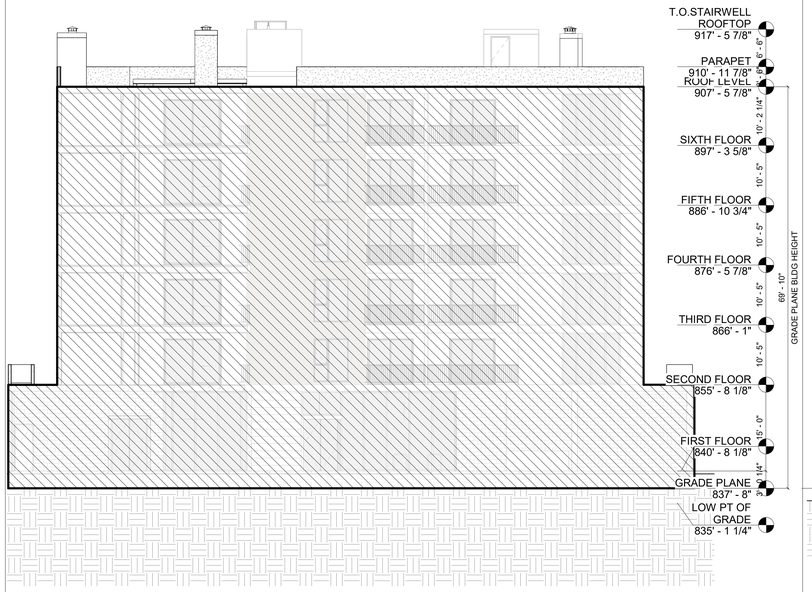
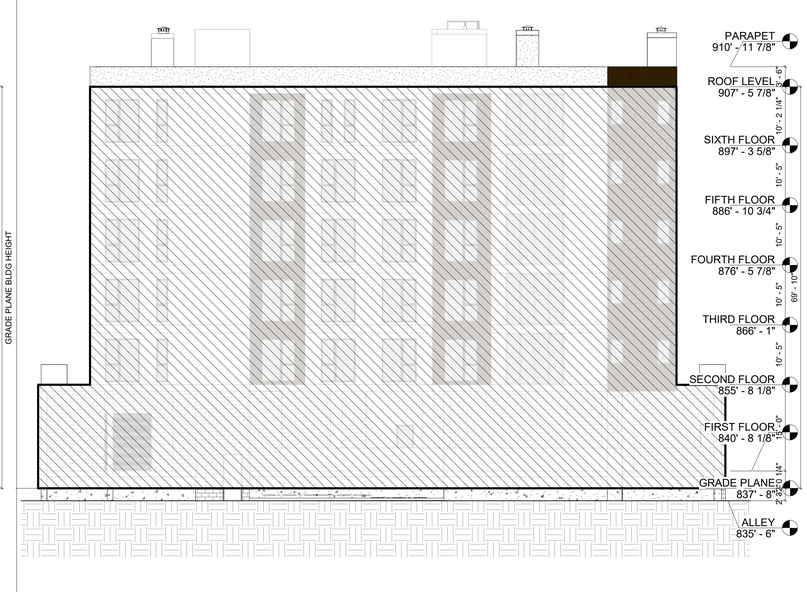
DRAWING TITLE: SURVEY

T01

19923 VENTURA



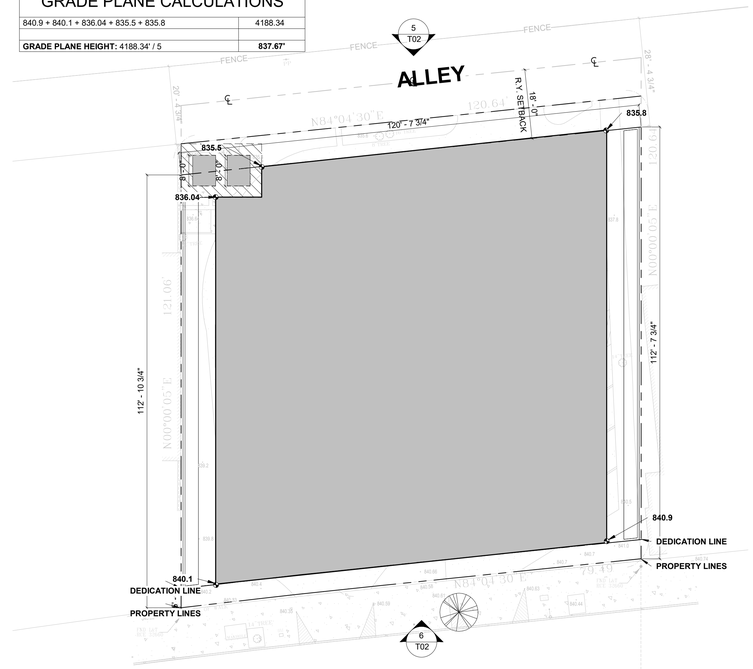
6 BUILDING GRADE PLANE - SOUTH ELEVATION
3/32" = 1'-0"



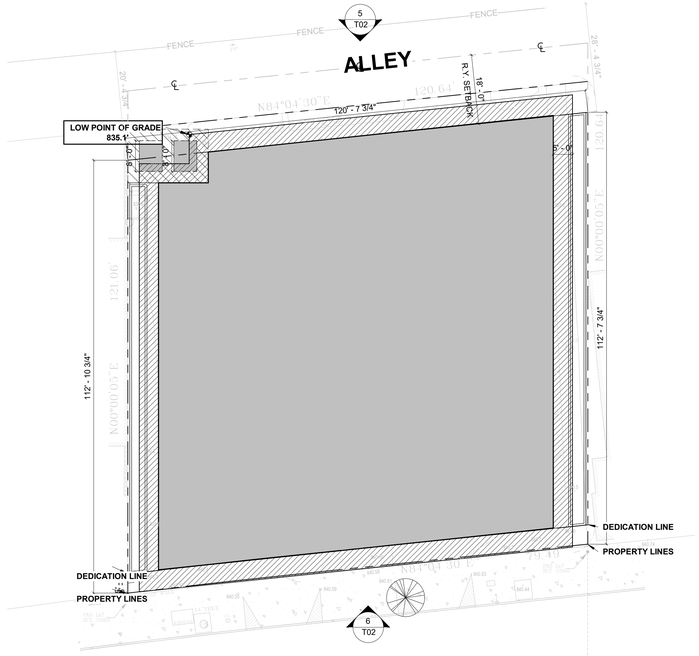
5 BUILDING GRADE PLANE - NORTH ELEVATION
3/32" = 1'-0"

GRADE PLANE CALCULATIONS

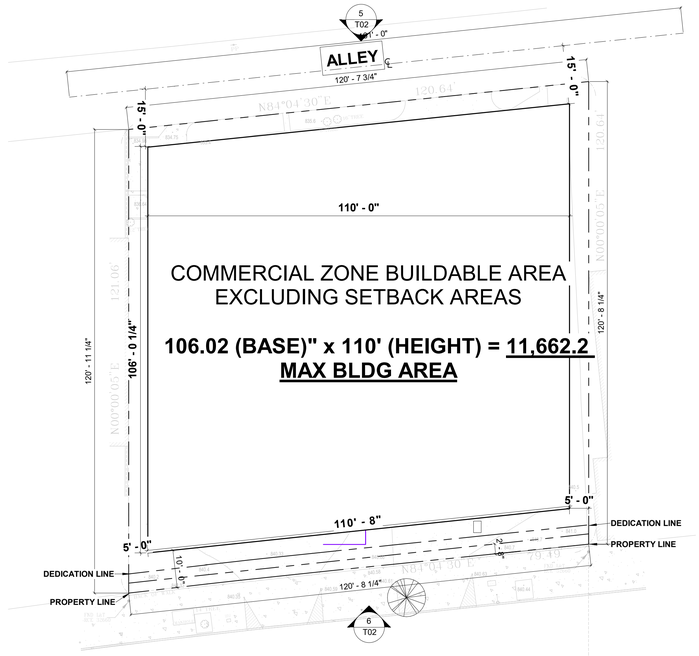
840.9 + 840.1 + 836.04 + 835.5 + 835.8	4188.34
GRADE PLANE HEIGHT: 4188.34' / 5	**837.67"**



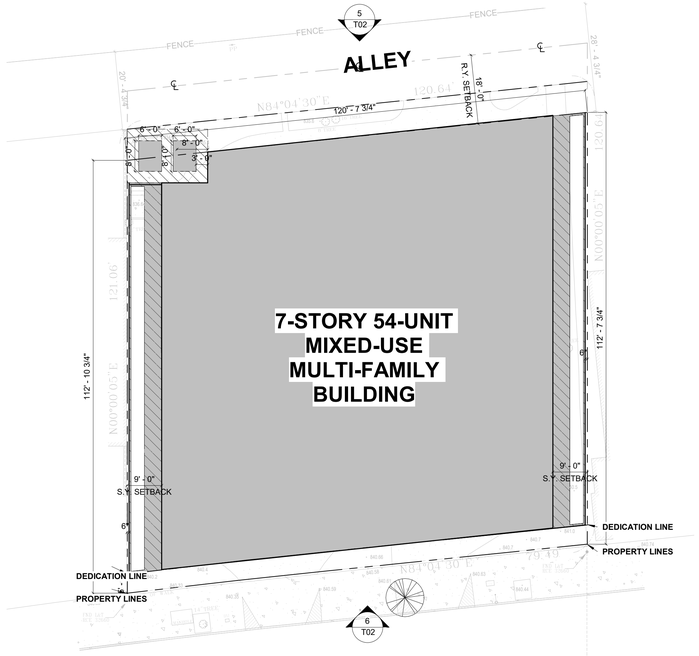
4 GRADE PLANE DIAGRAM
1/16" = 1'-0"



3 LOW POINT OF GRADE DIAGRAM
1/16" = 1'-0"



2 BUILDING AREA DIAGRAM
1/16" = 1'-0"



1 PLOT PLAN
1/16" = 1'-0"

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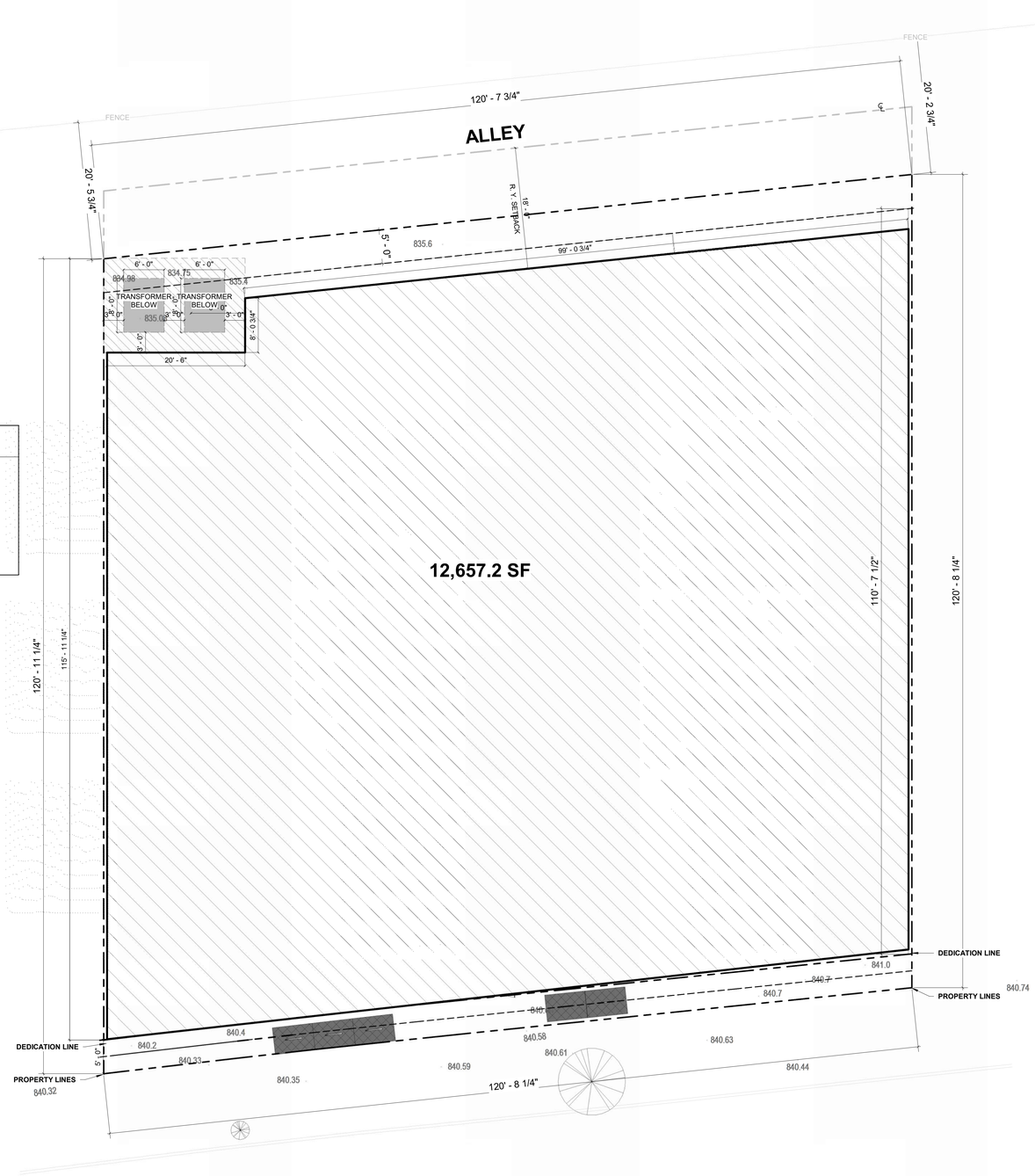
AARON BRUMER
No. C-30005
REN. 11-30-2025
STATE OF CALIFORNIA

DRAWING TITLE
PLOT PLAN, BUILDABLE AREA, LOW POINT OF GRADE & GRADE PLANE DIAGRAMS

T02

19923 VENTURA



VENTURA BLVD

LOT COVERAGE

TOTAL ALLOWABLE LOT COVERAGE
LOT AREA 14,484.9 SF x 60% = 8,690.94 SF

LOT AREA PROPOSED
LOT AREA 12,657.2 SF / **14,484.9 SF = 87.4%**
ROUNDED UP TO 88%

1 LOT COVERAGE DIAGRAM
1/8" = 1'-0"

KEYNOTES

LEGEND

SHEET NOTES

N

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ISSUE	DATE	DESCRIPTION

STAMP
LICENSED ARCHITECT
AARON BRUMER
No. C-30005
REN. 11-30-2025
STATE OF CALIFORNIA

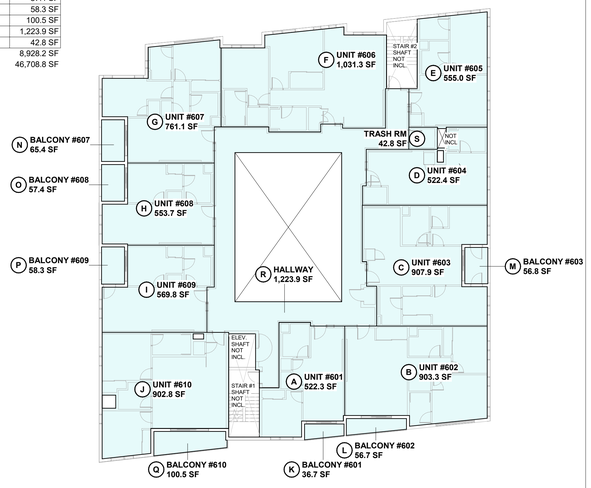
DRAWING TITLE
LOT COVERAGE DIAGRAM

T02.1

19923 VENTURA

ZONING SF CALCULATIONS -...

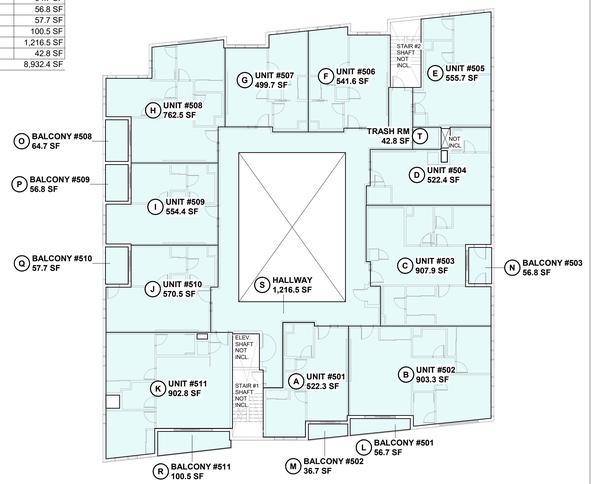
Level Name	Area Key Tag	Name	Area
6TH FLOOR	A	UNIT #601	522.3 SF
6TH FLOOR	B	UNIT #602	903.3 SF
6TH FLOOR	C	UNIT #603	907.9 SF
6TH FLOOR	D	UNIT #604	522.4 SF
6TH FLOOR	E	UNIT #605	555.0 SF
6TH FLOOR	F	UNIT #606	1,031.3 SF
6TH FLOOR	G	UNIT #607	761.1 SF
6TH FLOOR	H	UNIT #608	553.7 SF
6TH FLOOR	I	UNIT #609	569.8 SF
6TH FLOOR	J	UNIT #610	902.8 SF
6TH FLOOR	K	BALCONY #601	36.7 SF
6TH FLOOR	L	BALCONY #602	56.7 SF
6TH FLOOR	M	BALCONY #603	56.8 SF
6TH FLOOR	N	BALCONY #607	65.4 SF
6TH FLOOR	O	BALCONY #608	57.4 SF
6TH FLOOR	P	BALCONY #609	58.3 SF
6TH FLOOR	Q	BALCONY #610	100.5 SF
6TH FLOOR	R	HALLWAY	1,223.9 SF
6TH FLOOR	S	TRASH RM	42.8 SF
6TH FLOOR			8,928.2 SF
TOTAL:			46,708.8 SF



6 SIXTH FLOOR
1/16" = 1'-0"

ZONING SF CALCULATIONS -...

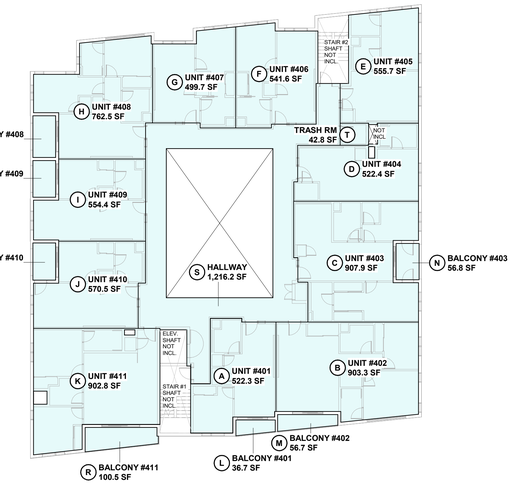
Level Name	Area Key Tag	Name	Area
5TH FLOOR	A	UNIT #501	522.3 SF
5TH FLOOR	B	UNIT #502	903.3 SF
5TH FLOOR	C	UNIT #503	907.9 SF
5TH FLOOR	D	UNIT #504	522.4 SF
5TH FLOOR	E	UNIT #505	555.7 SF
5TH FLOOR	F	UNIT #506	541.6 SF
5TH FLOOR	G	UNIT #507	499.7 SF
5TH FLOOR	H	UNIT #508	762.5 SF
5TH FLOOR	I	UNIT #509	554.4 SF
5TH FLOOR	J	UNIT #510	570.5 SF
5TH FLOOR	K	UNIT #511	902.8 SF
5TH FLOOR	L	BALCONY #501	56.7 SF
5TH FLOOR	M	BALCONY #502	36.7 SF
5TH FLOOR	N	BALCONY #503	56.8 SF
5TH FLOOR	O	BALCONY #508	64.7 SF
5TH FLOOR	P	BALCONY #509	56.8 SF
5TH FLOOR	Q	BALCONY #510	57.7 SF
5TH FLOOR	R	BALCONY #511	100.5 SF
5TH FLOOR	S	HALLWAY	1,216.5 SF
5TH FLOOR	T	TRASH RM	42.8 SF
5TH FLOOR			8,932.4 SF



5 FIFTH FLOOR
1/16" = 1'-0"

ZONING SF CALCULATIONS -...

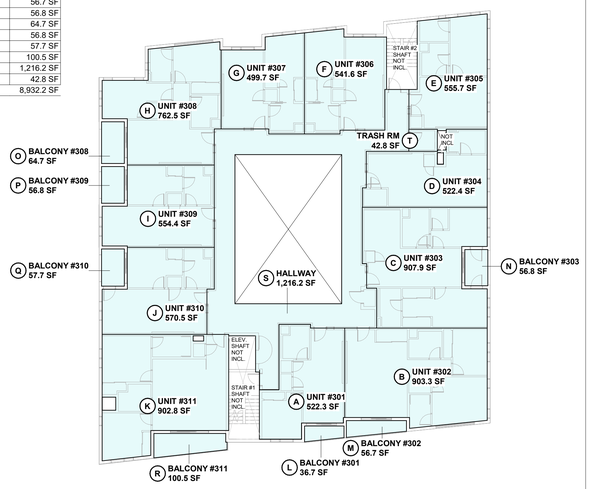
Level Name	Area Key Tag	Name	Area
4TH FLOOR	A	UNIT #401	522.3 SF
4TH FLOOR	B	UNIT #402	903.3 SF
4TH FLOOR	C	UNIT #403	907.9 SF
4TH FLOOR	D	UNIT #404	522.4 SF
4TH FLOOR	E	UNIT #405	555.7 SF
4TH FLOOR	F	UNIT #406	541.6 SF
4TH FLOOR	G	UNIT #407	499.7 SF
4TH FLOOR	H	UNIT #408	762.5 SF
4TH FLOOR	I	UNIT #409	554.4 SF
4TH FLOOR	J	UNIT #410	570.5 SF
4TH FLOOR	K	UNIT #411	902.8 SF
4TH FLOOR	L	BALCONY #401	36.7 SF
4TH FLOOR	M	BALCONY #402	56.7 SF
4TH FLOOR	N	BALCONY #403	56.8 SF
4TH FLOOR	O	BALCONY #408	64.7 SF
4TH FLOOR	P	BALCONY #409	56.8 SF
4TH FLOOR	Q	BALCONY #410	57.7 SF
4TH FLOOR	R	BALCONY #411	100.5 SF
4TH FLOOR	S	HALLWAY	1,216.2 SF
4TH FLOOR	T	TRASH RM	42.8 SF
4TH FLOOR			8,932.2 SF



4 FOURTH FLOOR
1/16" = 1'-0"

ZONING SF CALCULATIONS -...

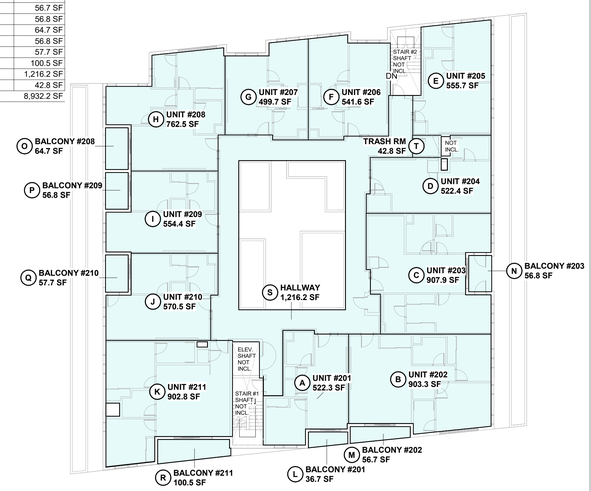
Level Name	Area Key Tag	Name	Area
3RD FLOOR	A	UNIT #301	522.3 SF
3RD FLOOR	B	UNIT #302	903.3 SF
3RD FLOOR	C	UNIT #303	907.9 SF
3RD FLOOR	D	UNIT #304	522.4 SF
3RD FLOOR	E	UNIT #305	555.7 SF
3RD FLOOR	F	UNIT #306	541.6 SF
3RD FLOOR	G	UNIT #307	499.7 SF
3RD FLOOR	H	UNIT #308	762.5 SF
3RD FLOOR	I	UNIT #309	554.4 SF
3RD FLOOR	J	UNIT #310	570.5 SF
3RD FLOOR	K	UNIT #311	902.8 SF
3RD FLOOR	L	BALCONY #301	36.7 SF
3RD FLOOR	M	BALCONY #302	56.7 SF
3RD FLOOR	N	BALCONY #303	56.8 SF
3RD FLOOR	O	BALCONY #308	64.7 SF
3RD FLOOR	P	BALCONY #309	56.8 SF
3RD FLOOR	Q	BALCONY #310	57.7 SF
3RD FLOOR	R	BALCONY #311	100.5 SF
3RD FLOOR	S	HALLWAY	1,216.2 SF
3RD FLOOR	T	TRASH RM	42.8 SF
3RD FLOOR			8,932.2 SF



3 THIRD FLOOR
1/16" = 1'-0"

ZONING SF CALCULATIONS -...

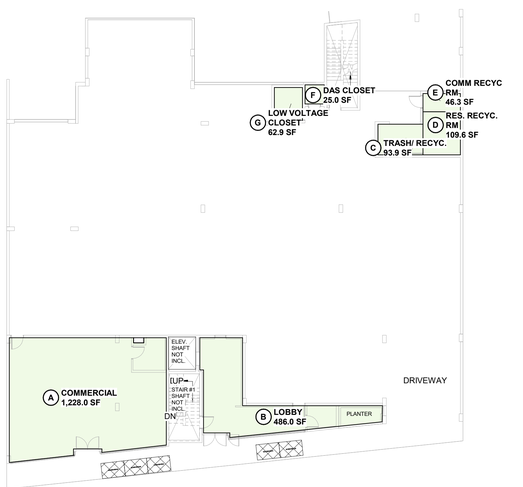
Level Name	Area Key Tag	Name	Area
2ND FLOOR	A	UNIT #201	522.3 SF
2ND FLOOR	B	UNIT #202	903.3 SF
2ND FLOOR	C	UNIT #203	907.9 SF
2ND FLOOR	D	UNIT #204	522.4 SF
2ND FLOOR	E	UNIT #205	555.7 SF
2ND FLOOR	F	UNIT #206	541.6 SF
2ND FLOOR	G	UNIT #207	499.7 SF
2ND FLOOR	H	UNIT #208	762.5 SF
2ND FLOOR	I	UNIT #209	554.4 SF
2ND FLOOR	J	UNIT #210	570.5 SF
2ND FLOOR	K	UNIT #211	902.8 SF
2ND FLOOR	L	BALCONY #201	36.7 SF
2ND FLOOR	M	BALCONY #202	56.7 SF
2ND FLOOR	N	BALCONY #203	56.8 SF
2ND FLOOR	O	BALCONY #208	64.7 SF
2ND FLOOR	P	BALCONY #209	56.8 SF
2ND FLOOR	Q	BALCONY #210	57.7 SF
2ND FLOOR	R	BALCONY #211	100.5 SF
2ND FLOOR	S	HALLWAY	1,216.2 SF
2ND FLOOR	T	TRASH RM	42.8 SF
2ND FLOOR			8,932.2 SF



2 SECOND FLOOR
1/16" = 1'-0"

ZONING SF CALCULATIONS -...

Level Name	Area Key Tag	Name	Area
1ST FLOOR	A	COMMERCIAL	1,228.0 SF
1ST FLOOR	B	LOBBY	486.0 SF
1ST FLOOR	C	TRASH/ RECYC.	93.9 SF
1ST FLOOR	D	RES. RECYC. RM	109.6 SF
1ST FLOOR	E	COMM RECYC RM	46.3 SF
1ST FLOOR	F	DAS CLOSET	25.0 SF
1ST FLOOR	G	LOW VOLTAGE CLOSET	62.9 SF
1ST FLOOR			2,051.7 SF



1 FIRST FLOOR
1/16" = 1'-0"

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LANDSCAPE:

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AARON BRUMER
No. C-30005
REN. 11-30-2025
STATE OF CALIFORNIA

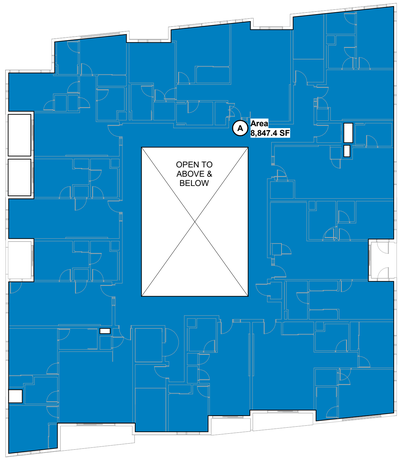
DRAWING TITLE
ZONING SQUARE FOOTAGE DIAGRAMS

T03

19923 VENTURA

BUILDING SF SUMMARY

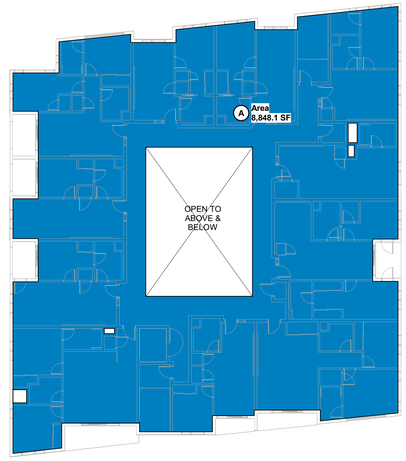
Area Key Tag	FLOOR	AREA
5TH FLOOR		8,848.1 SF
A	6TH FLOOR	8,847.4 SF
6TH FLOOR		8,847.4 SF
TOTAL		55,289.1 SF



6 SIXTH FLOOR
1/16" = 1'-0"

BUILDING SF SUMMARY

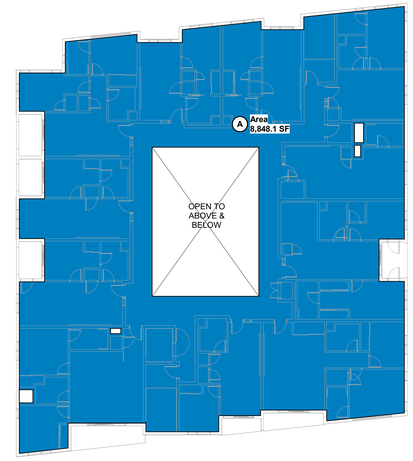
Area Key Tag	FLOOR	AREA
4TH FLOOR		8,848.1 SF
A	5TH FLOOR	8,848.1 SF



5 FIFTH FLOOR
1/16" = 1'-0"

BUILDING SF SUMMARY

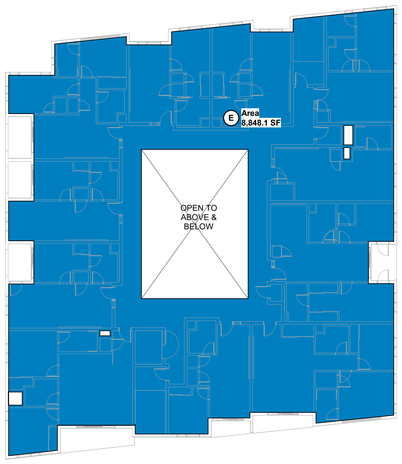
Area Key Tag	FLOOR	AREA
3RD FLOOR		8,848.1 SF
A	4TH FLOOR	8,848.1 SF



4 FOURTH FLOOR
1/16" = 1'-0"

BUILDING SF SUMMARY

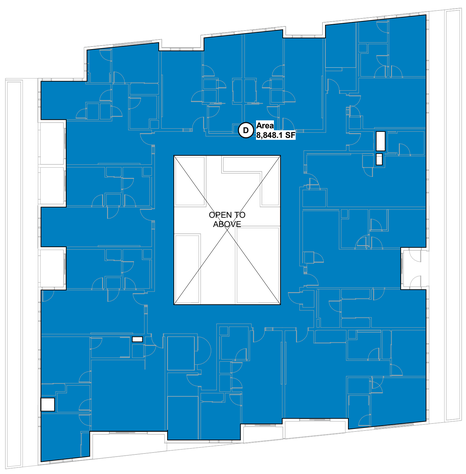
Area Key Tag	FLOOR	AREA
2ND FLOOR		8,848.1 SF
E	3RD FLOOR	8,848.1 SF



3 THIRD FLOOR
1/16" = 1'-0"

BUILDING SF SUMMARY

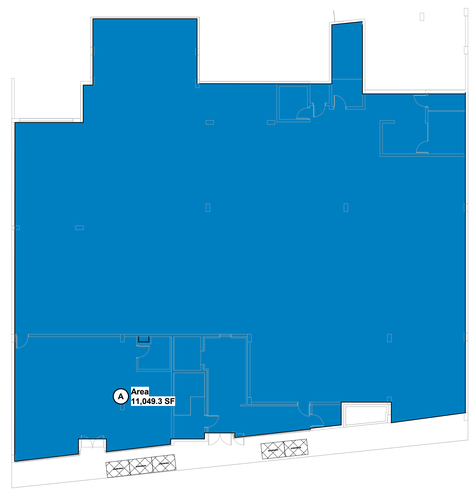
Area Key Tag	FLOOR	AREA
1ST FLOOR		11,049.3 SF
D	2ND FLOOR	8,848.1 SF



2 SECOND FLOOR
1/16" = 1'-0"

BUILDING SF SUMMARY

Area Key Tag	FLOOR	AREA
B	1ST FLOOR	
C	1ST FLOOR	
1ST FLOOR		0.0 SF
A	BASEMENT	
BASEMENT		0.0 SF
A	1ST FLOOR	11,049.3 SF



1 FIRST FLOOR
1/16" = 1'-0"

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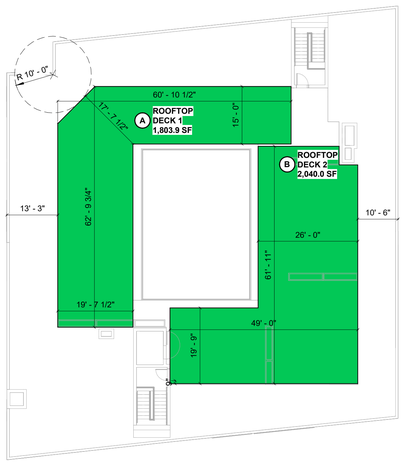
BUILDING SQUARE FOOTAGE DIAGRAMS

T04

19923 VENTURA

OPEN SPACE CALCULATIONS

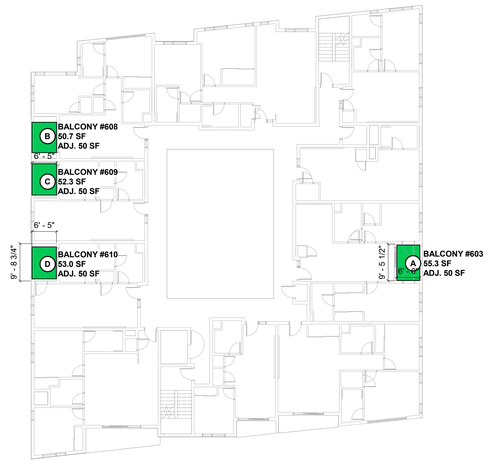
KEY TAG	BUILDING AREA NAME	ACTUAL AREA	ADJUSTED AREA
A	ROOFTOP DECK 1	1,803.9 SF	1,803.9 SF
B	ROOFTOP DECK 2	2,040.0 SF	2,040.0 SF
ROOF		3,843.9 SF	3,843.9 SF
GRAND TOTAL		5,982.5 SF	5,926.0 SF



6 ROOF LEVEL
1/16" = 1'-0"

OPEN SPACE CALCULATIONS

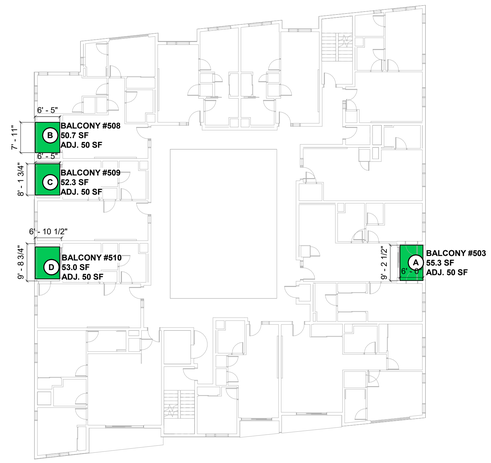
KEY TAG	BUILDING AREA NAME	ACTUAL AREA	ADJUSTED AREA
A	BALCONY #603	55.3 SF	50.0 SF
B	BALCONY #608	50.7 SF	50.0 SF
C	BALCONY #609	52.3 SF	50.0 SF
D	BALCONY #610	53.0 SF	50.0 SF
6TH FLOOR		211.3 SF	200.0 SF



5 SIXTH FLOOR
1/16" = 1'-0"

OPEN SPACE CALCULATIONS

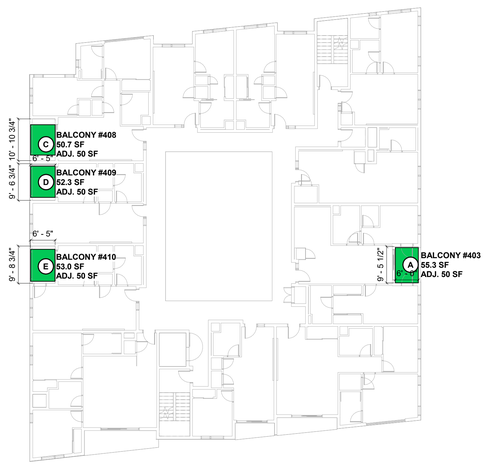
KEY TAG	BUILDING AREA NAME	ACTUAL AREA	ADJUSTED AREA
A	BALCONY #503	55.3 SF	50.0 SF
B	BALCONY #508	50.7 SF	50.0 SF
C	BALCONY #509	52.3 SF	50.0 SF
D	BALCONY #510	53.0 SF	50.0 SF
5TH FLOOR		211.3 SF	200.0 SF



4 FIFTH FLOOR
1/16" = 1'-0"

OPEN SPACE CALCULATIONS

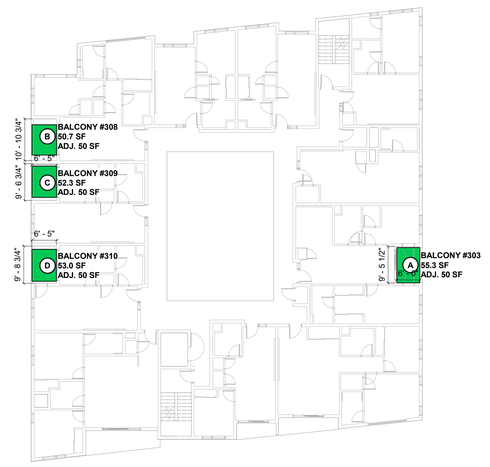
KEY TAG	BUILDING AREA NAME	ACTUAL AREA	ADJUSTED AREA
A	BALCONY #403	55.3 SF	50.0 SF
C	BALCONY #408	50.7 SF	50.0 SF
D	BALCONY #409	52.3 SF	50.0 SF
E	BALCONY #410	53.0 SF	50.0 SF
4TH FLOOR		211.3 SF	200.0 SF



3 FOURTH FLOOR
1/16" = 1'-0"

OPEN SPACE CALCULATIONS

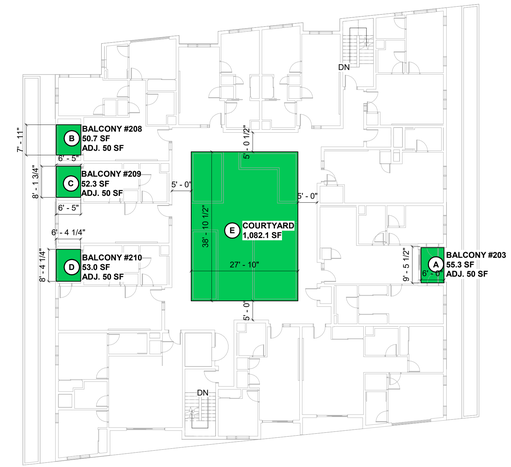
KEY TAG	BUILDING AREA NAME	ACTUAL AREA	ADJUSTED AREA
A	BALCONY #303	55.3 SF	50.0 SF
B	BALCONY #308	50.7 SF	50.0 SF
C	BALCONY #309	52.3 SF	50.0 SF
D	BALCONY #310	53.0 SF	50.0 SF
3RD FLOOR		211.3 SF	200.0 SF



2 THIRD FLOOR
1/16" = 1'-0"

OPEN SPACE CALCULATIONS

KEY TAG	BUILDING AREA NAME	ACTUAL AREA	ADJUSTED AREA
A	BALCONY #203	55.3 SF	50.0 SF
B	BALCONY #208	50.7 SF	50.0 SF
C	BALCONY #209	52.3 SF	50.0 SF
D	BALCONY #210	53.0 SF	50.0 SF
E	COURTYARD	1,082.1 SF	1,082.1 SF
2ND FLOOR		1,293.4 SF	1,282.1 SF



1 SECOND FLOOR
1/16" = 1'-0"

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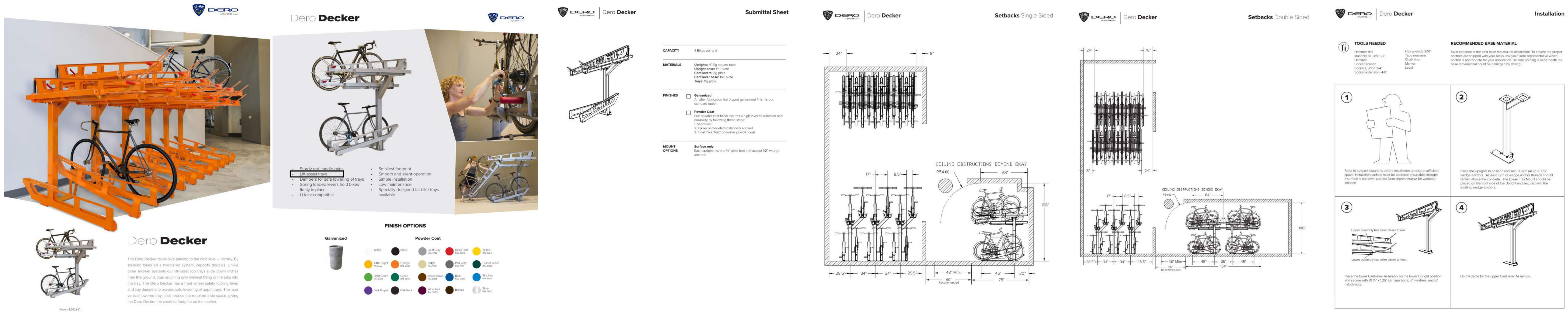
REN. 11-30-2025
STATE OF CALIFORNIA

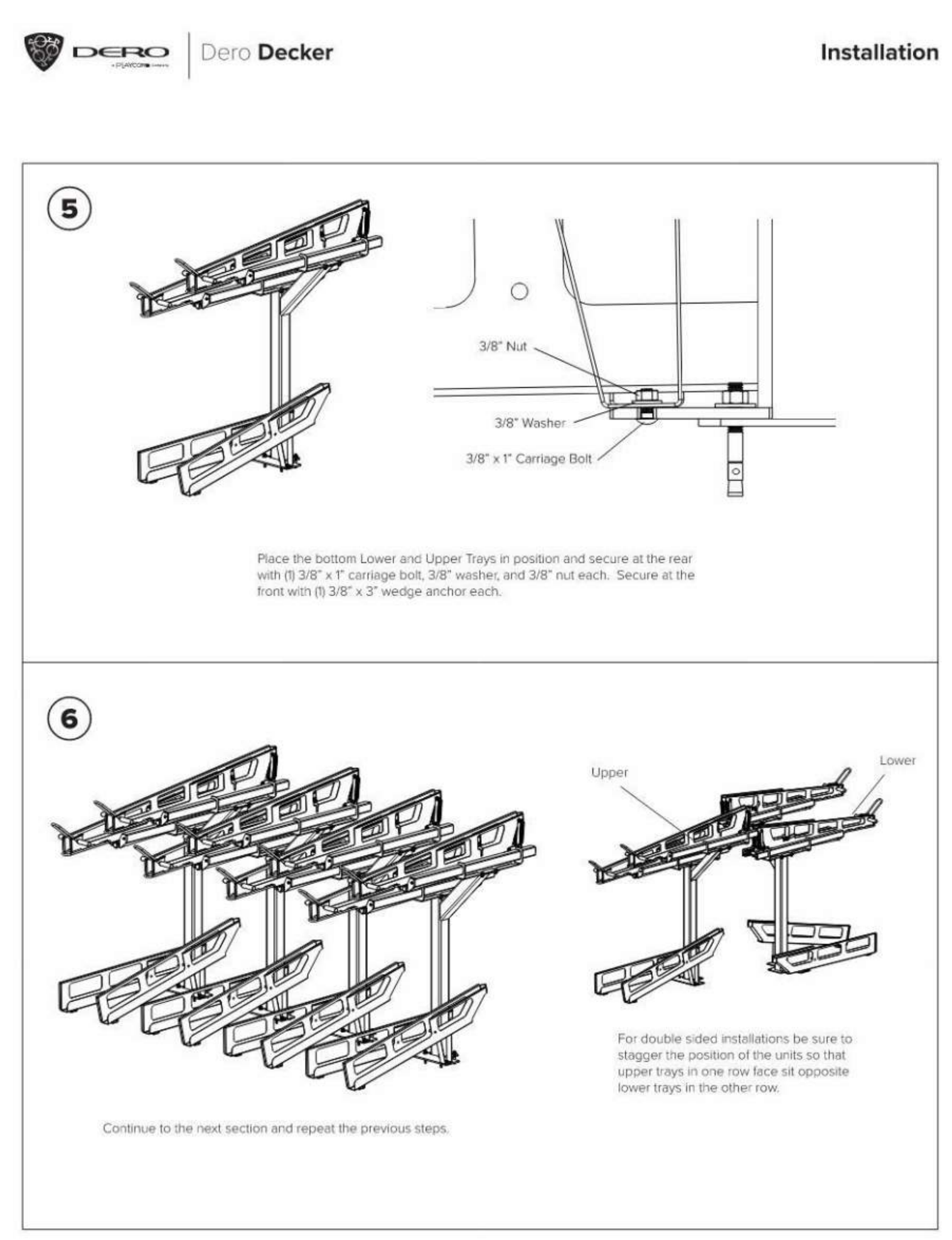
DRAWING TITLE
OPEN SPACE DIAGRAMS

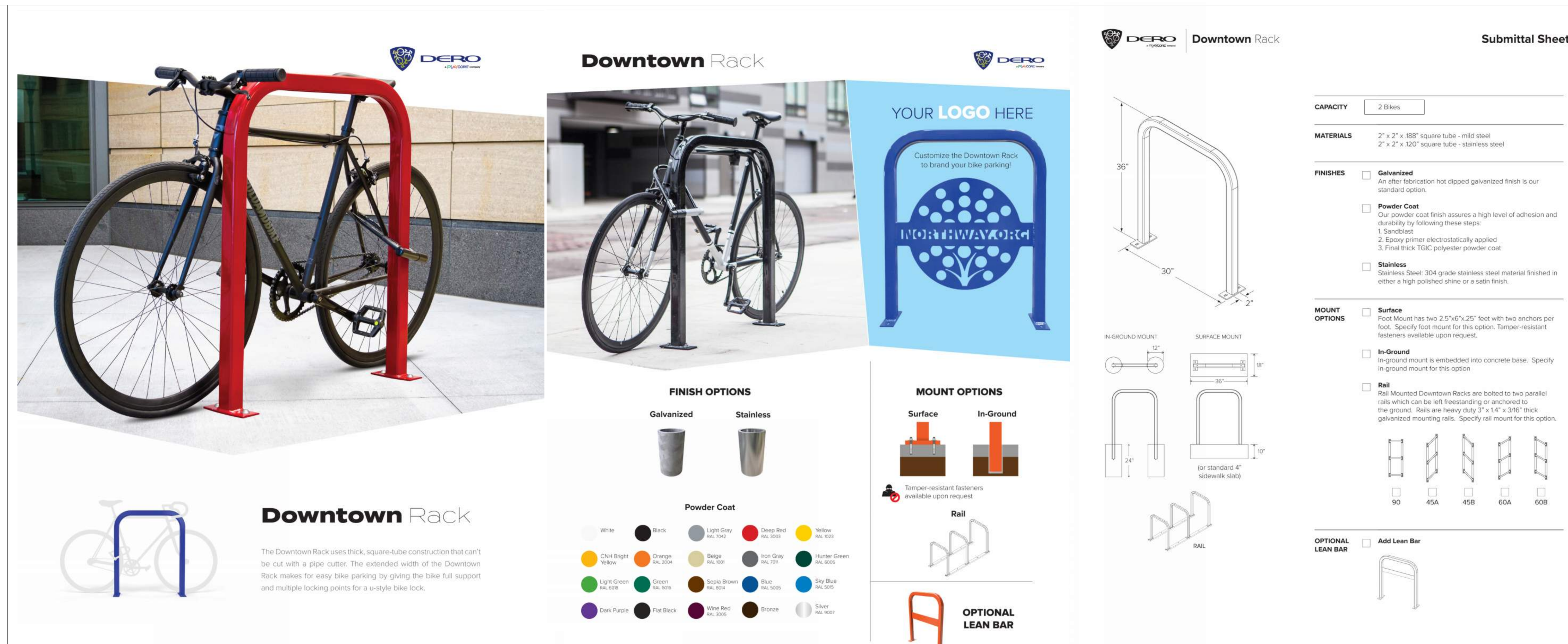
T05

19923 VENTURA



1 LONG-TERM BICYCLE PARKING SPECS





2 SHORT-TERM BICYCLE PARKING SPECS

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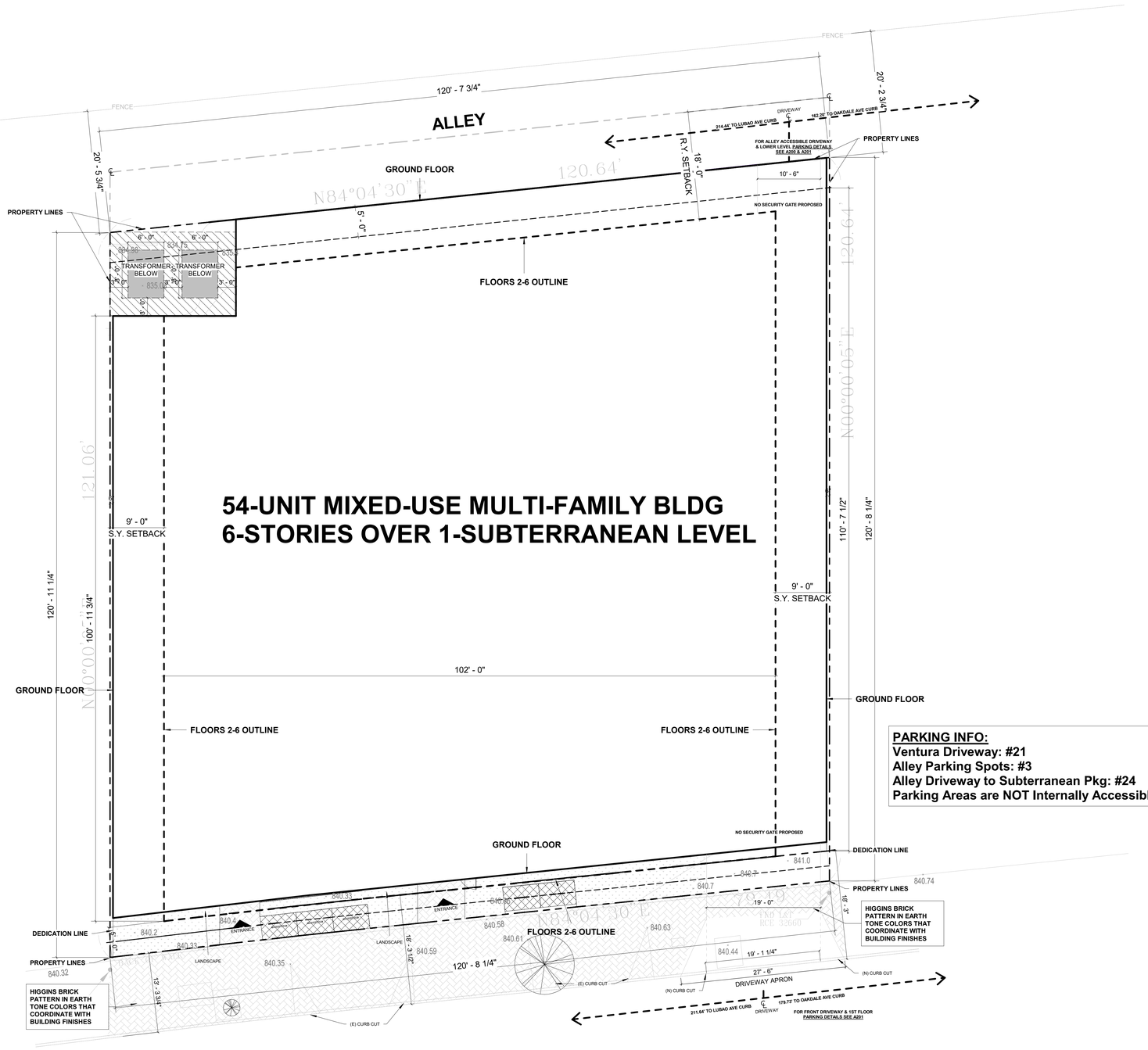
DRAWING TITLE
DERO BIKE SPECS

T06

19923 VENTURA



VENTURA BLVD

N

PARKING INFO:
Ventura Driveway: #21
Alley Parking Spots: #3
Alley Driveway to Subterranean Pkg: #24
Parking Areas are NOT Internally Accessible to Each Other

1 SITE PLAN
1/8" = 1'-0"

KEYNOTES

LEGEND

SHEET NOTES

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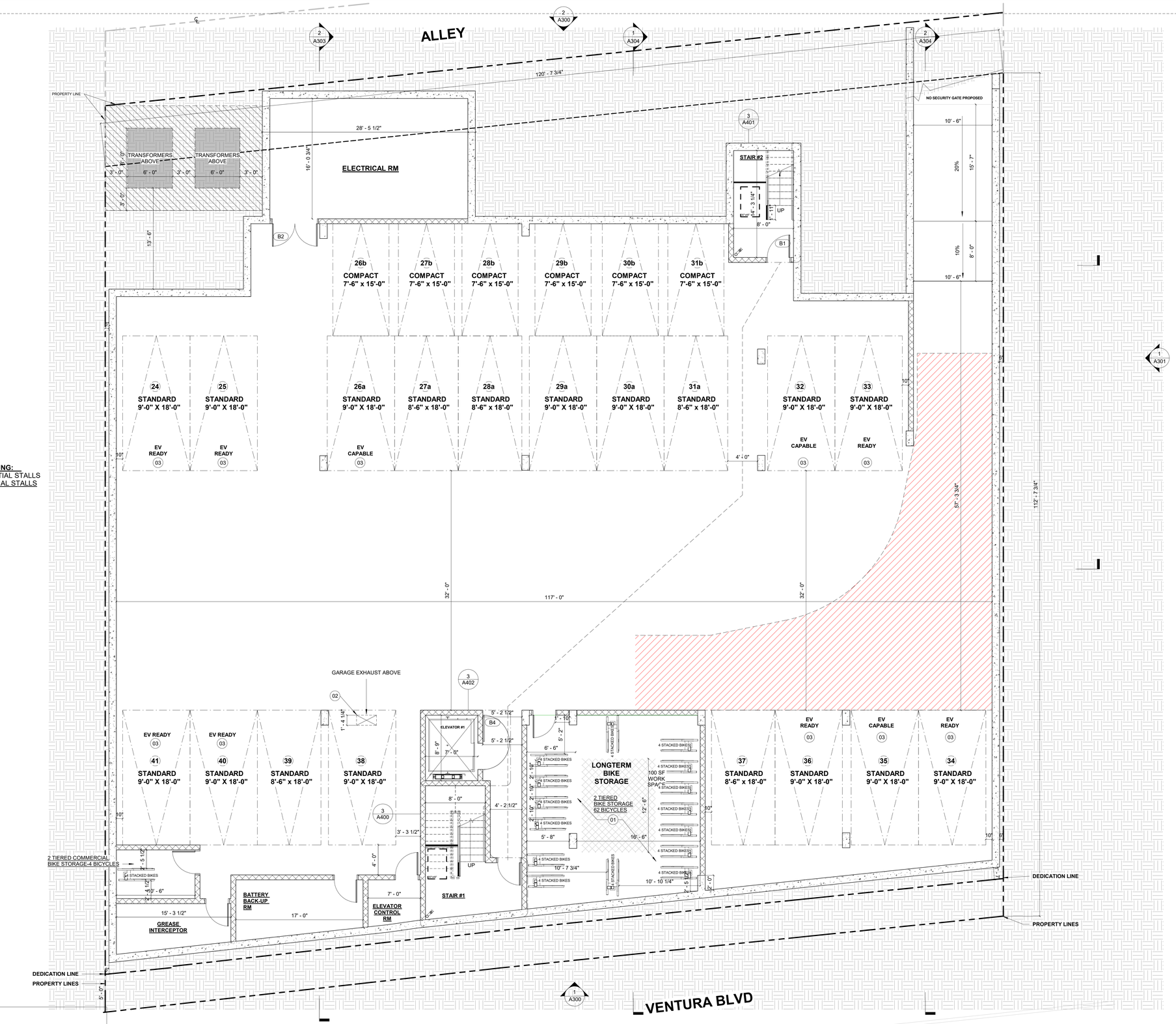
DRAWING TITLE
SITE PLAN

A100

19923 VENTURA



KEYNOTES

01 2-TIERED LONG TERM BIKE PARKING/STORAGE. EACH BIKE LOCKER HOUSES 4 BICYCLES

02 LOWER LEVEL GARAGE VENT ABOVE

03 MIN. 1-INCH (INSIDE DIAMETER) RACEWAY TO ACCOMODATE A DEDICATED 208/240 VOLT BRANCH CIRCUIT. RACEWAY SHALL ORIGINATE AT THE MAIN SERVICE OR SUBPANEL AND TERMINATE IN CLOSE PROXIMITY TO THE EVCS INTO A LISTED CABINET, BOX, OR ENCLOSURE SEE SHEET NOTES #10 AND #11 FOR ADDITIONAL INFO

LEGEND

SHEET NOTES

LOWER LEVEL PARKING:
18 STANDARD RESIDENTIAL STALLS
+6 COMPACT RESIDENTIAL STALLS
24 STALLS

1 LOWER LEVEL PARKING
3/16" = 1'-0"

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DRAWING TITLE
LOWER LEVEL PARKING PLAN

A200

19923 VENTURA

1 FIRST FLOOR
3/16" = 1'-0"

KEYNOTES

- 01 LANDSCAPE SEE L100 FOR DETAILS
- 02 SINGLE SHORT-TERM BICYCLE PARKING SPACE, TYP; 2 TOTAL SHORT-TERM SPACES PROVIDED
- 03 MIN. 1-INCH (INSIDE DIAMETER) RACEWAY TO ACCOMODATE A DEDICATED 208/240 VOLT BRANCH CIRCUIT. RACEWAY SHALL ORIGINATE AT THE MAIN SERVICE OR SUBPANEL AND TERMINATE IN CLOSE PROXIMITY TO THE EVCS INTO A LISTED CABINET, BOX, OR ENCLOSURE SEE SHEET NOTES #10 AND #11 FOR ADDITIONAL INFO
- 04 FUTURE COMMERCIAL: SIGN MUST COMPLY WITH SECTION 8 OF VENTURA-CAHUENGA BLVD CORRIDOR SPECIFIC PLAN
- 05 PATH FROM LOADING ZONE TO COMMERCIAL
- 06 1ST FLOOR GARAGE EXHAUST VENT ABOVE
- 07 COMMERCIAL EXHAUST VENT ABOVE

LEGEND

- CONCRETE WALL- SEE STRUCTURAL DRAWINGS
- 8" CMU WALL- SEE STRUCTURAL DRAWINGS
- 2 X 6 WD STUD WALL- SEE STRUCTURAL DRAWINGS
- 2 X 4 METAL STUD FURRING WALL- SEE STRUCTURAL DRAWINGS
- 2 X 4 WD STUD WALL- SEE STRUCTURAL DRAWINGS
- 1-HR RATED CONSTRUCTION
- 2-HR RATED CONSTRUCTION
- EX1 "ENERGY STAR" COMPLIANT EXHAUST FAN CONTROLLED BY HUMIDISTAT-HUMIDITY CONTROLLED; MIN 50 CFM; DUCTED TO TERMINATE OUTSIDE OF THE BUILDING
- S SMOKE DETECTOR
- CM CARBON MONOXIDE DETECTOR
- ELECTRICAL PANEL - SEE ELECTRICAL DRAWINGS
- TH SMART THERMOSTAT SEE T061 FOR SPECS
- AD AREA DRAIN IN FLOOR

SEE ENLARGED BATHROOM & KITCHEN DETAIL FOR SPECIFICATIONS ON SHEETS A510-A511 (BATHS) & A520-A521 (KITCHENS)

SHEET NOTES

1. ALL DIMENSIONS ARE TO FACE OF FRAMING, CENTERLINE OF STRUCTURAL POST, OR EDGE OF SLAB U.O.N.
2. ALL DIMENSIONS TO BE VERIFIED IN FIELD PRIOR TO COMMENCEMENT OF WORK. ANY DISCREPENCIES BETWEEN THESE PLANS AND ACTUAL SITE CONDITIONS SHALL BE BROUGHT TO THE ATTENTION OF THE ARCHITECT IMMEDIATELY.
3. AT ALL INTERIOR WALLS, INSTALL 1 LAYER 5/8" GWB BOTH SIDES. AT WET LOCATION, INSTALL CEMENT BOARD ON WET SIDE OF WALL.
4. SEE STRUCTURAL DRAWINGS FOR ALL FRAMING AND FOUNDATION INFORMATION.
5. ALL DOORS TO BE FRAMED 6" FROM THE ADJACENT PERPENDICULAR WALL TO THE THROAT OF THE HINGE SIDE OF THE DOOR, U.O.N.
6. ALL EXTERIOR DOORS SHALL OPEN ONTO A LANDING IN THE DIRECTION OF THE DOORSWING THAT IS NO MORE THAN 1/2" BELOW THE DOOR THRESHOLD ELEVATION.
7. SEE INTERIORS PACKAGE FOR ALL INTERIOR MATERIALS, FIXTURES, AND FINISHES.

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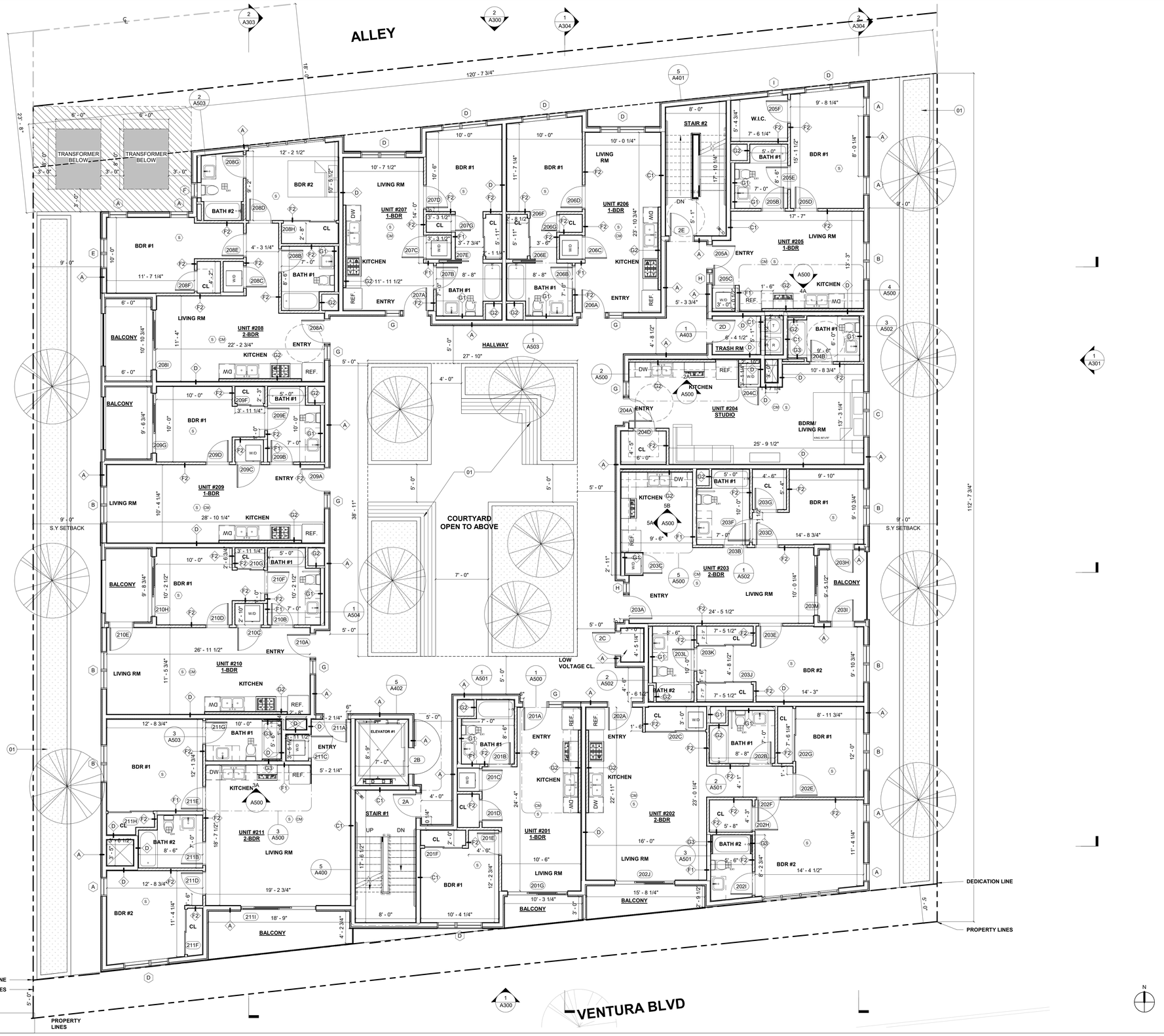
STATE OF CALIFORNIA

DRAWING TITLE
FIRST FLOOR PLAN

A201

19923 VENTURA



1 SECOND FLOOR
3/16" = 1'-0"

KEYNOTES

01 LANDSCAPE SEE L101 FOR DETAILS

LEGEND

SHEET NOTES

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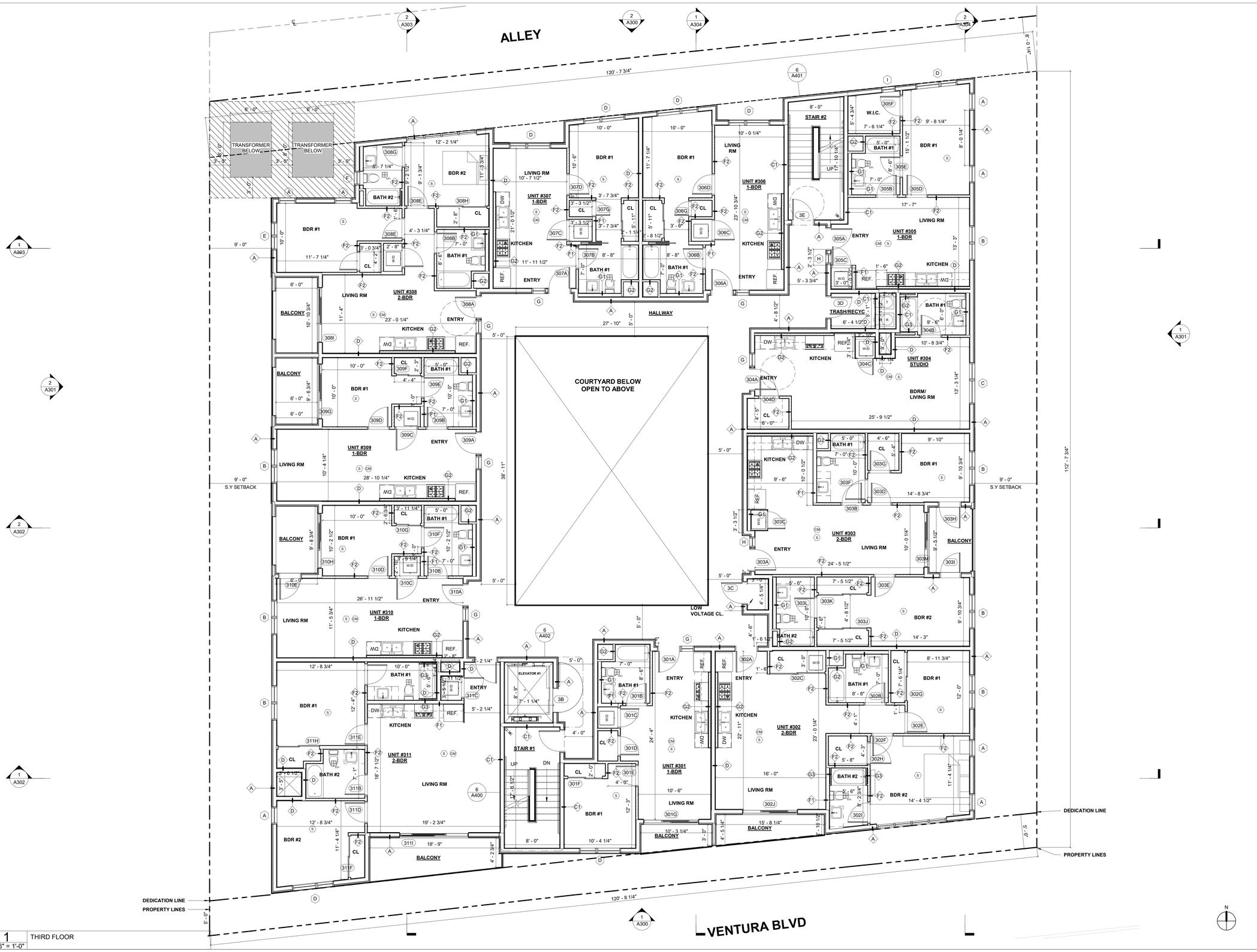
DRAWING TITLE
SECOND FLOOR PLAN

A202

19923 VENTURA



1 THIRD FLOOR
3/16" = 1'-0"

KEYNOTES

LEGEND

SHEET NOTES

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19923 Ventura, LLC
11040 Santa Monica Blvd Suite 210
Los Angeles, CA 90025

PROJECT:
54-UNIT MIXED-USE MULTIFAMILY BUILDING
19923 Ventura Blvd
Woodland Hills, CA 91364

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4	07/09/2024	PZA SUBMITTAL #4
5	02/10/2025	CITY PLANNING SUBMITTAL

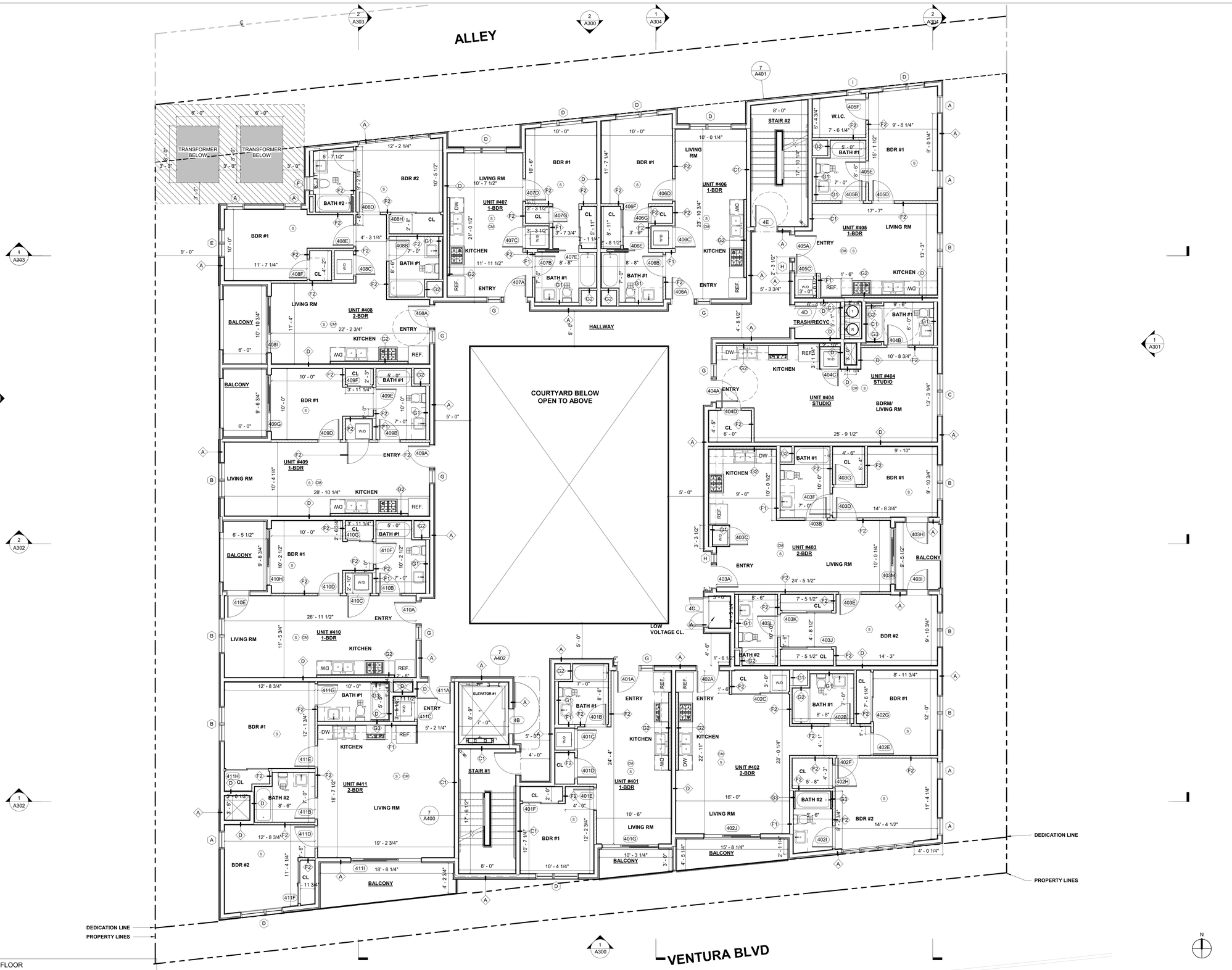
ISSUE	DATE	DESCRIPTION

STAMP
LICENSED ARCHITECT
AARON BRUMER
No. C-30005
REN. 11-30-2025
STATE OF CALIFORNIA

DRAWING TITLE
THIRD FLOOR PLAN

A203

19923 VENTURA



1 FOURTH FLOOR
3/16" = 1'-0"

KEYNOTES

LEGEND

SHEET NOTES

ARCHITECT:
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aaron@aaronbrumer.com

STRUCTURAL:

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AARON BRUMER
No. C-30005
REN. 11-30-2025
STATE OF CALIFORNIA

DRAWING TITLE
FOURTH FLOOR PLAN

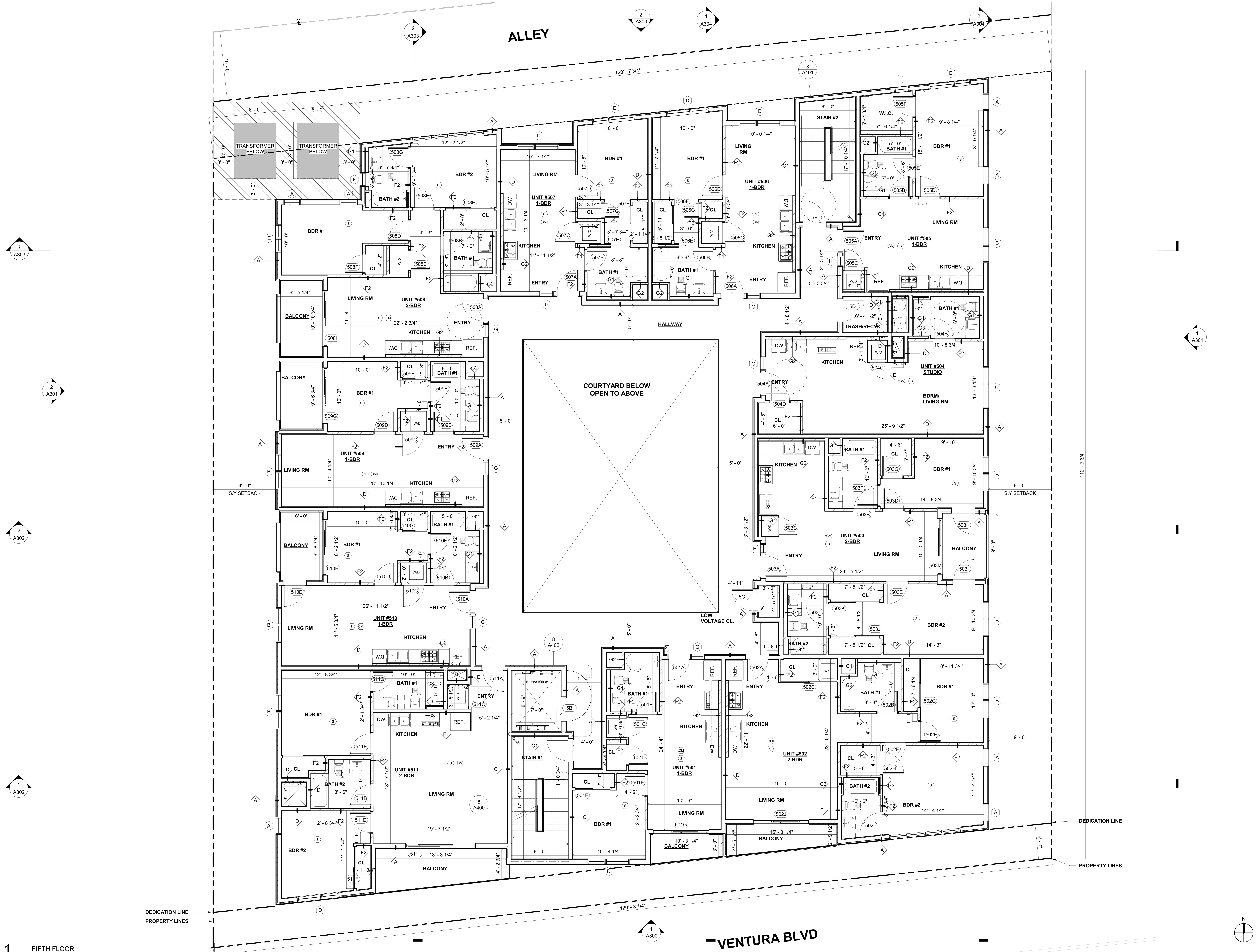
A204

19923 VENTURA

KEYNOTES

LEGEND

SHEET NOTES



1 FIFTH FLOOR
3/16" = 1'-0"

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No. C-30005
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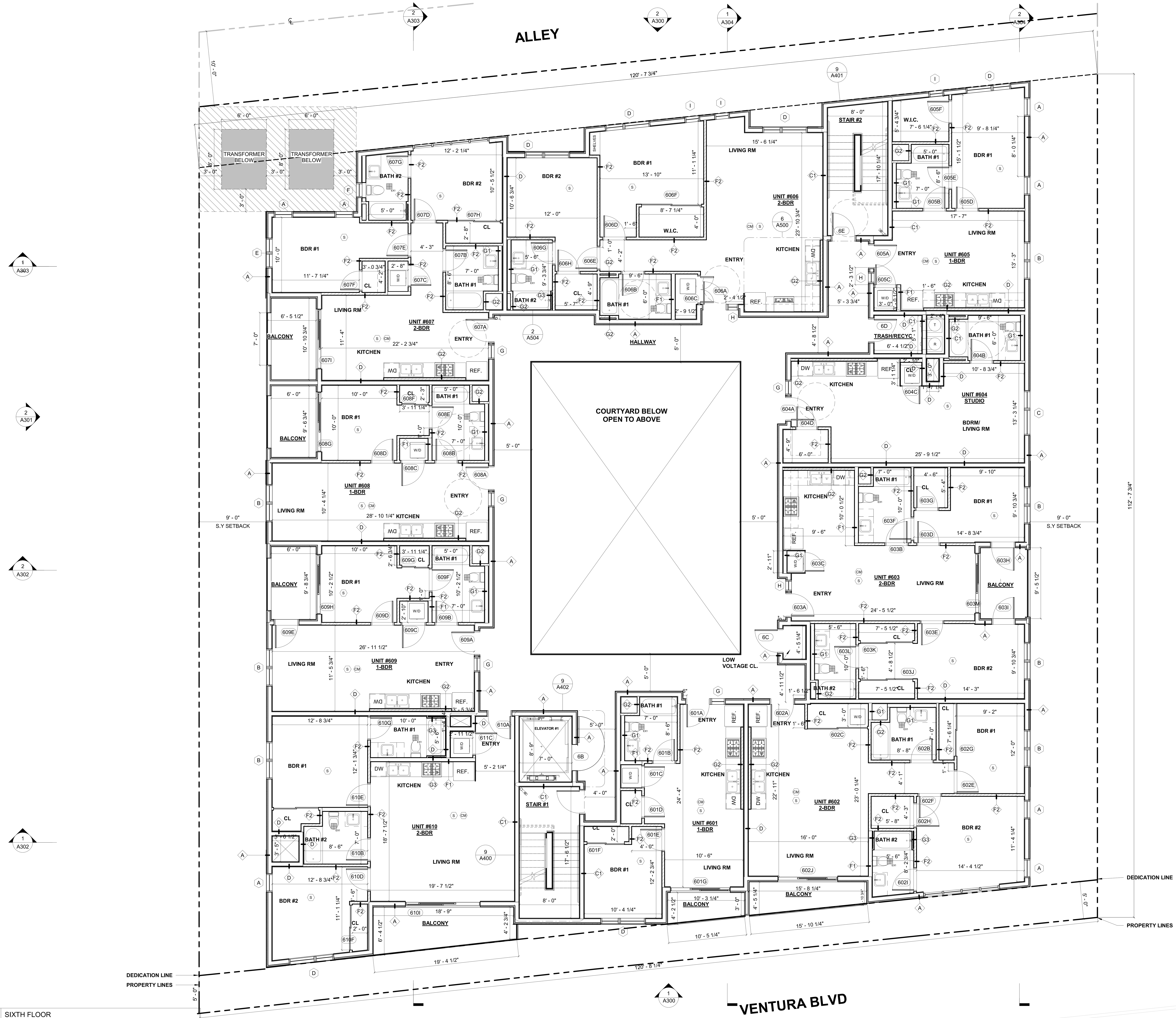
STATE OF CALIFORNIA

DRAWING TITLE
FIFTH FLOOR PLAN

A205

19923 VENTURA



1 SIXTH FLOOR
3/16" = 1'-0"

KEYNOTES

LEGEND

SHEET NOTES

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AARON BRUMER
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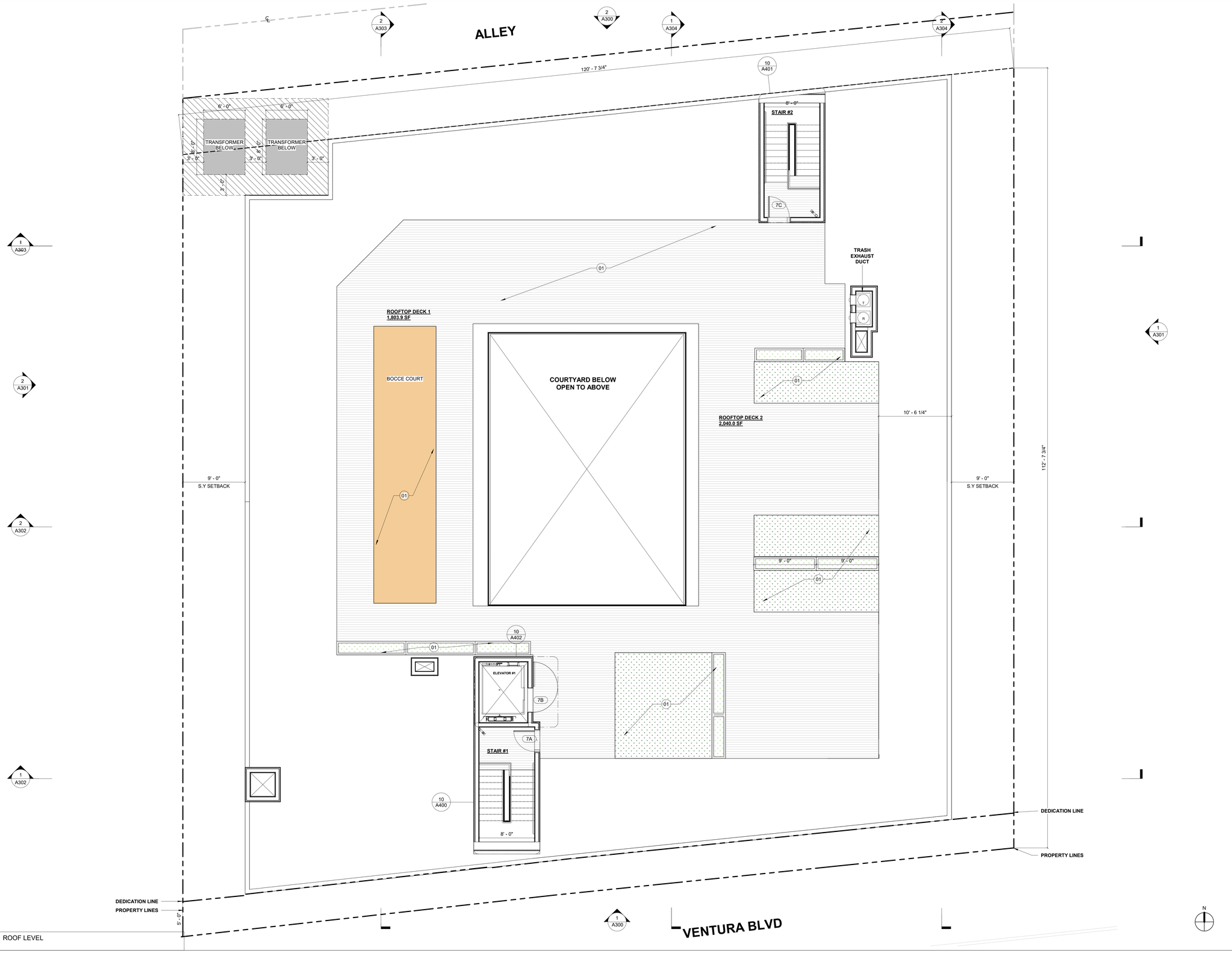
STATE OF CALIFORNIA

DRAWING TITLE
SIXTH FLOOR PLAN

A206

19923 VENTURA



1 ROOF LEVEL
3/16" = 1'-0"

KEYNOTES

01 LANDSCAPE SEE L102 FOR DETAILS

LEGEND

SHEET NOTES

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STATE OF CALIFORNIA

DRAWING TITLE
ROOF PLAN

A207

19923 VENTURA

STU-1
SMOOTH HARD-TROWELED
STUCCO; STONE BLUE
ALBEDO APPROX: 70%

NW-31
TRESPA® METEON® NW31 WESTERN RED CEDAR
EXTERIOR WOOD-EFFECT WALL PANELS

CON-1
CONCRETE FINISH
ALBEDO APPROX: 70%

CON-2
CONCRETE FINISH
ALBEDO APPROX: 60%

FAS-1
CHARCOAL METAL FASCIA

WND-1
DARK BRONZE
ALUMINUM WINDOWS

*** ALL BUILDING SIGNS MUST COMPLY WITH SECTION 8 OF VENTURA-CAHUENGA BLVD CORRIDOR SPECIFIC PLAN**

2 NORTH EXTERIOR ELEVATION
1/8" = 1'-0"

1 SOUTH EXTERIOR ELEVATION
1/8" = 1'-0"

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LICENSED ARCHITECT
AARON BRUMER
No. C-30005
REN. 11-30-2025
STATE OF CALIFORNIA

DRAWING TITLE
ELEVATIONS

A300

19923 VENTURA

STU-1
SMOOTH HARD-TROWELED
STUCCO: STONE BLUE
ALBEDO APPROX: 70%

NW-31
TRESPA® METEON® NW31 WESTERN RED CEDAR
EXTERIOR WOOD-EFFECT WALL PANELS

CON-1
CONCRETE FINISH
ALBEDO APPROX: 70%

CON-2
CONCRETE FINISH
ALBEDO APPROX: 60%

FAS-1
CHARCOAL METAL FASCIA

WND-1
DARK BRONZE
ALUMINUM WINDOWS

*** ALL BUILDING SIGNS MUST COMPLY WITH SECTION 8 OF VENTURA-CAHUENGA BLVD CORRIDOR SPECIFIC PLAN**

2 WEST EXTERIOR ELEVATION
1/8" = 1'-0"

1 EAST EXTERIOR ELEVATION
1/8" = 1'-0"

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LICENSED ARCHITECT
AARON BRUMER
No. C-30005
REN. 11-30-2025
STATE OF CALIFORNIA

DRAWING TITLE
ELEVATIONS

A301

19923 VENTURA

2 SECTION 2
1/8" = 1'-0"

1 SECTION 1
1/8" = 1'-0"

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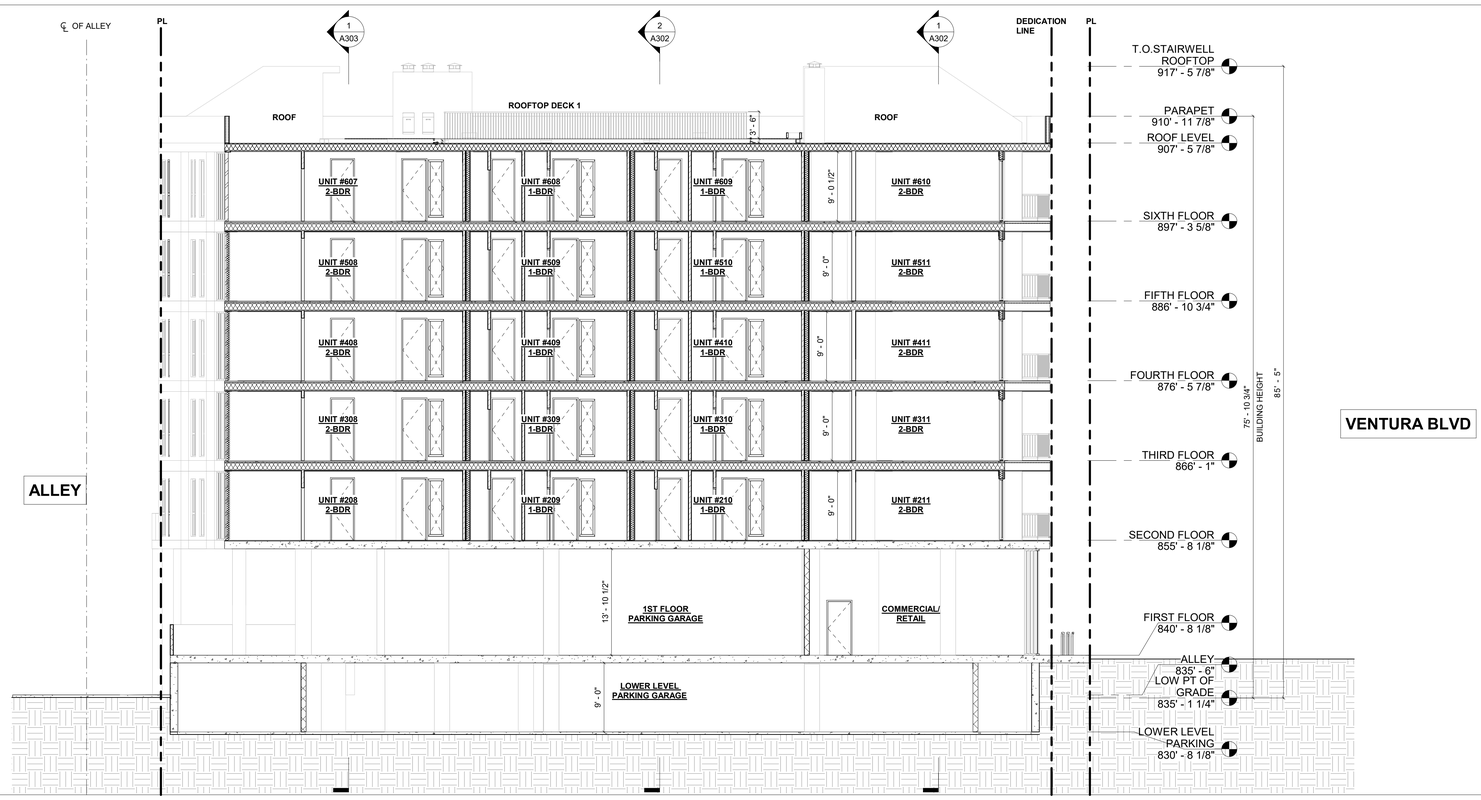
LICENSED ARCHITECT
AARON BRUMER
No. C-30005
REN. 11-30-2025
STATE OF CALIFORNIA

DRAWING TITLE
SECTIONS

A302

19923 VENTURA



2 SECTION 4
1/8" = 1'-0"

1 SECTION 3
1/8" = 1'-0"

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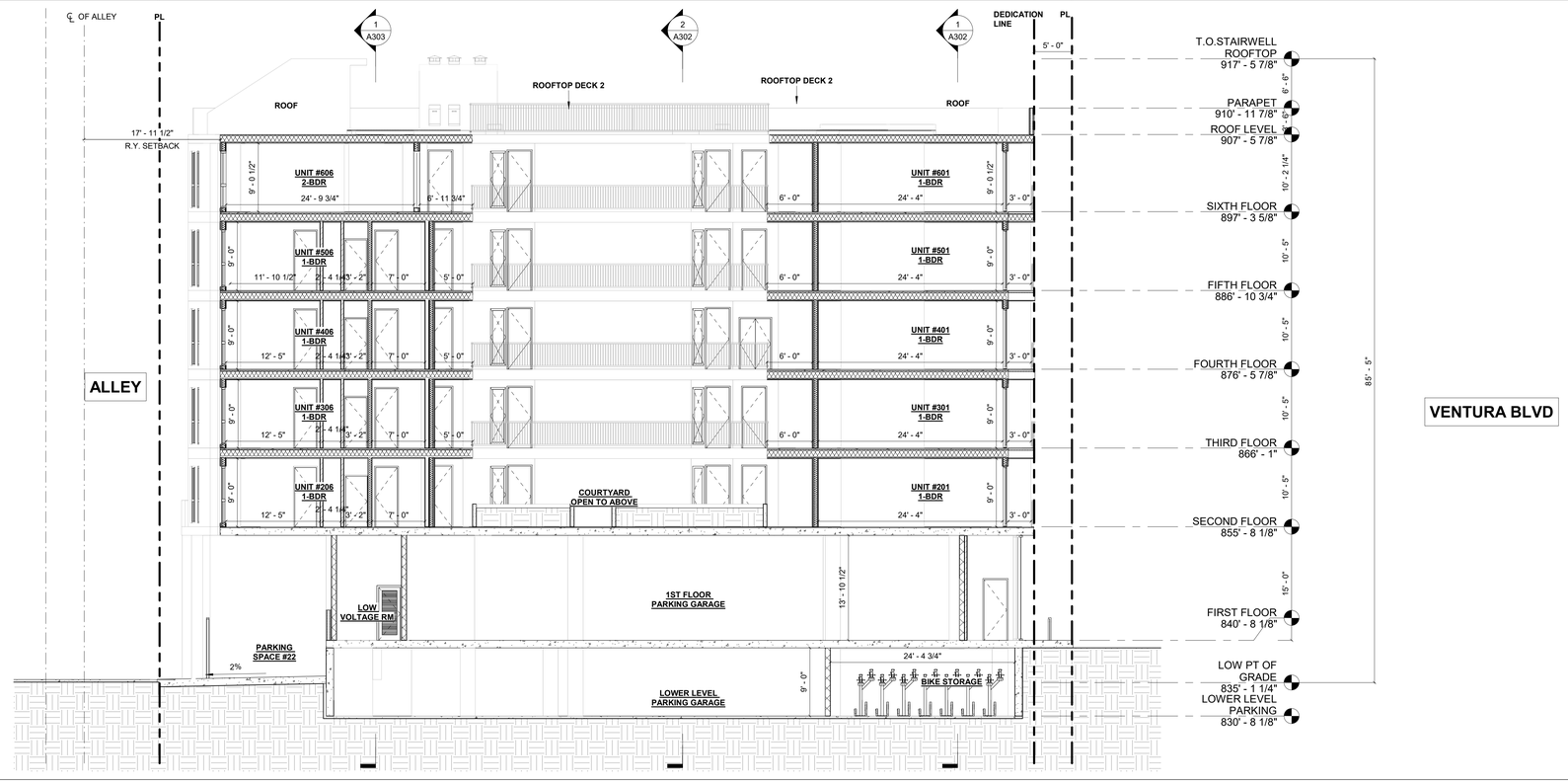
STATE OF CALIFORNIA

DRAWING TITLE
SECTIONS

A303

19923 VENTURA

2 SECTION 6
1/8" = 1'-0"



1 SECTION 5
1/8" = 1'-0"

ARCHITECT:
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LICENSED ARCHITECT
AARON BRUMER
No. C-30005
REN. 11-30-2025
STATE OF CALIFORNIA

DRAWING TITLE
SECTIONS

A304

19923 VENTURA

ARCHITECT:
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LICENSED ARCHITECT
AARON BRUMER
No. C-30005
REN. 11-30-2025
STATE OF CALIFORNIA

DRAWING TITLE

SOUTH RENDERING

A800

19923 VENTURA

ARCHITECT:
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STRUCTURAL:

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AARON BRUMER
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DRAWING TITLE

EAST RENDERING

A801

19923 VENTURA

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LICENSED ARCHITECT
AARON BRUMER
No. C-30005
REN. 11-30-2025
STATE OF CALIFORNIA

DRAWING TITLE

NORTH RENDERING

A802

19923 VENTURA

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DRAWING TITLE

WEST RENDERING

A803

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DRAWING TITLE

SOUTHEAST RENDERING

A804

19923 VENTURA

PLANTING LEGEND

Symbol	Botanical Name/Common Name	Quantity	Size	WUCOLS	Remarks
	TREES				
	Acer palmatum 'Sango Kaku' / Coral Bark Japanese Maple	5	24" Box	M	multi-trunk
	Olea europaea 'Swan Hill' / Fruitless Olive	7	24" Box	L	
	Street trees per City of Los Angeles Liriodendron Tulipfera	1	36" Box	n/a	Per Woodland Hills Streetscape Plan
	SHRUBS				
	Dodonaea viscosa 'Purpurea' / Purple Hop Bush @ 36" o.c.	x	15g	L	
	Echeveria 'Afterglow' / Afterglow Echeveria @ 30" o.c.	x	5g	L	
	Lavandula stoechas 'Anouk' / Spanish Lavender @ 18" o.c. = x plants	x	1g	L	
	Leptospermum scoparium 'Apple Blossom' / Manuka @ 48" o.c.	x	5g	M	
	Philodendron 'Xanadu' / Xanadu philodendron @ 30" o.c.	x	5g	M	
	Polystichum munitum / Western swordfern @ 30" o.c.	x	5g	M	
	GROUND COVER				
	Heuchera spp. 'Santa Ana Cardinal' / Coral bells x sf @ 18" o.c. = x plants	x	1g	M	
	Liriope muscari 'Majestic' / Majestic Lilyturf x sf @ 18" o.c. = x plants	x	1g	M	
	Lomandra longifolia 'Roma13' / Platinum Beauty Lomandra x sf @ 24" o.c. = x plants	x	5g	L	
	Sedum spurium 'Voodoo' / Voodoo Stonecrop x sf @ 12" o.c.	x	flat	L	

AREA SUMMARY

TOTAL LOT AREA = APPROX. 14,484.9 SF

LANDSCAPE AREA OF PROJECT NOT INCLUDING PARKWAY = 2,432 SF

POTENTIAL LANDSCAPE AREA =
14,484.9 SF (TOTAL LOT) - 11,554 SF (BUILDING) = 2,930.9 SF

OUTDOOR COMMON OPEN SPACE PER LAMC 12.21 G.2.
COMMON OPEN SPACE AREA PER **PROVIDED** PER ARCHITECT'S DRAWING =
(2ND FL. COURTYARD) 1,082.1 SF + (ROOF) 3,843.8 SF = 4,935.9 SF

REQUIRED LANDSCAPE AREA OF COMMON OPEN SPACE = 1,234 SF (25% OF OPEN SPACE)

PROVIDED LANDSCAPE AREA OF COMMON OPEN SPACE =
(2ND FL. COURTYARD) 518 SF + (ROOF) 724 SF = 1,242 SF (101% OF REQUIRED)

TREE PLANTING REQUIREMENT:
(1 TREE / 4 UNITS) REQUIRED = 54 UNITS / 4 = 14 TREES
TREES PROVIDED = 14 (100% OF REQ.)
(1) EXISTING STREET TREE
(1) NEW STREET TREE
(5) 2ND FL COURTYARD
(7) 2ND FL SIDE YARD

PROPOSED IRRIGATION SYSTEM:
1ST FLOOR LANDSCAPE = DRIP
2ND FLOOR LANDSCAPE = DRIP
ROOF LANDSCAPE = DRIP

WATER CONSERVATION FEATURES PROPOSED:
WEATHER BASED E.T. IRRIGATION CONTROLLER

VENTURA - CAHUENGA BOULEVARD CORRIDOR SPECIFIC PLAN

FRONT YARD LANDSCAPE

REQUIRED: AT LEAST 60% OF ALL FRONT YARDS OR FRONT SETBACKS IN EXCESS OF 18" SHALL BE LANDSCAPED.

FRONT YARD SETBACK IN EXCESS OF 18" = 87 SF
60% x 87 SF = 52 SF
PROVIDED: 87 SF OF LANDSCAPE (167% OF REQUIRED)

5'-0" DEDICATION ARE NOT INCLUDED AS PART OF CALCULATION BUT WILL BE LANDSCAPED

THE APPLICANT SHALL MAINTAIN THE LANDSCAPE IN A GOOD, HEALTHY CONDITION BY PERFORMING DAILY MAINTENANCE, REMOVING TRASH, AND PLACING ANY DEAD PLANT MATERIALS, BROKEN IRRIGATION SPRINKLERS AND WATERING DEVICES. THE APPLICANT SHALL INSTALL AN AUTOMATIC IRRIGATION SYSTEM TO MAINTAIN ALL REQUIRED LANDSCAPING, PURSUANT TO SECTION 7.D.3.b OF THE SPECIFIC PLAN.

LANDSCAPE POINTS

PROJECT SQUARE FOOTAGE: APPROX 14,484.9 SF
REQUIRED POINTS: 15

36" BOX STREET TREES - 1 tree@3pt/tree	3
STRAIGHT LINE ACCESS TO BUILDING ENTRY	5
ON OR OFF-SITE RECYCLING ALL VEGETATIVE WASTE	5
USE OF LA CITY ORGANIC TOPGRO COMPOST	5
TOTAL POINTS	18

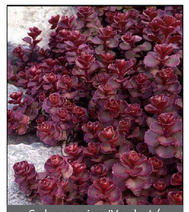
1ST FLOOR PLANT MATERIAL

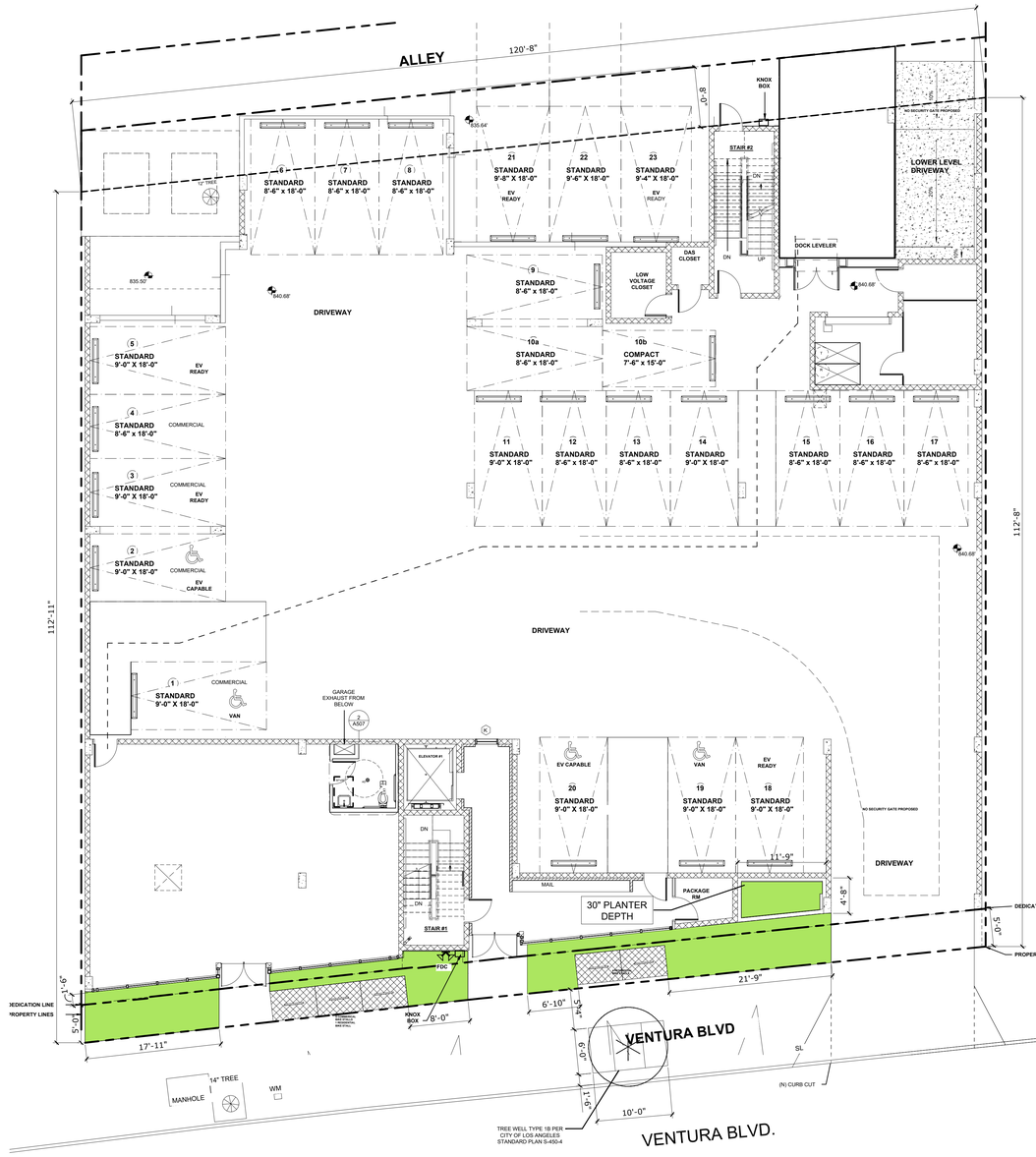
SHRUBS/GROUNDCOVER


Echeveria 'Afterglow' / Afterglow Echeveria


Leptospermum scoparium 'Apple Blossom' / Manuka


Lomandra longifolia 'Roma 13' / Platinum Beauty Lomandra


Sedum spurium 'Voodoo' / Voodoo Stonecrop



FIRST FLOOR LANDSCAPE PLAN

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

SCALE: 1/8" = 1'-0"
0' 4' 8' 16'
WHEN PRINTED ON 30" X 42" PAPER.

1 FIRST FLOOR LANDSCAPE PLAN
1/8" = 1'-0"

ARCHITECT:
Aaron Brumer & Assoc, Architects
10999 Riverside Drive, Suite 300
North Hollywood, CA 91602
(310) 422-9234

STRUCTURAL:

CIVIL:

LANDSCAPE:
Courtland Studio, LLC
13351-D Riverside Dr. #445
Sherman Oaks, CA 91423
(818) 788-9382

OWNER:
19923 Ventura, LLC
11040 Santa Monica Blvd Suite 210
Los Angeles, CA 90025

PROJECT:
54-UNIT MIXED-USE MULTIFAMILY BUILDING
19923 Ventura Blvd
Woodland Hills, CA 91364

ISSUE	DATE	DESCRIPTION
1	07/26/2024	PZA SUBMITTAL

ISSUE	DATE	DESCRIPTION

STAMP

DRAWING TITLE
FIRST FLOOR LANDSCAPE PLAN

L100

19923 VENTURA

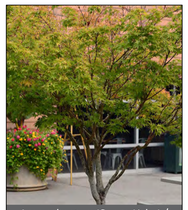
LANDSCAPE COURTLAND STUDIO ARCHITECTURE
COURTLAND STUDIO, LLC
13351-D Riverside Dr. #445
Sherman Oaks, CA 91423
P: 818-788-9382
F: 818-788-3217
Licensed Landscape Architect #3620

PLANTING LEGEND

Symbol	Botanical Name/Common Name	Quantity	Size	WUCOLS	Remarks
	TREES				
	Acer palmatum 'Sango Kaku' / Coral Bark Japanese Maple	5	24" Box	M	multi-trunk
	Olea europaea 'Swan Hill' / Fruitless Olive	7	24" Box	L	
	Street trees per City of Los Angeles	1	36" Box	n/a	
	SHRUBS				
	Dodonaea viscosa 'Purpurea' / Purple Hop Bush @ 36" o.c.	x	15g	L	
	Echeveria 'Afterglow' / Afterglow Echeveria @ 30" o.c.	x	5g	L	
	Lavandula stoechas 'Anouk' / Spanish Lavender @ 18" o.c. = x plants	x	1g	L	
	Leptospermum scoparium 'Apple Blossom' / Manuka @ 48" o.c.	x	5g	M	
	Philodendron 'Xanadu' / Xanadu philodendron @ 30" o.c.	x	5g	M	
	Polystichum munitum / Western swordfern @ 30" o.c.	x	5g	M	
	GROUND COVER				
	Heuchera spp. 'Santa Ana Cardinal' / Coral bells x sf @ 18" o.c. = x plants	x	1g	M	
	Liriope muscari 'Majestic' / Majestic Lilyturf x sf @ 18" o.c. = x plants	x	1g	M	
	Lomandra longifolia 'Roma13' / Platinum Beauty Lomandra x sf @ 24" o.c. = x plants	x	5g	L	
	Sedum spurium 'Voodoo' / Voodoo Stonecrop x sf @ 12" o.c.	x	flat	L	

COURTYARD PLANT MATERIAL

TREE/SHRUBS


Acer palmatum 'Sango Kaku' / Coral Bark Japanese Maple


Philodendron 'Xanadu' / Xanadu philodendron


Polystichum munitum / Western swordfern

GROUND COVER


Heuchera 'Santa Ana Cardinal' / Santa Ana Cardinal Coral Bells


Liriope muscari 'Majestic' / Majestic Lilyturf

SIDEYARD PLANT MATERIAL

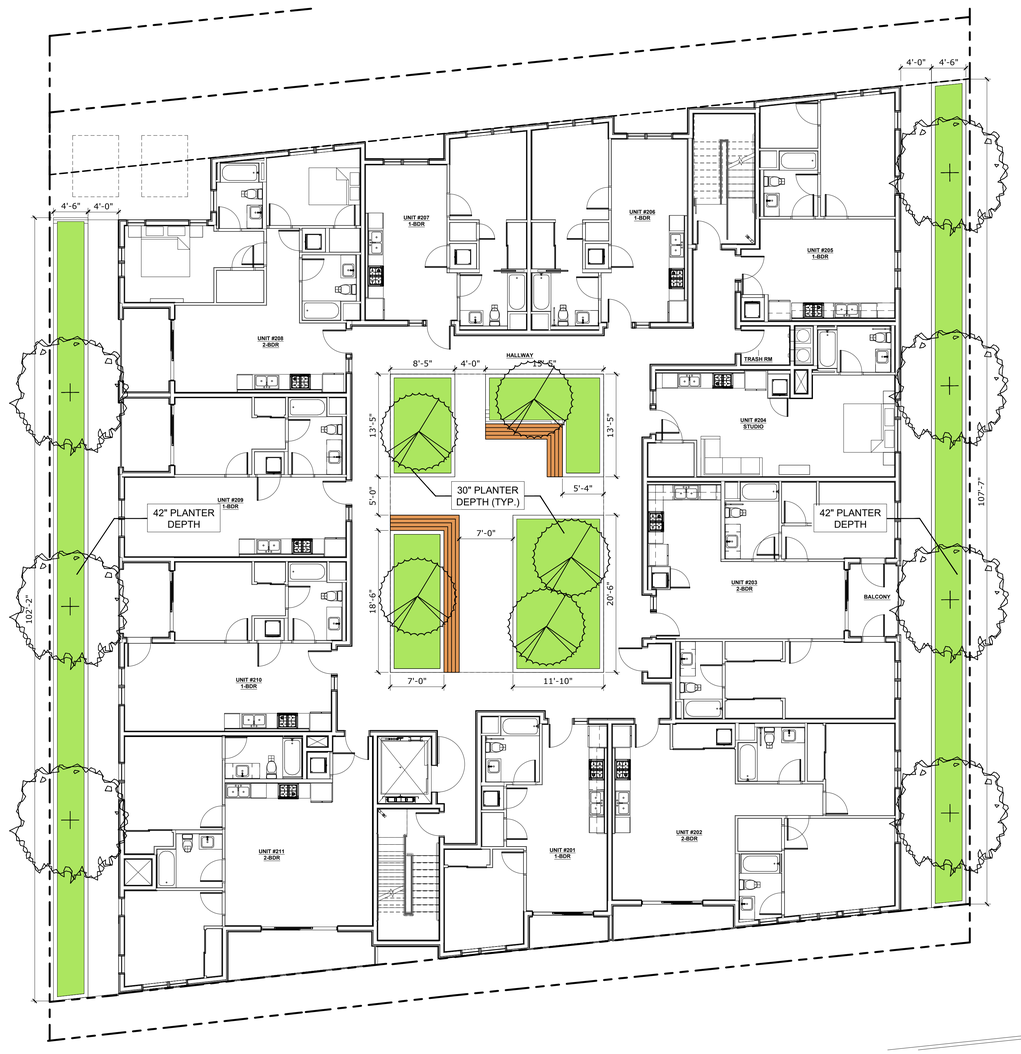
TREE/SHRUBS


Olea europaea 'Swan Hill' / Fruitless Olive


Dodonaea viscosa 'Purpurea' / Purple Hop Bush


Lavandula stoechas 'Anouk' / Spanish Lavender


Lomandra longifolia 'Roma 13' / Platinum Beauty Lomandra



2ND FLOOR LANDSCAPE PLAN

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

SCALE: 1/8" = 1'-0"
0' 4' 8' 16'
WHEN PRINTED ON 30" X 42" PAPER.

LANDSCAPE COURTLAND STUDIO ARCHITECTURE
COURTLAND STUDIO, LLC
13351-D Riverside Dr. #445
Sherman Oaks, CA 91423
P: 818-788-9382
F: 818-788-3217
Licensed Landscape Architect #3620

1 — SECOND FLOOR LANDSCAPE PLAN
1/8" = 1'-0"

ARCHITECT:
Aaron Brumer & Assoc, Architects
10999 Riverside Drive, Suite 300
North Hollywood, CA 91602
(310) 422-9234

STRUCTURAL:

CIVIL:

LANDSCAPE:
Courtland Studio, LLC
13351-D Riverside Dr. #445
Sherman Oaks, CA 91423
(818) 788-9382

OWNER:
19923 Ventura, LLC
11040 Santa Monica Blvd Suite 210
Los Angeles, CA 90025

PROJECT:
54-UNIT MIXED-USE MULTIFAMILY BUILDING
19923 Ventura Blvd
Woodland Hills, CA 91364

ISSUE	DATE	DESCRIPTION
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ISSUE	DATE	DESCRIPTION

STAMP

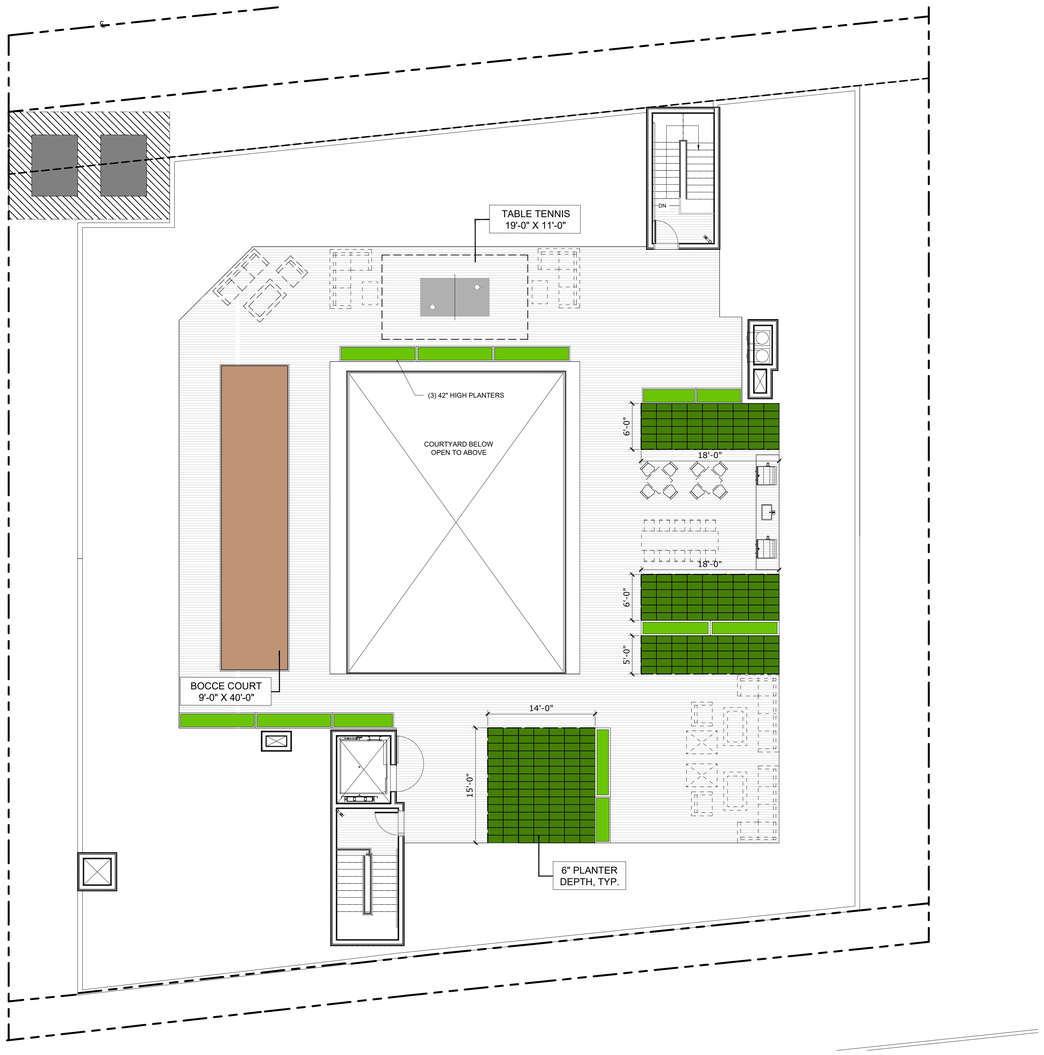
DRAWING TITLE
SECOND FLOOR LANDSCAPE PLAN

L101

19923 VENTURA

GREEN ROOF

Symbol	Botanical Name/Common Name	Quantity	Size	Remarks
	Green Living Roof mix to include: Achillea filipendulina / L Asclepias californica / L Carex divulsa / L Chondropetalum tectorum / L Festuca glauca / L Juncus patens / L Sedum nussbaumerianum / L Sedum spectabile 'Autumn Joy' / L	516 sf	6" deep trays	contract grown by Green Living Roof 760-250-0357 contact: Santiago Rosales www.greenlivingroof.com
— —	Permaloc Edging	100 lf		



ROOF LANDSCAPE PLAN

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

1 | 1/8" = 1'-0" | ROOF LANDSCAPE PLAN

SCALE: 1/8" = 1'-0"
0' 4' 8' 16'
WHEN PRINTED ON 30" X 42" PAPER.

LANDSCAPE
COURT LAND STUDIO
ARCHITECTURE

COURTLAND STUDIO, LLC
13351-D Riverside Dr. #445
Sherman Oaks, CA 91423
P: 818-788-9382
F: 818-788-3217
Licensed Landscape Architect #3620

ARCHITECT:
Aaron Brumer & Assoc, Architects
10999 Riverside Drive, Suite 300
North Hollywood, CA 91602
(310) 422-9234

STRUCTURAL:

CIVIL:

LANDSCAPE:
Courtland Studio, LLC
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Sherman Oaks, CA 91423
(818) 788-9382

OWNER:
19923 Ventura, LLC
11040 Santa Monica Blvd Suite 210
Los Angeles, CA 90025

PROJECT:
54-UNIT MIXED-USE MULTIFAMILY BUILDING
19923 Ventura Blvd
Woodland Hills, CA 91364

ISSUE	DATE	DESCRIPTION
1	07/26/2024	PZA SUBMITTAL

ISSUE	DATE	DESCRIPTION

STAMP

DRAWING TITLE
ROOF LANDSCAPE PLAN

L102

19923 VENTURA

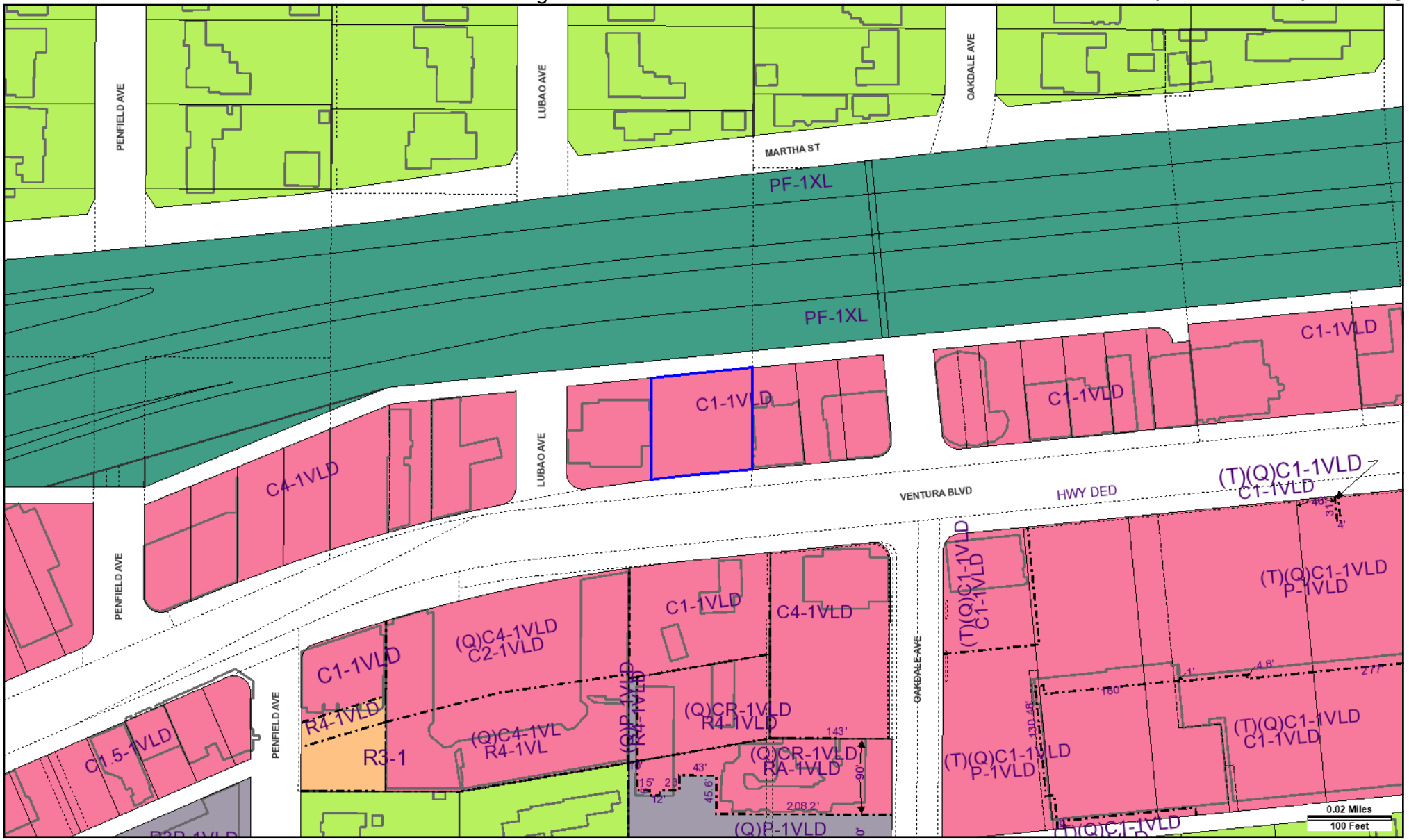
EXHIBIT B
Maps and Photos

ZIMAS PUBLIC

Generalized Zoning

07/23/2024

City of Los Angeles
Department of City Planning



Address: 19923 W VENTURA BLVD
APN: 2164001015
PIN #: 174B113 372

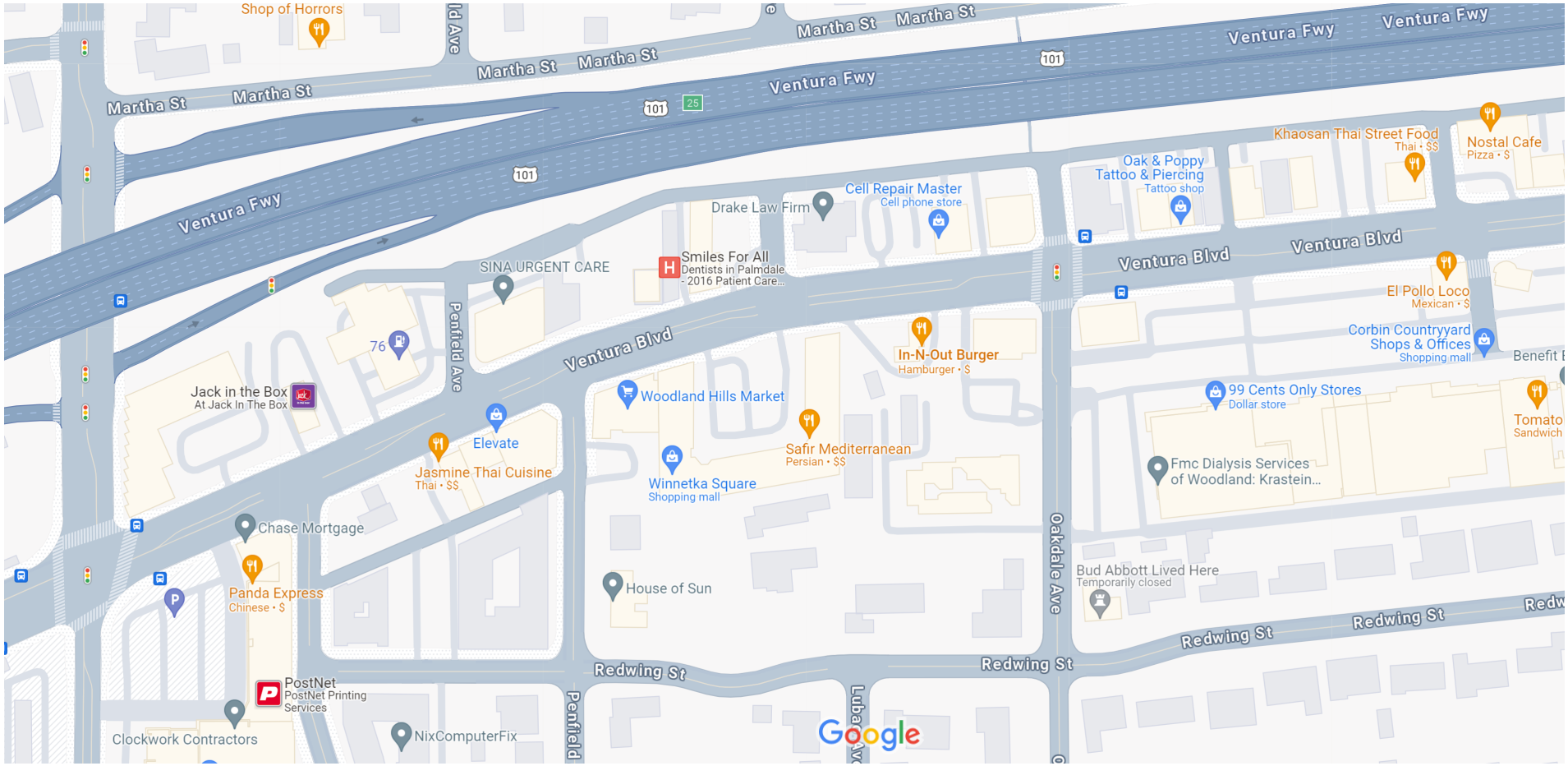
Tract: TR 13940
Block: None
Lot: 1
Arb: 2

Zoning: C1-1VLD
General Plan: Neighborhood Office Commercial

N
W
E
S

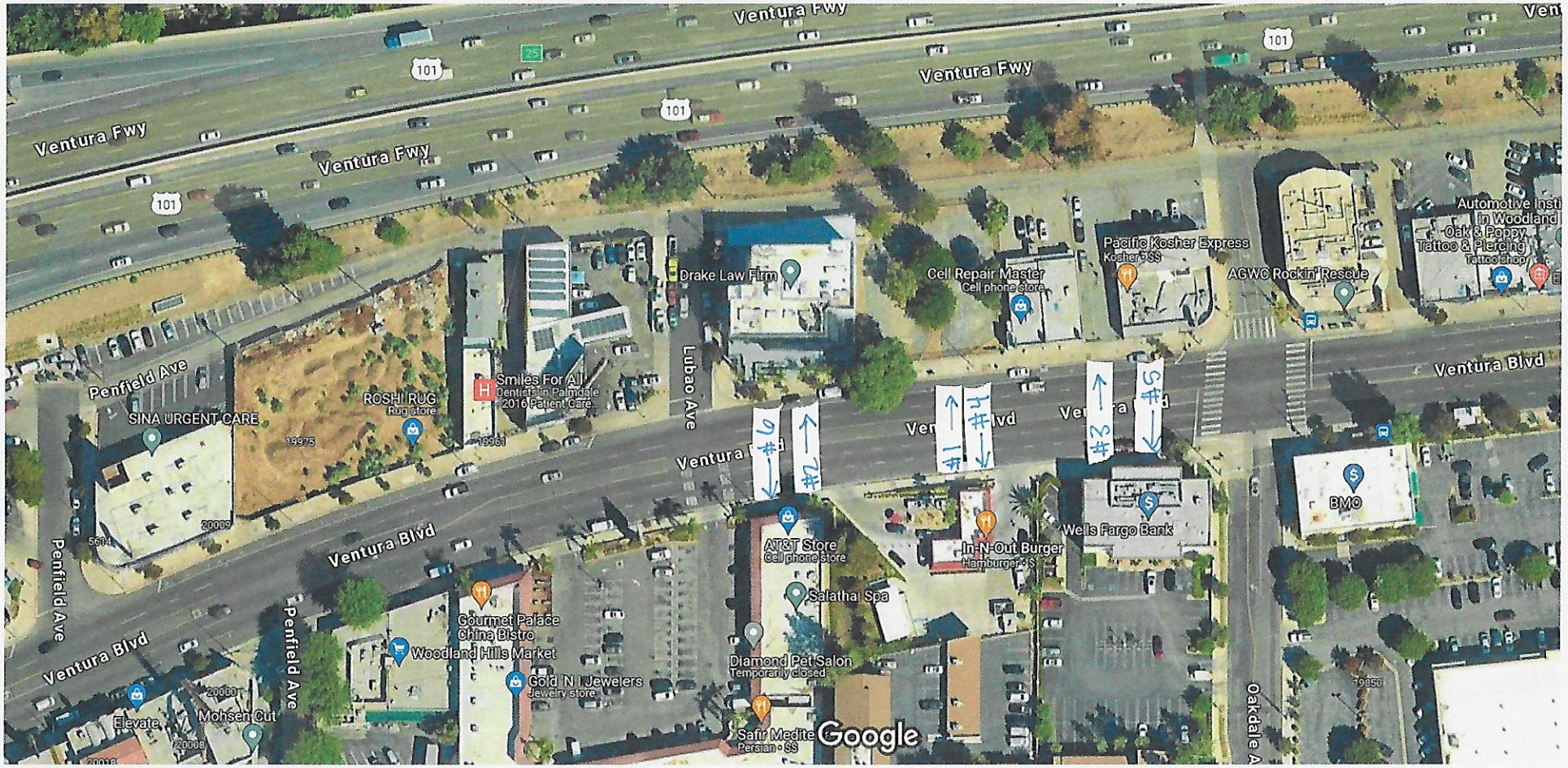
CITY OF LOS ANGELES FOUNDED 1781

Google Maps Vicinity Map 19923 Ventura Blvd



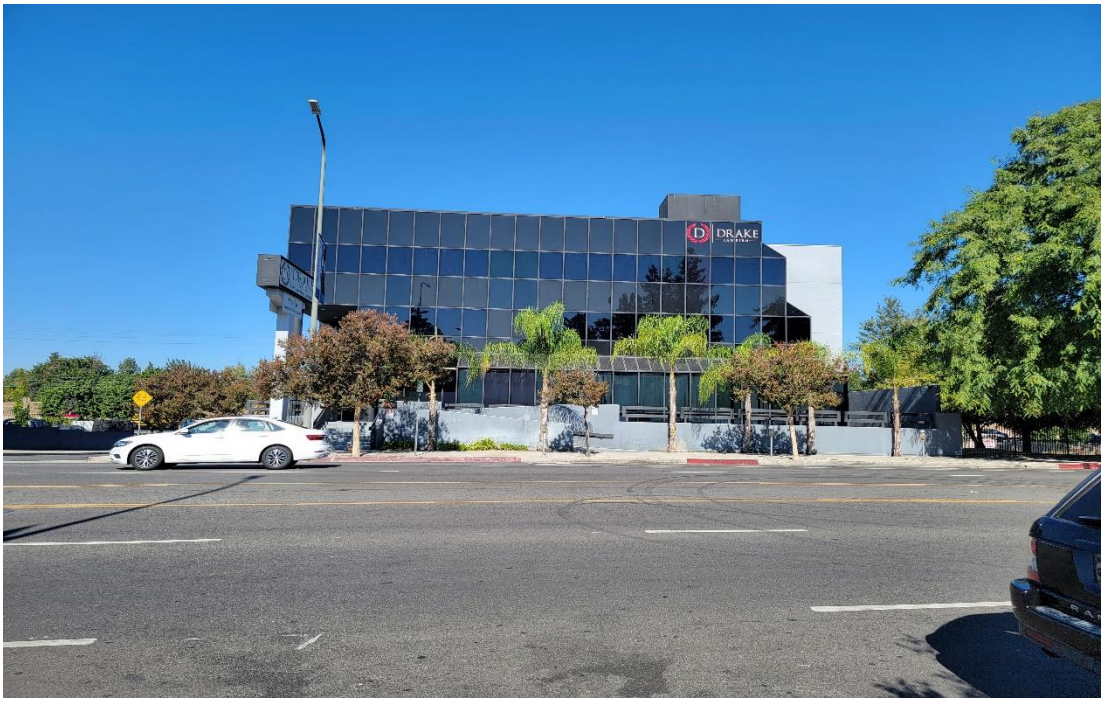
Map data ©2023 Google 100 ft

Google Maps 19923 Ventura Blvd Index Map



Imagery ©2023 Airbus, Maxar Technologies, U.S. Geological Survey, Map data ©2023 Google 50 ft

1. Facing the project site North



2. North, to the west of the project site

3. North to the East of the project site

4. South directly across the street from the project site – In and Out Burger

5. To the South across the street from the project site to the east of In and Out Burger

6. Commercial buildings to the west of In and Out Burger, facing South across from the project

EXHIBIT C
Environmental Clearance
ENV-2024-4894-CE

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)

Pursuant to Public Resources Code § 21152(b) and CEQA Guidelines § 15062, the notice should be posted with the County Clerk by mailing the form and posting fee payment to the following address: Los Angeles County Clerk/Recorder, Environmental Notices, P.O. Box 1208, Norwalk, CA 90650. Pursuant to Public Resources Code § 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-2024-4893-DB-SPPC-HCA / Density Bonus and Project Compliance

LEAD CITY AGENCY	CASE NUMBER
City of Los Angeles (Department of City Planning)	ENV-2024-4894-CE
PROJECT TITLE	COUNCIL DISTRICT
19923 Ventura Boulevard	3 – Blumenfield

PROJECT LOCATION (Street Address and Cross Streets and/or Attached Map) ☐ Map attached.
19923 Ventura Boulevard

PROJECT DESCRIPTION: ☐ Additional page(s) attached.
Mixed-use development comprising 54 units, six (6) of which are to be reserved for Very Low Income households, and 1,228 square feet of commercial space.

NAME OF APPLICANT / OWNER:
Dan Hosseini (19923 Ventura LLC)

CONTACT PERSON (If different from Applicant/Owner above)	(AREA CODE) TELEPHONE NUMBER | EXT.
Heather Lee (Heather Lee Consulting)	(310) 906-6880

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

STATE CEQA STATUTE & 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
Class 32. In-fill development meeting the conditions described in CEQA Guidelines Section 15332.

☒ 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	STAFF TITLE
Abraham Lamontagne *Abraham Lamontagne*	Planning Assistant

ENTITLEMENTS APPROVED

DISTRIBUTION: County Clerk, Agency Record
Rev. 6-22-2021

DEPARTMENT OF CITY PLANNING

COMMISSION OFFICE
(213) 978-1300

CITY PLANNING COMMISSION

MONIQUE LAWSHE
PRESIDENT

ELIZABETH ZAMORA
VICE-PRESIDENT

MARIA CABILDO
CAROLINE CHOE
MARTINA DIAZ
KAREN MACK
MICHAEL R. NEWHOUSE

CITY OF LOS ANGELES
CALIFORNIA

KAREN BASS
MAYOR

EXECUTIVE OFFICES
200 N. SPRING STREET, ROOM 525
LOS ANGELES, CA 90012-4801
(213) 978-1271

VINCENT P. BERTONI, AICP
DIRECTOR

SHANA M.M. BONSTIN
DEPUTY DIRECTOR

HAYDEE URITA-LOPEZ
DEPUTY DIRECTOR

ARTHI L. VARMA, AICP
DEPUTY DIRECTOR

LISA M. WEBBER, AICP
DEPUTY DIRECTOR

JUSTIFICATION FOR PROJECT EXEMPTION CASE NO. ENV-2024-4894-CE

On March 27, 2025, the Planning Department determined that the City of Los Angeles Guidelines for the implementation of the California Environmental Quality Act of 1970 and the State CEQA Guidelines designate the subject project as Categorically Exempt under Article 19, Section 15332, Class 32.

A project qualifies for a Class 32 Categorical Exemption if it is developed on an infill site and meets the following criteria:

(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.

The project is for the construction, use, and maintenance of a 46,692-square foot mixed-use development comprising 54 units, six (6) of which are to be reserved for Very Low Income households. The building will be six stories (85 feet and 5 inches high), containing 45,464 square feet of residential and 1,228 square feet of commercial floor area with a floor area ratio of 4.00:1. The unit mix will comprise five (5) studios, 28 one-bedroom units, and 21 two-bedroom units. The project's residential portion will provide 44 automobile parking spaces (provided as 30 standard parking spaces and seven (7) tandem pairs of standard and compact parking spaces), 60 long-term bicycle parking stalls, and five (5) short-term bicycle parking stalls. The commercial portion of the project will provide four (4) automobile parking spaces, four (4) long-term bicycle parking stalls, and five (5) short-term bicycle parking stalls. The project will provide a total of 5,926 square feet of open space located in a second floor courtyard, a roof deck, and private balconies. The project proposes the removal of eight (8) non-Protected trees from the project site, as well as grading and export of up to 3,663 cubic yards of earth. As the construction of a mixed-use development, and a project which is characterized as in-fill development, the project qualifies for the Class 32 Categorical Exemption.

The site is zoned C1-1VLD and has a General Plan Land Use Designation of Neighborhood Office Commercial. As shown in the case file, the project is consistent with the applicable Neighborhood Office Commercial Community Plan designation and policies and all applicable zoning designations and regulations. The subject site is wholly within the City of Los Angeles, on a site

that is approximately 0.33 acres. Lots adjacent to the subject site are developed with the following urban uses: one- and two-story commercial buildings along both sides of Ventura Boulevard, and U.S. Highway 101 (Ventura Freeway) across an alley to the north. The site is previously disturbed and surrounded by development and therefore is not, and has no value as, a habitat for endangered, rare or threatened species. There are no protected trees on the site, as identified in the Tree Disclosure Statement prepared by Paul Lewis on July 25, 2024. Eight (8) non-protected trees are proposed to be removed from the subject site. As explained in the project description, the applicant will be required to improve the right-of-way. Prior to any work on the right-of-way, the applicant will be required to obtain approved plans from the Department of Public Works. As there currently is no approved right-of-way improvement plan and for purposes of conservative analysis and the requirements of CEQA, Planning has analyzed the worst-case potential for removal of all street trees. Note, no street tree or protected tree may be removed without prior approval of the Board of Public Works/Urban Forestry (BPW) under LAMC Sections 62.161 - 62.171. At the time of preparation of this CE, no approvals have been given for any protected tree removals on-site or in the right-of-way by BPW. However, the project is proposing the potential removal of eight (8) non-protected trees.

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 ensure the project will not have significant impacts on noise and water. The transportation assessment prepared by LADOT, dated February 4, 2025, concluded the project will result in 9.4 Daily Household VMT per Capita and 11.6 Daily Work VMT per Employee. Therefore, the project will not have any significant impacts to traffic or transportation. The Air Quality Study prepared by MD Acoustics, dated November 27, 2024, concluded the project will not result in impacts to air quality. The project site will be adequately served by all public utilities and services given that the construction of a development comprising 54 residential units and 1,228 square feet of commercial floor area will be on a site which has been previously developed and is consistent with the General Plan. Therefore, the project meets all of the Criteria for the Class 32.

There are five (5) Exceptions which must be considered in order to find a project exempt under Classes 11 and 32: (a) Cumulative Impacts; (b) Significant Effect; (c) Scenic Highways; (d) Hazardous Waste Sites; and (e) Historical Resources.

There is not a succession of known projects of the same type and in the same place as the subject project. As mentioned, the project proposes the construction, use, and maintenance of a 46,692-square foot mixed-use development comprising 54 units, six (6) of which are to be reserved for Very Low Income households. The building will be six stories (85 feet and 5 inches high), containing 45,464 square feet of residential and 1,228 square feet of commercial floor area with a floor area ratio of 4.00:1. The unit mix will comprise five (5) studios, 28 one-bedroom units, and 21 two-bedroom units. The project's residential portion will provide 44 automobile parking spaces (provided as 30 standard parking spaces and seven (7) tandem pairs of standard and compact parking spaces), 60 long-term bicycle parking stalls, and five (5) short-term bicycle parking stalls. The commercial portion of the project will provide four (4) automobile parking spaces, four (4) long-term bicycle parking stalls, and five (5) short-term bicycle parking stalls. The project will provide a total of 5,926 square feet of open space located in a second floor courtyard, a roof deck, and private balconies. The project proposes the removal of eight (8) non-Protected trees from the project site. The project proposes grading and export of up to 3,663 cubic yards of earth in an area zoned and designated for such development. All adjacent lots are developed with one- and two-story commercial buildings along both sides of Ventura Boulevard, and U.S. Highway 101 (Ventura Freeway) across an alley to the north, and the subject site is of a similar size and slope to nearby properties. The project proposes a Floor Area Ratio (FAR) of 4.00:1 on a site that is permitted to have a maximum FAR of 1.0:1 and a height of 85 feet and 5 inches on a site that is permitted to have a maximum height of 30 feet. The project is not unusual for the vicinity of the

subject site, and is similar in scope to other existing Neighborhood Office Commercial land uses in the area. Thus, there are no unusual circumstances which may lead to a significant effect on the environment. Additionally, the only State Scenic Highway within the City of Los Angeles is the Topanga Canyon State Scenic Highway, State Route 27, which travels through a portion of Topanga State Park. The Topanga Canyon State Scenic Highway is about 7 miles south of the subject site. Therefore the subject site will not create any impacts within a designated as a state scenic highway. Furthermore, according to Envirostor, the State of California's database of Hazardous Waste Sites, neither the subject site, nor any site in the vicinity, is identified as a hazardous waste site. 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; and was not found to be a potential historic resource based on the City's HistoricPlacesLA website or SurveyLA, the citywide survey of Los Angeles. Finally, the City does not choose to treat the site as a historic resource. 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.

MD ACOUSTICS
Sound Solutions for Planning and Design

AZ Office
4960 S. Gilbert Road, Ste 1-461
Chandler, AZ 85249
p. (602) 774-1950

CA Office
1197 Los Angeles Avenue, Ste C-256
Simi Valley, CA 93065
p. (805) 426-4477

www.mdacoustics.com

November 27, 2024

Mr. Dan Hosseini
19923 Ventura LLC
7029 Bristol Parkway Suite 20
Culver City, CA 90230

C/O Mr. Aaron Brumer
Aaron Brumer and Assoc. Architects
10999 Riverside Drive, Suite #302
North Hollywood, CA 91602

Subject:
Ventura Blvd Mixed-Use Multi-Family Development – Focused Air Quality, Greenhouse Gas, and Energy Impact Study, City of Los Angeles, CA

Dear Mr. Hoss:

MD Acoustics, LLC (MD) has completed a focused Air Quality, Greenhouse Gas, and Energy Impact Evaluation for the proposed multi-family development located at 19923 Ventura Blvd in the City of Los Angeles, CA. The purpose of this focused study is to evaluate the air quality, greenhouse gas, and energy construction and operational emissions generated by the proposed project and to compare the project emissions to South Coast Air Quality Management District's (SCAQMD) thresholds of significance as it relates to residential and commercial uses and consistency to the City's General Plan. A list of definitions and terminology is located in Appendix A.

1.0 Project Description

The Project Site is on approximately 0.33 acres. The Project includes the construction of a new residential 6-story building containing 54 residential dwelling units, 1,250 square feet of commercial space, and underground parking with 41 spaces and 7 residential compact spaces. The proposed project site plan is in Appendix B.

Land uses surrounding the site include commercial uses to the east and west, Ventura Boulevard to the south with commercial uses further, and the US 101 freeway to the north.

2.0 Evaluation Procedure/Methodology

MD utilized the latest version of CalEEMod (2022.1.1.28) to calculate both the construction and operational emissions from the project site[1]. Project construction is modeled to commence no earlier than October 2024 and be completed by March 2025. Construction assumes demolition, grading, building construction, paving, and architectural coating. CalEEmod defaults were utilized. Assumptions and output calculations are provided in Appendix C.

[1] https://www.caleemod.com/

3.0 Local Ambient Conditions

The project site is located in South Coast Air Basin (SCAB) in the Central LA Source Receptor Area (SRA) 6[2]. The nearest air monitoring station to the project site is the Reseda Air Monitoring Station. Historical air quality data for the vicinity can be found both at CARB and SCAQMD's websites[3,4]. Temperature and historical precipitation data can be found at the WRCC[5].

4.0 AQ Analysis

4.1 AQ Significance Thresholds

Project emissions were compared to both regional and localized SCAQMD's thresholds of significance for construction and operational emissions of the following pollutants:[6,7]

- Ozone
- Nitrogen Dioxide
- Lead
- Particulate Matter (PM10 and PM2.5)
- Carbon Monoxide
- Particulate Matter
- Sulfur Dioxide

See http://www.arb.ca.gov/research/aaqs/aaqs.htm for additional information on criteria pollutants and air quality standards.

4.2 Regional Construction Emissions

The construction emissions for the project would not exceed the SCAQMD's daily emission thresholds at the regional level as indicated in Table 1, and therefore the impact would be considered less than significant.

Table 1: Regional Significance – Construction Emissions (lbs/day)

Activity	Pollutant Emissions (pounds/day)					
	VOC	NOx	CO	SO_2	PM10	PM2.5
Demolition						
On-Site[2]	1.61	15.60	16.00	0.02	2.23	0.86
Off-Site[3]	0.09	1.73	1.41	0.01	0.51	0.15
Total	**1.70**	**17.33**	**17.41**	**0.03**	**2.74**	**1.01**
Grading						
On-Site[2]	1.65	15.90	15.40	0.02	3.59	2.03
Off-Site[3]	0.86	51.56	19.64	0.26	11.00	3.38
Total	**2.51**	**67.46**	**35.04**	**0.28**	**14.59**	**5.41**
Building Construction						
On-Site[2]	1.13	9.44	10.10	0.02	0.37	0.34
Off-Site[3]	0.21	0.56	2.97	0.00	0.65	0.16
Total	**1.34**	**10.00**	**13.07**	**0.02**	**1.02**	**0.50**

[2] https://www.aqmd.gov/docs/default-source/default-document-library/map-of-monitoring-areas.pdf?sfvrsn=6
[3] https://www.aqmd.gov/home/library/air-quality-data-studies/historical-data-by-year
[4] https://www.arb.ca.gov/adam/
[5] https://www.wrcc.dri.edu/summary/Climsmsca.html
[6] https://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf
[7] https://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds

Paving						
On-Site[2]	0.50	4.63	6.50	0.01	0.20	0.19
Off-Site[3]	0.05	0.25	0.83	0.00	0.21	0.05
Total	**0.55**	**4.88**	**7.33**	**0.01**	**0.41**	**0.24**
Architectural Coating						
On-Site[2]	45.13	0.88	1.14	0.00	0.03	0.03
Off-Site[3]	0.04	0.04	0.52	0.00	0.12	0.03
Total	**45.17**	**0.92**	**1.66**	**0.00**	**0.15**	**0.06**
Total of overlapping phases[4]	**45.72**	**5.80**	**8.99**	**0.01**	**0.56**	**0.30**
SCAQMD Thresholds	**75**	**100**	**550**	**150**	**150**	**55**
Exceeds Thresholds	No	No	No	No	No	No

Notes:
[1] Source: CalEEMod Version 2022.1.1.28
[2] On-site emissions from equipment operated on-site that is not operated on public roads.
[3] Off-site emissions from equipment operated on public roads.
[4] Architectural coatings and paving phases may overlap.

4.3 Localized Construction Emissions

Utilizing the construction equipment list and associated acreages per 8-hour day provided in the SCAQMD "Fact Sheet for Applying CalEEMod to Localized Significance Thresholds" (South Coast Air Quality Management District 2011b), the maximum number of acres disturbed in a day would be 1.0 acres during grading (as shown in Table 2 below); however, as the project is less than one acre, the project emissions have been compared to the 1-acre per day localized significance threshold.

Table 2: Maximum Number of Acres Disturbed Per Day[1]

Activity	Equipment	Number	Acres/8hr-day	Total Acres
Grading	Graders	1	0.5	0.5
	Rubber Tired Dozers	1	0.5	0.5
Total Per Phase				**1.0**

Notes:
[1.] Source: CalEEMod output and South Coast AQMD, Fact Sheet for Applying CalEEMod to Localized Significance Thresholds. http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/caleemod-guidance.pdf?sfvrsn=2

None of the analyzed criteria pollutants would exceed the LST emission thresholds at the nearest sensitive receptors as shown in Table 3, based upon a 50-meter threshold as the nearest sensitive receptor is located 82 meters to the north, as shown in the site map in Appendix B. Therefore, the impact would be less than significant from construction.

Table 3: Localized Significance – Construction Emissions (lbs/day)

Phase	On-Site Pollutant Emissions (pounds/day)[1]			
	NOx	**CO**	**PM10**	**PM2.5**
Demolition	15.60	16.00	2.23	0.86
Grading	15.90	15.40	3.59	2.03
Building Construction	9.44	10.10	0.37	0.34
Paving	4.63	6.50	0.20	0.19
Architectural Coating	0.88	1.14	0.03	0.03
Total for overlapping construction phases	14.95	17.74	0.60	0.56
SCAQMD Threshold for 50 meters (164 feet)[2]	**104**	**652**	**11**	**4**
Exceeds Threshold?	No	No	No	No

Notes:
[1] Source: Calculated from CalEEMod and SCAQMD's Mass Rate Look-up Tables for one-acre (see Table 2), to be conservative, in the West San Fernando Valley Source Receptor Area (SRA 6).
[2] The nearest sensitive receptors are the multi-family residential uses located 82 meters north of the project site; therefore, the 50-meter threshold was utilized.

4.4 Regional Operational Emissions

The operating emissions were based on year 2025, which is the anticipated opening year for the project. The CalEEMod default project trips and vehicle miles traveled (VMTs) were used.

The summer and winter emissions created by the proposed project's long-term operations were calculated and the highest emissions from either summer or winter are summarized in Table 4. The data in Table 4 shows that the operational emissions for the project would not exceed the SCAQMD's regional significance thresholds.

Table 4: Regional Significance – Operational Emissions (lbs/day)

Activity	Pollutant Emissions (pounds/day)[1]					
	VOC	**NOx**	**CO**	**SO2**	**PM10**	**PM2.5**
Area Sources[2]	1.19	0.03	3.62	0.00	0.00	0.00
Energy Usage[3]	0.01	0.14	0.06	0.00	0.01	0.01
Mobile Sources[4]	1.20	0.93	10.50	0.02	2.20	0.57
Total Emissions	**2.40**	**1.10**	**14.18**	**0.02**	**2.21**	**0.58**
SCAQMD Thresholds	**55**	**55**	**550**	**150**	**150**	**55**
Exceeds Threshold?	No	No	No	No	No	No

Notes:
[1] Source: CalEEMod Version 2022.1.1.28
[2] Area sources consist of emissions from consumer products, architectural coatings, and landscaping equipment.
[3] Energy usage consists of emissions from on-site natural gas usage.
[4] Mobile sources consist of emissions from vehicles and road dust.

4.5 Localized Operational Emissions

Table 5 shows the calculated emissions for the proposed operational activities compared with appropriate LSTs. The LST analysis only includes on-site sources; however, the CalEEMod software outputs do not separate on-site and off-site emissions for mobile sources. For a worst-case scenario assessment, the emissions shown in Table 5 include all on-site Project-related stationary sources and 10% of the Project-related new mobile sources.[8] This percentage is an estimate of the amount of Project-related new vehicle traffic that will occur on-site.

Table 5: Localized Significance - Unmitigated Operational Emissions

On-Site Emission Source	On-Site Pollutant Emissions (pounds/day)[1]			
	NOx	**CO**	**PM10**	**PM2.5**
Area Sources[2]	0.03	3.62	0.00	0.00
Energy Usage[3]	0.14	0.06	0.01	0.01
On-Site Vehicle Emissions[4]	0.93	10.50	2.20	0.57
Total Emissions	**1.10**	**14.18**	**2.21**	**0.58**

[8] The project site is approximately 0.2 miles in length at its longest point; therefore the on-site mobile source emissions represent approximately 1/53rd of the shortest CalEEMod default distance of 6.9 miles. Therefore, to be conservative, 1/34th the distance (dividing the mobile source emissions by 10) was used to represent the portion of the overall mobile source emissions that would occur on-site.

SCAQMD Threshold for 50 meters (164 feet)[5]	**104**	**652**	**3**	**1**
Exceeds Threshold?	No	No	No	No

Notes:
[1] Source: Calculated from CalEEMod and SCAQMD's Mass Rate Look-up Tables for one-acre (see Table 2), to be conservative, in the West San Fernando Valley Source Receptor Area (SRA 6).
[2] Area sources consist of emissions from consumer products, architectural coatings, and landscaping equipment.
[3] Energy usage consists of emissions from generation of electricity and on-site natural gas usage.
[4] On-site vehicular emissions based on 1/10 of the gross vehicular emissions and road dust.
[5] The nearest sensitive receptor is located 65 meters to the south of the property line; therefore, the 50-meter threshold has been used.

4.6 Consistency with Applicable Plans

Consistency with the City's General Plan

The project site is located in the City of Los Angeles. The project site has a current land use classification of "C1" Limited Commercial according to the Zone Information and Map Access Systen (ZIMAS), which allows for commercial uses and multi-family dwellings that meet the "R3" zoning guidelines. As the proposed project is a mixed used project, the proposed project would be consistent with the land use and zoning designations of the City's General Plan and Community Plan.

Furthermore, the proposed project would be consistent with the goals of the General Plan's Air Quality Elements to increase transit-oriented, mixed-use developments, as shown in Table 6 below[9].

Table 6: Project Consistency with City of Los Angeles General Plan Air Quality Element

Goal	Project Compliance
Goal 1. Good air quality and mobility in an environment of continued population growth and healthy economic structure	Consistent. The project is an infill, mixed-use development in an existing community that would reduce traffic needs.
Goal 2. Less reliance on single-occupant vehicles with fewer commute and non-work trips.	Consistent. The project is an infill, mixed-use development in an existing community with nearby transit stops that would reduce traffic needs.
Goal 4. Minimal impact of existing land use patterns and future land use development on air quality by addressing the relationship between land use, transportation, and air quality.	Consistent. The project is an infill, mixed-use development in an existing community with nearby transit stops that would reduce traffic needs.
Goal 5. Energy efficiency through land use and transportation planning, the use of renewable resources and less-polluting fuels, and the implementation of conservation measures including passive methods such as site orientation and tree planting	Consistent. The project is an infill, mixed-use development in an existing community with nearby transit stops that would reduce traffic needs.
Source: City of Los Angeles General Plan Air Quality Element. https://planning.lacity.gov/odocument/0ff9a9b0-0adf-49b4-8e07-0c16feea70bc/Air_Quality_Element.pdf.	

The project will be subject to the policies and ordinances pertaining to air quality and climate change in the City's General Plan. Although the project would generate greenhouse gas emissions, either directly or indirectly, these emissions are short-term and not considered to have a significant impact on the environment. Furthermore, project emissions have demonstrated that they will be below any significant thresholds as outlined by SCAQMD.

[9] https://planning.lacity.gov/odocument/0ff9a9b0-0adf-49b4-8e07-0c16feea70bc/Air_Quality_Element.pdf. See Objective 4.2.

In addition, as shown below, the project's GHG impacts have been evaluated by assessing the project's consistency with applicable statewide, regional, and local GHG reduction plans and strategies.

5.0 Greenhouse Gas Analysis

5.1 GHG Significance Thresholds

The project emissions were compared to the SCAQMD's 3,000 $MTCO_2e$ draft threshold for all land uses[10].

5.2 GHG Emissions

Table 7 outlines the construction and operational GHG emissions for the project. The project's emissions are below (510.64 $MTCO_2e$) the SCAQMD's draft screening threshold of 3,000 $MTCO_2e$ for all land uses and; therefore, the impact is less than significant.

Table 7: Opening Year Project-Related Greenhouse Gas Emissions

Category	Greenhouse Gas Emissions (Metric Tons/Year)[1]					
	Bio-CO2	**NonBio-CO_2**	**CO_2**	**CH_4**	**N_2O**	**CO_2e**
Area Sources[2]	0.00	1.19	1.19	0.00	0.00	1.23
Energy Usage[3]	0.00	102.00	102.00	0.01	0.00	102.00
Mobile Sources[4]	0.00	376.00	376.00	0.02	0.02	381.00
Solid Waste[6]	3.68	0.00	3.68	0.37	0.00	12.90
Water[7]	0.67	4.49	5.16	0.07	0.00	7.37
Construction[8]	0.00	6.02	6.02	0.00	0.00	6.14
Total Emissions	4.35	489.70	494.05	0.47	0.02	**510.64**
SCAQMD Draft Screening Threshold						**3,000**
Exceeds Threshold?						**No**

Notes:
[1] Source: CalEEMod Version 2022.1.1.28
[2] Area sources consist of GHG emissions from consumer products, architectural coatings, and landscape equipment.
[3] Energy usage consist of GHG emissions from electricity and natural gas usage.
[4] Mobile sources consist of GHG emissions from vehicles.
[5] Solid waste includes the CO_2 and CH_4 emissions created from the solid waste placed in landfills.
[6] Water includes GHG emissions from electricity used for transport of water and processing of wastewater.
[7] Construction GHG emissions based on a 30-year amortization rate.

5.3 Consistency with Applicable Plans

Consistency with the City of Los Angeles' Sustainable City pLAn and Green New Deal

The proposed project could have the potential to conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases. The applicable plan for the proposed project is the L.A. Green New Deal Sustainable city pLAn 2019, which is an update to the City of Los Angeles' Sustainable City pLAn (Plan) adopted by the City in April 2015. The Green New Deal Sustainable City pLAn establishes visions for the City in thirteen topic areas including environmental justice, renewable energy, local water, clean and healthy buildings, housing and development, mobility and public transit, zero emission vehicles, industrial emissions and air quality monitoring, waste and resource recovery, food systems, urban ecosystems and resilience, prosperity and green jobs, and lead by example.

[10] https://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ghg-significance-thresholds/page/2

Project consistency with all of the applicable targets within the Green New Deal Sustainable City pLAn are assessed in Table 8. As shown in Table 8, the project is consistent with the applicable targets within the Green New Deal Sustainable City Plan.

Table 8: Project Consistency with the City of Los Angeles Green New Deal[1]

Targets	Consistency Analysis
Environment	
Renewable Energy	
LADWP will supply 55% renewable energy by 2025; 80% by 2036; and 100% by 2045.	Not Applicable. This target calls for LADWP to utilize renewable energy in their supply. However, the proposed project is to follow the California Green Building Standards Code (proposed Part 11, Title 24) adopted as part of the California Building Standards Code in the CCR. Part 11 establishes voluntary standards, that are mandatory in the 2022 edition of the Code, on planning and design for sustainable site development which includes energy efficiency (in excess of the California Energy Code requirements). The project will be required to include these mandatory standards.
Increase cumulative MW by 2025; 2035; and 2050 of: -Local solar to 900-1,500 MW; 1,500-1,800 MW; and 1,950 MW -Energy storage capacity to 1,654-1,750 MW; 3,000 MW; and 4,000 MW -Demand response (DR) programs to 234 MW (2025) and 600 MW (2035)	Consistent. The California Green Building Standards Code (proposed Part 11, Title 24) was adopted as part of the California Building Standards Code in the CCR. Part 11 establishes voluntary standards, that are mandatory in the 2022 edition of the Code, on planning and design for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and internal air contaminants. The project will be subject to these mandatory standards.
Local Water	
Source 70% of L.A.'s water locally and capture 150,000 acre ft/yr of stormwater by 2035.	Consistent. The California Green Building Standards Code (proposed Part 11, Title 24) was adopted as part of the California Building Standards Code in the CCR. Part 11 establishes voluntary standards, that are mandatory in the 2022 edition of the Code, on planning and design for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and internal air contaminants. The project will be subject to these mandatory standards.

Recycle 100% of all wastewater for beneficial reuse by 2035.	Consistent. The California Green Building Standards Code (proposed Part 11, Title 24) was adopted as part of the California Building Standards Code in the CCR. Part 11 establishes voluntary standards, that are mandatory in the 2022 edition of the Code, on planning and design for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and internal air contaminants. The project will be subject to these mandatory standards.
Reduce potable water use per capita by 22.5% by 2025; and 25% by 2035; and maintain or reduce 2035 per capita water use through 2050.	Consistent. The project will comply with all applicable City ordinances and CAL Green requirements.
Clean and Healthy Buildings	
All new buildings will be net zero carbon by 2030; and 100% of buildings will be net zero carbon by 2050.	Consistent. The California Green Building Standards Code (proposed Part 11, Title 24) was adopted as part of the California Building Standards Code in the CCR. Part 11 establishes voluntary standards, that are mandatory in the 2022 edition of the Code, on planning and design for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and internal air contaminants. The project will be subject to these mandatory standards.
Reduce building energy use per sq.ft. for all building types 22% by 2025; 34% by 2035; and 44% by 2050.	Consistent. The California Green Building Standards Code (proposed Part 11, Title 24) was adopted as part of the California Building Standards Code in the CCR. Part 11 establishes voluntary standards, that are mandatory in the 2022 edition of the Code, on planning and design for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and internal air contaminants. The project will be subject to these mandatory standards.
Mobility and Public Transit	
Increase the percentage of all trips made by walking, biking, micro-mobility / matched rides or transit to at least 35% by 2025; 50% by 2035; and maintain at least 50% by 2050	Consistent. The proposed project in close proximity to existing transit and development. The project is a mixed-use use and is surrounded by other residential and commercial uses.
Reduce VMT per capita by at least 13% by 2025; 39% by 2035; and 45% by 2050.	Consistent. The proposed project is in close proximity to existing transit and development. The project is a mixed-use use and is surrounded by other residential and commercial uses.
Zero Emission Vehicles	

Increase the percentage of electric and zero emission vehicles in the city to 25% by 2025; 80% by 2035; and 100% by 2050.	Consistent. The City's Building Code requires the proposed building to provide conduit for on-site electric vehicle charging stalls, which the project is to provide in the proposed parking garage.
Waste and Resource Recovery	
Increase landfill diversion rate to 90% by 2025; 95% by 2035; and 100% by 2050.	Consistent. The proposed project is required to have recycling programs that reduce waste to landfills by a minimum of 75 percent (per AB 341).
Eliminate organic waste going to landfill by 2028.	Consistent. The proposed project is required to have recycling programs that reduce waste to landfills by a minimum of 75 percent (per AB 341).
Increase proportion of waste products and recyclables productively reused and/or repurposed within L.A. County to at least 25% by 2025; and 50% by 2035.	Consistent. The proposed project is required to have recycling programs that reduce waste to landfills by a minimum of 75 percent (per AB 341).
Notes: [1] Source: City of Los Angeles Green New Deal Sustainable City pLAn, 2019.	

Additional relevant plans and polices that govern climate change include:
Executive Orders S-305 and B-30-15;
AB 32 Scoping Plan;
SCAG's Regional Transportation Plan/Sustainable Communities Strategy;
City of Los Angeles Climate LA Implementation Plan; and
City of Los Angeles Building Ordinance

Consistency with Executive Orders S-03-05 and B-30-15

Executive Orders S-3-05 and B-30-15 are orders from the State's Executive Branch for the purpose of reducing GHG emissions. These strategies call for developing more efficient land-use patterns to match population increases, workforce, and socioeconomic needs for the full spectrum of the population. The project includes elements of smart land use as it is well-served by transportation infrastructure and near public transit.

Although the project's emissions level in 2050 cannot be reliably quantified, statewide efforts are underway to facilitate the State's achievement of that goal and it is reasonable to expect the project's emissions profile to decline as the regulatory initiatives identified by ARB in the First Update are implemented, and other technological innovations occur. As such, given the reasonably anticipated decline in project emissions once fully constructed and operational, the project is consistent with the Executive Order's horizon-year goal. Therefore, the project is consistent with Executive Orders S-3-05 and B-30-15.

Consistency with AB32 Scoping Plan

The ARB Board approved a Climate Change Scoping Plan in December 2008. The Scoping Plan outlines the State's strategy to achieve the 2020 greenhouse gas emissions limit. The Scoping Plan "proposes a comprehensive set of actions designed to reduce overall greenhouse gas emissions in California, improve our environment, reduce our dependence on oil, diversify our energy sources, save energy,

create new jobs, and enhance public health" (California Air Resources Board 2008). The measures in the Scoping Plan have been in place since 2012.

This Scoping Plan calls for an "ambitious but achievable" reduction in California's greenhouse gas emissions, cutting approximately 30 percent from business-as-usual emission levels projected for 2020, or about 10 percent from today's levels. In May 2014, the CARB released its *First Update to the Climate Change Scoping Plan* (CARB 2014). This *Update* identifies the next steps for California's leadership on climate change. In November 2017, the CARB released the 2017 Scoping Plan. This Scoping Plan incorporates, coordinates, and leverages many existing and ongoing efforts and identifies new policies and actions to accomplish the State's climate goals, and includes a description of a suite of specific actions to meet the State's 2030 GHG limit. The 2020 Scoping Plan builds upon the successful framework established by the Initial Scoping Plan and First Update, while identifying new, technologically feasible, and cost-effective strategies to ensure that California meets its GHG reduction targets.

As the latest, 2020 Scoping Plan builds upon previous versions, project consistency with applicable strategies of the 2008, 2017, and 2020 Plan are assessed in Table 9. As shown in Table 9, the project is consistent with the applicable strategies within the Scoping Plan.

Table 9: Project Consistency with CARB Scoping Plan Policies and Measures[1]

2008 Scoping Plan Measures to Reduce Greenhouse Gas Emissions	Project Compliance with Measure
California Light-Duty Vehicle Greenhouse Gas Standards – Implement adopted standards and planned second phase of the program. Align zero-emission vehicle, alternative and renewable fuel and vehicle technology programs with long-term climate change goals.	Consistent. These are CARB enforced standards; vehicles that access the project that are required to comply with the standards will comply with the strategy.
Energy Efficiency – Maximize energy efficiency building and appliance standards; pursue additional efficiency including new technologies, policy, and implementation mechanisms. Pursue comparable investment in energy efficiency from all retail providers of electricity in California.	Consistent. The project will be compliant with the current Title 24 and CalGreen standards and will not impede City efforts to increase energy efficiency.
Low Carbon Fuel Standard – Develop and adopt the Low Carbon Fuel Standard.	Consistent. These are CARB enforced standards; vehicles that access the project that are required to comply with the standards will comply with the strategy.
Vehicle Efficiency Measures – Implement light-duty vehicle efficiency measures.	Consistent. These are CARB enforced standards; vehicles that access the project that are required to comply with the standards will comply with the strategy.
Medium/Heavy-Duty Vehicles – Adopt medium and heavy-duty vehicle efficiency measures.	Consistent. These are CARB enforced standards; vehicles that access the project that are required to comply with the standards will comply with the strategy.

Green Building Strategy – Expand the use of green building practices to reduce the carbon footprint of California's new and existing inventory of buildings.	Consistent. The California Green Building Standards Code (proposed Part 11, Title 24) was adopted as part of the California Building Standards Code in the CCR. Part 11 establishes voluntary standards, that are mandatory in the 2022 edition of the Code, on planning and design for sustainable site development, energy efficiency (in excess of the California Energy Code requirements), water conservation, material conservation, and internal air contaminants. The project will be subject to these mandatory standards.
High Global Warming Potential Gases – Adopt measures to reduce high global warming potential gases.	Consistent. CARB identified five measures that reduce HFC emissions from vehicular and commercial refrigeration systems; vehicles that access the project that are required to comply with the measures will comply with the strategy.
Recycling and Waste – Reduce methane emissions at landfills. Increase waste diversion, composting, and commercial recycling. Move toward zero-waste.	Consistent. The state is currently developing a regulation to reduce methane emissions from municipal solid waste landfills. The project will be required to comply with City programs, such as City's recycling and waste reduction program, which comply, with the 75 percent reduction required by 2020 per AB 341.
Water – Continue efficiency programs and use cleaner energy sources to move and treat water.	Consistent. The project will comply with all applicable City ordinances and CAL Green requirements.

2017 Scoping Plan Recommended Actions to Reduce Greenhouse Gas Emissions	**Project Compliance with Recommended Action**
Implement Mobile Source Strategy: Further increase GHG stringency on all light-duty vehicles beyond existing Advanced Clean Car regulations.	Consistent. These are CARB enforced standards; vehicles that access the project that are required to comply with the standards will comply with the strategy.
Implement Mobile Source Strategy: At least 1.5 million zero emission and plug-in hybrid light-duty electric vehicles by 2025 and at least 4.2 million zero emission and plug-in hybrid light-duty electric vehicles by 2030.	Consistent. These are CARB enforced standards; vehicles that access the project that are required to comply with the standards will comply with the strategy.
Implement Mobile Source Strategy: Innovative Clean Transit: Transition to a suite of to-be-determined innovative clean transit options. Assumed 20 percent of new urban buses purchased beginning in 2018 will be zero emission buses with the penetration of zero-emission technology ramped up to 100 percent of new sales in 2030. Also, new natural gas buses, starting in 2018, and diesel buses, starting in 2020, meet the optional heavy-duty low-NOX standard.	Consistent. These are CARB enforced standards; vehicles that access the project that are required to comply with the standards will comply with the strategy.
Implement Mobile Source Strategy: Last Mile Delivery: New regulation that would result in the use of low NOX or cleaner engines and the deployment of increasing numbers of zero-emission trucks primarily for class 3-7 last mile delivery trucks in California. This measure assumes ZEVs comprise 2.5 percent of new Class 3–7 truck sales in local fleets starting in 2020, increasing to 10 percent in 2025 and remaining flat through 2030.	Consistent. These are CARB enforced standards; vehicles that access the project that are required to comply with the standards will comply with the strategy.
Implement SB 350 by 2030: Establish annual targets for statewide energy efficiency savings and demand reduction that will achieve a cumulative doubling of statewide energy efficiency savings in electricity and natural gas end uses by 2030.	Consistent. The project will be compliant with the current Title 24 and CalGreen standards and will not impede City efforts to increase energy efficiency.

By 2019, develop regulations and programs to support organic waste landfill reduction goals in the SLCP and SB 1383.	Consistent. The project will be required to comply with City programs, such as City's recycling and waste reduction program, which comply, with the 75 percent reduction required by 2020 per AB 341.
2022 Scoping Plan Recommended Actions to Reduce Greenhouse Gas Emissions	**Project Compliance with Recommended Action**
Deploy ZEVs and reduce driving demand	Consistent. The project will be in an urbanized area within a quarter mile of transit.
Coordinate supply of liquid fossil fuels with declining California fuel demand	Consistent. The project will be compliant with the current Title 24 standards.
Generate clean electricity	Consistent. The project will be compliant with the current Title 24 standards and would not interfere with clean energy generation.
Decarbonize industrial energy supply	Consistent. The project will be compliant with the current Title 24 standards and would be commercial, therefore would not interfere with this goal.
Decarbonize buildings	Consistent. The project will be compliant with the current Title 24 and CalGreen standards.
Reduce non-combustion emissions	Consistent. The project will be compliant with the current Title 24 and CalGreen standards.
Notes: [1]Source: CARB Scoping Plan (2008, 2017, and 2022)	

Consistency with SCAG's 2020-2045 RTP/SCS

At the regional level, the 2020-2045 RTP and Sustainable Communities Strategy represent the region's Climate Action Plan that defines strategies for reducing GHGs. In order to assess the project's potential to conflict with the RTP/SCS, this section analyzes the project's land use profile for consistency with those in the Sustainable Communities Strategy. Generally, projects are considered consistent with the provisions and general policies of applicable City and regional land use plans and regulations, such as SCAG's Sustainable Communities Strategy, if they are compatible with the general intent of the plans and would not preclude the attainment of their primary goals.

Table 10 demonstrates the project's consistency with the Actions and Strategies set forth in the 2020-2045 RTP/SCS. As shown in Table 10, the project would be consistent with the GHG reduction related actions and strategies contained in the 2020-2045 RTP/SCS.

Table 10: Project Consistency with SCAG 2020-2045 RTP/SCS[1]

Actions and Strategies	Responsible Party(ies)	Consistency Analysis
Land Use Strategies		
Reflect the changing population and demands, including combating gentrification and displacement, by increasing housing supply at a variety of affordability levels.	Local Jurisdictions	Consistent. The proposed project is a mixed-use development on a currently vacant site; therefore, it will not displace existing housing.
Focus new growth around transit.	Local Jurisdictions	Consistent. The proposed project is a mixed-use development that would be consistent with the 2020 RTP/SCS focus on growing near transit facilities.

Plan for growth around livable corridors, including growth on the Livable Corridors network.	SCAG, Local Jurisdictions	Consistent. The proposed project is a mixed-use development that would be consistent with the 2020 RTP/SCS focus on growing along the 2,980 miles of Livable Corridors in the region.
Provide more options for short trips through Neighborhood Mobility Areas and Complete Communities.	SCAG, Local Jurisdictions	Consistent. The proposed project would help further jobs/housing balance objectives. The proposed project is also consistent with the Complete Communities initiative that focuses on creation of mixed-use districts in growth areas.
Support local sustainability planning, including developing sustainable planning and design policies, sustainable zoning codes, and Climate Action Plans.	Local Jurisdictions	Not Applicable. This strategy calls on local governments to adopt General Plan updates, zoning codes, and Climate Action Plans to further sustainable communities. The proposed project would not interfere with such policymaking and would be consistent with those policy objectives.
Protect natural and farmlands, including developing conservation strategies.	SCAG, Local Jurisdictions	Consistent. The proposed project is a mixed-use development in an existing community that would help reduce demand for growth in urbanizing areas that threaten green fields and open spaces.
Transportation Strategies		
Preserve our existing transportation system.	SCAG, County Transportation Commissions, Local Jurisdictions	Not Applicable. This strategy calls on investing in the maintenance of our existing transportation system. The proposed project would not interfere with such policymaking.
Manage congestion through programs like the Congestion Management Program, Transportation Demand Management, and Transportation Systems Management strategies.	County Transportation Commissions, Local Jurisdictions	Consistent. The proposed project is a mixed-use development that will minimize congestion impacts on the region because of its proximity to public transit and general density of population and jobs.
Promote safety and security in the transportation system.	SCAG, County Transportation Commissions, Local Jurisdictions	Not Applicable. This strategy aims to improve the safety of the transportation system and protect users from security threats. The proposed project would not interfere with such policymaking.
Complete our transit, passenger rail, active transportation, highways and arterials, regional express lanes goods movement, and airport ground transportation systems.	SCAG, County Transportation Commissions, Local Jurisdictions	Not Applicable. This strategy calls for transportation planning partners to implement major capital and operational projects that are designed to address regional growth. The proposed project would not interfere with this larger goal of investing in the transportation system.
Technological Innovation and 21st Century Transportation		
Promote zero-emissions vehicles.	SCAG, Local Jurisdictions	Consistent. While this action/strategy is not necessarily applicable on a project-specific basis, the City's Building Code requires the proposed building to provide conduit for on-site electric vehicle charging stalls, which the project is to provide in the proposed parking garage.

Promote neighborhood electric vehicles.	SCAG, Local Jurisdictions	Consistent. While this action/strategy is not necessarily applicable on a project-specific basis, the City's Building Code requires the proposed building to provide conduit for on-site electric vehicle charging stalls, which the project is to provide in the proposed parking garage.
Implement shared mobility programs.	SCAG, Local Jurisdictions	Not Applicable. This strategy is designed to integrate new technologies for last-mile and alternative transportation programs. The proposed project would not interfere with these emerging programs.
Notes: [1] Source: Southern California Association of Governments; 2020–2045 RTP/SCS, May 2020.		

Consistency with the City of Los Angeles ClimateLA Implementation Plan

The "ClimateLA" plan focuses on transportation, energy, water use, land use, waste, open space and greening, and economic factors to achieve emissions reductions. The project is required to comply with CALGreen and the City's Green Building Code, as well as solid waste diversion policies administered by CalRecycle, and has immediate access to significant public transit, pedestrian, and bicycle facilities. Therefore, the project is consistent with the "ClimateLA" plan.

Consistency with the City of Los Angeles Green Building Ordinance

The Los Angeles Green Building Ordinance requires that all projects filed on or after January 1, 2014 comply with the current Los Angeles Green Building Code as amended to comply with the 2016 and 2022 CALGreen Codes. Mandatory measures under the Green Building Ordinance that would help reduce GHG emissions include short- and long-term bicycle parking measures; designated parking measure; and electric vehicle supply wiring. The project provides short-term and long-term bicycle parking spaces and on-site electric automobile charging stations as well as EV capable spaces in the parking garage as required per the City's Building Code. The Green Building Ordinance also includes measures that would increase energy efficiency on the project site, including installing Energy Star rated appliances and installation of water conserving fixtures, that the project is required to comply with. Therefore, the project is consistent with the Los Angeles Green Building Ordinance.

6.0 Energy Analysis

Information from the CalEEMod 2022.1.1.28 Daily and Annual Outputs contained in the air quality and greenhouse gas analyses above was utilized for this analysis. The CalEEMod outputs detail project related construction equipment, transportation energy demands, and facility energy demands.

Construction Energy Demand

Construction Equipment Electricity Usage Estimates

Electrical service will be provided by the Los Angeles Department of Water and Power (LADWP). Based on the 2017 National Construction Estimator, Richard Pray (2017)[11], the typical power cost per 1,000 square feet of building construction per month is estimated to be $2.32. The project plans to develop the site with 47,045 square feet of residential and commercial development including 54 residential dwelling units and 1,250 square feet of commercial space over the course of approximately 6 months. Based on Table 11, the total power cost of the on-site electricity usage during the construction of the proposed project is estimated to be approximately $654.87. As shown in Table 11, the total electricity usage from Project construction related activities is estimated to be approximately 11,907 kWh.[12]

Table 11: Project Construction Power Cost and Electricity Usage

Power Cost (per 1,000 square foot of building per month of construction)	Total Building Size (1,000 Square Foot)[1]	Construction Duration (months)	Total Project Construction Power Cost
$2.32	47.045	6	$654.87

Cost per kWh	Total Project Construction Electricity Usage (kWh)
$0.06	11,907

*Assumes the project will be under the A-1 Small Commercial & Multi-Family Service rate under LADWP. https://www.ladwp.com/ladwp/faces/ladwp/aboutus/a-financesandreports/a-fr-electricrates/a-fr-er-stcommindrates?_adf.ctrl-state=4uqberzct_4&_afrLoop=958662023680086

Construction Equipment Fuel Estimates

Using the CalEEMod data input, the project's construction phase would consume electricity and fossil fuels as a single energy demand, that is, once construction is completed their use would cease. CARB's 2017 Emissions Factors Tables show that on average aggregate fuel consumption (gasoline and diesel fuel) would be approximately 18.5 hp-hr/gal.[13] As presented in Table 12 below, project construction activities would consume an estimated 9,749 gallons of diesel fuel.

Table 12: Construction Equipment Fuel Consumption Estimates

Phase	Number of Days	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor	HP hrs/day	Total Fuel Consumption (gal diesel fuel)[1]
Demolition	10	Concrete/Industrial Saws	1	8	33	0.73	193	104
	10	Rubber Tired Dozers	1	8	367	0.4	1,174	635
	10	Tractors/Loaders/Backhoes	3	8	84	0.37	746	403
Grading	2	Graders	1	8	148	0.41	485	52
	2	Rubber Tired Dozers	1	8	367	0.4	1,174	127
	2	Tractors/Loaders/Backhoes	2	7	84	0.37	435	47
Building	100	Cranes	1	6	367	0.29	639	3,452

[11] Pray, Richard. 2017 National Construction Estimator. Carlsbad : Craftsman Book Company, 2017.
[12] LADWP's Small Commercial & Multi-Family Service (A-1) is approximately $0.06 per kWh of electricity Southern California Edison (SCE). Rates & Pricing Choices: General Service/Industrial Rates. https://library.sce.com/content/dam/sce-doclib/public/regulatory/historical/electric/2020/schedules/general-service-&-industrial-rates/ELECTRIC_SCHEDULES_GS-1_2020.pdf
[13] Aggregate fuel consumption rate for all equipment was estimated at 18.5 hp-hr/day (from CARB's 2017 Emissions Factors Tables and fuel consumption rate factors as shown in Table D-21 of the Moyer Guidelines: (https://www.arb.ca.gov/msprog/moyer/guidelines/2017gl/2017_gl_appendix_d.pdf).

Construction	100	Forklifts	1	6	82	0.2	98	532
	100	Generator Sets	1	8	14	0.74	83	448
	100	Tractors/Loaders/Backhoes	1	6	84	0.37	186	1,008
	100	Welders	3	8	46	0.45	497	2,685
Paving	5	Cement and Mortar Mixers	1	6	10	0.56	34	9
	5	Pavers	1	6	81	0.42	204	55
	5	Paving Equipment	1	8	89	0.36	256	69
	5	Rollers	1	7	36	0.38	96	26
	5	Tractors/Loaders/Backhoes	1	8	84	0.37	249	67
Architectural Coating	5	Air Compressors	1	6	37	0.48	107	29
CONSTRUCTION FUEL DEMAND (gallons of diesel fuel)								**9,749**

Notes:
[1]Using Carl Moyer Guidelines Table D-21 Fuel consumption rate factors (bhp-hr/gal) for engines less than 750 hp.
(Source: https://www.arb.ca.gov/msprog/moyer/guidelines/2017gl/2017_gl_appendix_d.pdf)

Construction Worker Fuel Estimates

It is assumed that all construction worker trips are from light duty autos (LDA) along area roadways. With respect to estimated VMT, the construction worker trips would generate an estimated 105,580 VMT. Vehicle fuel efficiencies for construction workers were estimated in the air quality and greenhouse gas analysis using information generated using CARB's EMFAC model (see Appendix C for details). Table 13 shows that an estimated 2,792 gallons of fuel would be consumed for construction worker trips.

Table 13: Construction Worker Fuel Consumption Estimates

Phase	Number of Days	Worker Trips/Day	Trip Length (miles)	Vehicle Miles Traveled	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
Demolition	10	12.50	18.5	2,313	30.95	74.7
Grading	2	10.00	18.5	370	30.95	12.0
Building Construction	100	44.20	18.5	81,770	30.95	2,642.0
Paving	5	12.50	18.5	1,156	30.95	37.4
Architectural Coating	5	8.84	18.5	818	30.95	26.4
Total Construction Worker Fuel Consumption						**2,792.5**

Notes:
[1]Assumptions for the worker trip length and vehicle miles traveled are consistent with CalEEMod 2022.1.1.28 defaults.

Construction Vendor/Hauling Fuel Estimates

Tables 14 and 15 show the estimated fuel consumption for vendor and hauling during building construction and architectural coating. With respect to estimated VMT, the vendor and hauling trips would generate an estimated 34,443 VMT. For the architectural coatings it is assumed that the contractors would be responsible for bringing coatings and equipment with them in their light duty vehicles.[14] Tables 14 and 15 show that an estimated 4,779 gallons of fuel would be consumed for vendor and hauling trips.

[14] Vendors delivering construction material or hauling debris from the site during grading would use medium to heavy duty vehicles with an average fuel consumption of 9.22 mpg for medium heavy-duty trucks and 6.74 mpg for heavy heavy-duty trucks (see Appendix C for details).

Table 14: Construction Vendor Fuel Consumption Estimates (MHD Trucks)[1]

Phase	Number of Days	Vendor Trips/Day	Trip Length (miles)	Vehicle Miles Traveled	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
Demolition	10	0.00	10.2	0	9.22	0
Grading	2	0.00	10.2	0	9.22	0
Building Construction	100	7.89	10.2	8,048	9.22	873
Paving	5	5.00	10.2	255	9.22	28
Architectural Coating	5	0.00	10.2	0	9.22	0
Total Vendor Fuel Consumption						**901**

Notes:
[1] Assumptions for the vendor trip length and vehicle miles traveled are consistent with CalEEMod 2022.1.1.28 defaults.

Table 15: Construction Hauling Fuel Consumption Estimates (HHD Trucks)[1]

Phase	Number of Days	Hauling Trips/Day	Trip Length (miles)	Vehicle Miles Traveled	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
Demolition	10	18.1	20	3,620	6.74	537
Grading	2	563.0	20	22,520	6.74	3,341
Building Construction	100	0	20	0	6.74	0
Paving	5	0	20	0	6.74	0
Architectural Coating	5	0	20	0	6.74	0
Total Construction Hauling Fuel Consumption						**3,878**

Notes:
[1]Assumptions for the hauling trip length and vehicle miles traveled are consistent with CalEEMod 2022.1.1.28 defaults.

Construction Energy Efficiency/Conservation Measures

Construction equipment used over the approximately 6-month construction phase would conform to CARB regulations and California emissions standards and is evidence of related fuel efficiencies. In addition, the CARB Airborne Toxic Control Measure limits idling times of construction vehicles to no more than five minutes, thereby minimizing unnecessary and wasteful consumption of fuel due to unproductive idling of construction equipment. Furthermore, the project has been designed in compliance with California's Energy Efficiency Standards and 2022 CALGreen Standards.

Construction of the proposed mixed-use development would require the typical use of energy resources. There are no unusual project characteristics or construction processes that would require the use of equipment that would be more energy intensive than is used for comparable activities; or equipment that would not conform to current emissions standards (and related fuel efficiencies). Equipment employed in construction of the project would therefore not result in inefficient wasteful, or unnecessary consumption of fuel.

Operational Energy Demand

Energy consumption in support of or related to project operations would include transportation energy demands (energy consumed by employee and patron vehicles accessing the project site) and facilities energy demands (energy consumed by building operations and site maintenance activities).

Transportation Fuel Consumption

The largest source of operational energy use would be vehicle operation of customers. The site is located in an urbanized area just in close proximity to downtown Los Angeles.

Using the defaults VMT estimates from CalEEMod, it is assumed that the average vehicle miles traveled was 8.934 miles for all vehicle categories. As the proposed project is a mixed-use project, it was assumed that vehicles would operate 365 days per year. Table 16 shows the worst-case estimated annual fuel consumption for all classes of vehicles from autos to heavy-heavy trucks.[15] Table 16 shows that an estimated 44,912 gallons of fuel would be consumed per year for the operation of the proposed project.

Table 16: Estimated Vehicle Operations Fuel Consumption

Vehicle Type	Vehicle Mix	Number of Vehicles	Average Trip (miles)[1]	Daily VMT	Average Fuel Economy (mpg)	Total Gallons per Day	Total Annual Fuel Consumption (gallons)
Light Auto	Automobile	168.1	8.934	1,502	31.82	47.21	17,231
Light Truck	Automobile	18.1	8.934	162	27.16	5.96	2,175
Light Truck	Automobile	59.4	8.934	531	25.6	20.74	7,569
Medium Truck	Automobile	56.3	8.934	503	20.81	24.19	8,828
Light Heavy Truck	2-Axle Truck	12.0	8.934	107	13.81	7.74	2,826
Light Heavy Truck 10,000 lbs +	2-Axle Truck	3.0	8.934	27	14.18	1.89	690
Medium Heavy Truck	3-Axle Truck	3.7	8.934	33	9.58	3.44	1,255
Heavy Heavy Truck	4-Axle Truck	9.5	8.934	85	7.14	11.89	4,339
Total		330.2	-	2,950	--	123.05	--
Total Annual Fuel Consumption							**44,912**

Notes:
[1]Based on the size of the site and relative location, trips were assumed to be local rather than regional.

Trip generation and VMT generated by the proposed project are consistent with other similar mixed-use uses of similar scale and configuration. That is, the proposed project does not propose uses or operations that would inherently result in excessive and wasteful vehicle trips and VMT, nor associated excess and wasteful vehicle energy consumption. Therefore, project transportation energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary.

Facility Energy Demands (Electricity and Natural Gas)

The annual natural gas and electricity demands were provided per the CalEEMod output and are provided in Table 17.

[15] Average fuel economy based on aggregate mileage calculated in EMFAC 2017 for opening year (2023). See Appendix A for EMFAC output.

Table 17: Project Mitigated Annual Operational Energy Demand Summary[1]

Natural Gas Demand	kBTU/year
Apartments Mid Rise	535,969
Strip Mall	6,155
Total	542,124

Electricity Demand	kWh/year
Apartments Mid Rise	177,309
Strip Mall	12,446
Enclosed Parking Structure	43,046
Total	232,801

Notes:
[1]Taken from the CalEEMod 2022.1.1.28 annual output.

As shown in Table 17, the estimated electricity demand for the proposed project is approximately 232,801 kWh per year. In 2022, the residential sector of the County of Los Angeles consumed approximately 23,255 million kWh of electricity.[16] In addition, the estimated natural gas consumption for the proposed project is approximately 542,124 kBTU per year. In 2022, the residential sector of the County of Los Angeles consumed approximately 1,122 million therms of gas.[17] Therefore, the increase in both electricity and natural gas demand from the proposed project is insignificant compared to the County's 2022 demand.

Renewable Energy and Energy Efficiency Plan Consistency

Regarding federal transportation regulations, the project site is located in an already developed area. Access to/from the project site is from existing roads. These roads are already in place so the project would not interfere with, nor otherwise obstruct intermodal transportation plans or projects that may be proposed pursuant to the ISTEA because SCAG is not planning for intermodal facilities in the project area.

Regarding the State's Energy Plan and compliance with Title 24 CCR energy efficiency standards, the applicant is required to comply with the California Green Building Standard Code requirements for energy efficient buildings and appliances as well as utility energy efficiency programs implemented by the SCE and Southern California Gas Company.

Regarding the State's Renewable Energy Portfolio Standards, the project would be required to meet or exceed the energy standards established in the California Green Building Standards Code, Title 24, Part 11 (CALGreen). CalGreen Standards require that new buildings reduce water consumption, employ building commissioning to increase building system efficiencies, divert construction waste from landfills, and install low pollutant-emitting finish materials.

6.0 Conclusions

Construction and operational project emissions were evaluated and compared to both regional and localized SCAQMD's thresholds of significance. In addition, project GHG emissions were evaluated and

[16] California Energy Commission, Electricity Consumption by County. https://ecdms.energy.ca.gov/elecbycounty.aspx
[17] California Energy Commission, Gas Consumption by County. http://ecdms.energy.ca.gov/gasbycounty.aspx

compared to SCAQMD's draft threshold of 3,000 MTCO2e per year for all land uses. Project emissions are anticipated to be below SCAQMD's thresholds of significance with no mitigation. Therefore, the impact is less than significant.

Furthermore, neither construction nor operation of the project would result in wasteful, inefficient, or unnecessary consumption of energy, or wasteful use of energy resources. The proposed project does not include any unusual project characteristics or construction processes that would require the use of equipment that would be more energy intensive than is used for comparable activities and is a mixed-use project that is not proposing any additional features that would require a larger energy demand than other mixed-use projects of similar scale and configuration. The energy demands of the project are anticipated to be accommodated within the context of available resources and energy delivery systems. The project would therefore not cause or result in the need for additional energy producing or transmission facilities. The project would not engage in wasteful or inefficient uses of energy and aims to achieve energy conservations goals within the State of California. The Project has been designed in compliance with California's Energy Efficiency Standards and 2022 CalGreen Standards. The Project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency; therefore, impacts would be less than significant.

MD is pleased to provide this focused Air Quality, Greenhouse Gas, and Energy Impact Evaluation. If you have any questions regarding this analysis, please don't hesitate to call us at (805) 426-4477.

Sincerely,
MD Acoustics, LLC

Tyler Klassen, EIT
Air Quality Specialist

Appendix A

Glossary of Terms

AQMP	Air Quality Management Plan
CAAQS	California Ambient Air Quality Standards
CARB	California Air Resources Board
CEQA	California Environmental Quality Act
CFCs	Chlorofluorocarbons
CH_4	Methane
CNG	Compressed natural gas
CO	Carbon monoxide
CO_2	Carbon dioxide
CO_2e	Carbon dioxide equivalent
DPM	Diesel particulate matter
GHG	Greenhouse gas
HFCs	Hydrofluorocarbons
LST	Localized Significant Thresholds
$MTCO_2e$	Metric tons of carbon dioxide equivalent
$MMTCO_2e$	Million metric tons of carbon dioxide equivalent
NAAQS	National Ambient Air Quality Standards
NOx	Nitrogen Oxides
NO_2	Nitrogen dioxide
N_2O	Nitrous oxide
O_3	Ozone
PFCs	Perfluorocarbons
PM	Particle matter
PM10	Particles that are less than 10 micrometers in diameter
PM2.5	Particles that are less than 2.5 micrometers in diameter
PMI	Point of maximum impact
PPM	Parts per million
PPB	Parts per billion
RTIP	Regional Transportation Improvement Plan
RTP	Regional Transportation Plan
SCAB	South Coast Air Basin
SCAQMD	South Coast Air Quality Management District
SF_6	Sulfur hexafluoride
SIP	State Implementation Plan
SOx	Sulfur Oxides
SRA	Source/Receptor Area
TAC	Toxic air contaminants
VOC	Volatile organic compounds
WRCC	Western Regional Climate Center

Appendix B

Site Plan and Map

54-UNIT MIXED-USE MULTIFAMILY BLDG
19923 VENTURA BLVD
LOS ANGELES, CA 91364

1.1-EXISTING ZONING AND SITE INFORMATION

ZONING INFORMATION

1.	PROJECT ADDRESS	19923 W VENTURA BLVD, LOS ANGELES, CA 91364
2.	OWNER	19923 VENTURA, LLC
3.	APN#	2164-001-015
4.	TRACT	TR 13940
5.	MAP REFERENCE	M B 285-47/49
6.	BLOCK	NONE
7.	LOT	1
8.	ARB (LOT CUT REF.)	2
9.	GENERAL LAND USE	NEIGHBORHOOD OFFICE COMMERICAL
10.	EXISTING	PARKING LOT
11.	COMMUNITY PLAN AREA	CANOGA PARK / WINNETKA / WOODLAND HILLS / WEST HILLS
12.	SPECIFIC PLAN	VENTURA CAHUENGA BOULEVARD CORRIDOR SPECIFIC PLAN
13.	TOC DESIGNATION	NOT ELIGIBLE
14.	ZONE	C1-1VLD
15.	LOT AREA PER ZIMAS	(LOT AREA) 14,484.9 + (1/2 ALLEY) 1206.4 = **15691.3 SF**
16.	BASE DENSITY	PER LAMC (LOT AREA + 1/2 ALLEY) 15691.3/800 = 19.60 ROUNDED UP 20 UNITS PER AB 2345* (LOT AREA + 1/2 ALLEY) 15691.3/400 = 39.2 ROUNDED UP 40 UNITS * PER LAND USE DESIGNATION
17.	BASE F.A.R.	1 : 1 (PER VENTURA CAHUENGA BOULEVARD CORRIDOR SPECIFIC PLAN)
18.	HEIGHT LIMIT PER ZONING	30'-0" (PER VENTURA CAHUENGA BOULEVARD CORRIDOR SPECIFIC PLAN)
19.	REQUIRED YARDS:	
	FRONT YARD	BELOW 15': 1' - 6"; ABOVE 15': NO F.Y. SETBACK*
	REAR YARD	GROUND FLOOR COMMERCIAL**: NO R.Y. SETBACK; RESIDENTIAL 0' - 0"***
	SIDE YARDS	GROUND FLOOR COMMERCIAL: NO S.Y. SETBACK; RESIDENTIAL 9'-0" (5'-0" + 4'-0")****
		*VCBSP 7.A.3.a.2.ii MAX.F.Y.20' FOR MIN.OF 33% LENGTH OF FRONT LOT LINE.BALANCE OF LOT FRONTAGE MAY HAVE MAX. F.Y.60', OR F.Y.=AVG ALL (E) STRUCTURES ON BLOCK, WHICHEVER IS LESS. **PER LAMC 12.22.A.18(c) & GEN. SUMMARY ZONING REGULATIONS ***PER LAMC 12.22.A.18(c)(3) ALLOWS MIN. 0' R.Y.SETBACK FOR RESIDENTIAL PORTION ****VCBSP 7.A.3.b S.Y.10' MAY BE PERMITTED,EXCEPT AS ACCESSWAY,WHICH MAY INCL. MAX. 20' WIDE DRIVEWAY,MAX 4' WALKWAY & LANDSCAPE BUFFERS 18"-5' ON EITHER SIDE OF ACCESSWAY, MAY BE PROVIDED FOR VEHICULAR ACCESS TO PEDESTRIAN ACCESS TO BLDG, OR AS SPEC. IN SUBSECTION F [PRK'G] BELOW, WHERE PROJECT CONTAINS RESIDENTIAL USES, IN WHICH CASE, LAMC SECTIONS 12.07, 12.07.01, 12.07.1, 12.08, 12.08.1, 12.08.3, 12.08.3, 12.08.5, 12.09, 12.09.1, 12.09.5, 12.10, 12.11, & 12.12 SHALL APPLY
20.	BUILDABLE AREA	11,662.2 SF
21.	MAX BUILDING AREA	11,662.2 SF x 1 = 11,662.2 SF

1.2-PROPOSED PROJECT ZONING INFORMATION

A. PROPOSED ON MENU ZONING INCENTIVE

22. AFFORDABLE HOUSING INCENTIVE DENSITY BONUS
    - 22.1 DENSITY PER LAND USE DESIGNATION — 40 UNITS
    - DENSITY INCREASE 35% — 40 UNITS x 1.35 = 54 UNITS

B. PROPOSED OFF MENU INCENTIVES

23. RELIEF FROM VENTURA/CAHUENGA BLVD SPECIFIC PLAN REQUIREMENTS
    - 23.1 HEIGHT INCREASE FROM 30' MAX [7E(1)(e)(1)] — ADD'L 55' - 5" FOR TOTAL 85'-5" (184.75% INCREASE)
    - 23.2 F.A.R. INCREASE FROM 1:1 TO 4.03:1 [6B(3)] — 4.03:1 (303% INCREASE)
24. REDUCTION IN LAMC REQUIRED RESIDENTIAL PARKING FROM 89 SPACES TO 37 SPACES & 7 RESIDENTIAL COMPACT SPACES IN LIEU OF LAMC 89 SPACES — 89 PARKING SPACES REDUCED TO 37 STANDARD SPACES & 7 COMPACT SPACES

C. WAIVERS

25. WAIVER OF DEVELOPMENT STANDARDS FROM VENTURA/CAHUENGA BLVD SPECIFIC PLAN
    - 25.1 WAIVER OF TRANSITIONAL HEIGHT VIA SP SEC 7(E)(1)(F) TO EXCEED 30' WITHOUT SETBACK — 0 STEPBACK
    - 25.2 WAIVER OF SPECIFIC PLAN LOT COVERAGE SEC.7 B(2) LOT COVERAGE INCREASE FROM 60%(8,690.94SF) TO 88%(12,666.77SF) — 88% LOT COVERAGE
    - 25.3 WAIVER TO ALLOW 7 RESIDENTIAL COMPACT SPACES — 7 COMPACT SPACES

D. PROPOSED PROJECT ZONING FEATURES

26.	PROJECT DESCRIPTION	NEW MIXED-USE RESIDENTIAL OVER 1249.8 SF OF COMMERCIAL; 54 UNIT 6-STORY BLDG WITH 1ST FLOOR PARKING AND 1249.8 SF COMMERCIAL OVER 1-LEVEL SUBTERRANEAN PARKING
27.	PROPOSED HEIGHT	85' - 5" PROPOSED HEIGHT
28.	PROPOSED UNITS	54 PROPOSED UNITS
29.	PROPOSED F.A.R.	4.03:1 (47,044.5 / 11,662.2)
30.	PROPOSED F.Y. SETBACK	BELOW 15': 1' - 6"; ABOVE 15': 0' - 0"
31.	PROPOSED R.Y. SETBACK	GROUND FLOOR: NO R.Y. SETBACK; RESIDENTIAL 18' - 0"
32.	PROPOSED S.Y. SETBACKS	GROUND FLOOR: NO S.Y. SETBACK; RESIDENTIAL 9' - 0"
33.	PROPOSED VEHICLE PARKING	37 STANDARD SPACES & 7 COMPACT SPACES
34.	PROPOSED BICYCLE PARKING	74 BIKE STALLS: 10 SHORT-TERM & 64 LONG TERM

E. AFFORDABLE UNIT ANALYSIS

33. VERY LOW INCOME — 15%

40 x .15 = — 6 UNITS VLI REQUIRED

1.3-PROPOSED PROJECT BUILDING INFORMATION

ADDITIONAL INFORMATION

34.	BUILDING OCCUPANCY	R2 (MULTI-FAMILY), S-2 PARKING, A-2 COMMERCIAL RESTAURANT
35.	CONSTRUCTION TYPE	7-STORIES TOTAL: 5 STORIES TYPE III-A RESIDENTIAL OVER; 1-STORY TYPE I-A AT GRADE, COMMERCIAL & PARKING OVER; 1-STORY TYPE I-A SUBTERRANEAN PARKING GARAGE
36.	APPLICABLE CODES	2022 CBC W/ 2023 CITY OF LA AMENDMENTS
37.	FIRE SPRINKLER	FULLY SPRINKLERED PER NFPA-13 THIS BUILDING AND GARAGE MUST BE EQUIPPED WITH AN AUTOMATIC FIRE EXTINGUISHING SYSTEM, COMPLYING WITH NFPA-13. THE SPRINKLER SYSTEM SHALL BE APPROVED BY PLUMBING DIV PRIOR TO INSTALLATION

THIS PROPERTY IS 100% PRIVATELY FUNDED.
THIS NOT A PUBLIC HOUSING.
THERE IS NO TAX CREDIT RECEIVED.

1.4-CHAPTER 5 COMPLIANCE

1) 5 STORIES TYPE III-A RESIDENTIAL OVER 2 STORIES TYPE I-A
2) OCCUPANCY R2 (MULTI-FAMILY), S-2 PARKING, A-2
3) THIS BUILDING MUST BE EQUIPPED WITH AN AUTOMATIC FIRE EXTINGUISHING SYSTEM, COMPLYING WITH NFPA-13; THE SPRINKLER SYSTEM SHALL BE APPROVED BY PLUMBING DIV. PRIOR TO INSTALLATION. ROOFTOP DECK MUST COMPLY WITH NFPA-13 AUDITORY ALARMS
4) EMERGENCY RESPONDER RADIO COVERAGE TO BE PROVIDED

	ALLOWABLE		PROVIDED	
A. TABLE 504.3, HEIGHT ABOVE GRADE PLANE	85' MAX		69' - 10"	
B. TABLE 504.4, ALLOWABLE STORIES ABOVE GRADE PLANE	TYPE IA	TYPE IIIA	TYPE IA	TYPE IIIA
OCCUPANCY R-2 (ABOVE GARAGE); S-2 AT GRADE (GARAGE)	UNLIMITED	5	2	5
C. TABLE 506.2 ALLOWABLE AREA FOR R-2 TYPE IIIA WITHOUT AREA INCREASE	72,000 SF PER FLOOR		45,837.70 SF	
ALLOWABLE AREA FOR S-2 TYPE I-A WITHOUT AREA INCREASE	UNLIMITED		7133.30 SF	
ALLOWABLE AREA FOR A-2 TYPE I-A WITHOUT AREA INCREASE	UNLIMITED		1249.80 SF	

THIS PROPERTY IS 100% PRIVATELY FUNDED.
THIS NOT A PUBLIC HOUSING.
THERE IS NO TAX CREDIT RECEIVED.

2.1-UNIT SF/OPEN SPACE REQ. SUMMARY

UNIT #	AREA (SF)	UNIT TYPE	BEDS	HAB. RMS	REQ COMMON OPEN SPACE
201	533.0 SF	1 BDR	1	2	100.0 SF
202	910.5 SF	2 BDR	2	3	125.0 SF
203	917.3 SF	2 BDR	2	3	125.0 SF
204	543.9 SF	STUDIO	1	2	100.0 SF
205	550.6 SF	1 BDR	1	2	100.0 SF
206	538.7 SF	1 BDR	1	2	100.0 SF
207	502.4 SF	1 BDR	1	2	100.0 SF
208	797.2 SF	2 BDR	2	3	125.0 SF
209	564.8 SF	1 BDR	1	2	100.0 SF
210	557.2 SF	1 BDR	1	2	100.0 SF
211	913.9 SF	2 BDR	2	3	125.0 SF
SECOND FLOOR: 11			15	26	1,200.0 SF
301	533.0 SF	1 BDR	1	2	100.0 SF
302	910.5 SF	2 BDR	2	3	125.0 SF
303	917.3 SF	2 BDR	2	3	125.0 SF
304	543.9 SF	STUDIO	1	2	100.0 SF
305	550.6 SF	1 BDR	1	2	100.0 SF
306	538.7 SF	1 BDR	1	2	100.0 SF
307	502.4 SF	1 BDR	1	2	100.0 SF
308	797.2 SF	2 BDR	2	3	125.0 SF
309	564.8 SF	1 BDR	1	2	100.0 SF
310	557.2 SF	1 BDR	1	2	100.0 SF
311	913.7 SF	2 BDR	2	3	125.0 SF
THIRD FLOOR: 11			15	26	1,200.0 SF
401	533.0 SF	1 BDR	1	2	100.0 SF
402	910.5 SF	2 BDR	2	3	125.0 SF
403	917.3 SF	2 BDR	2	3	125.0 SF
404	543.9 SF	STUDIO	1	2	100.0 SF
405	550.6 SF	1 BDR	1	2	100.0 SF
406	538.7 SF	1 BDR	1	2	100.0 SF
407	502.4 SF	1 BDR	1	2	100.0 SF
408	797.2 SF	2 BDR	2	3	125.0 SF
409	564.8 SF	1 BDR	1	2	100.0 SF
410	557.2 SF	1 BDR	1	2	100.0 SF
411	913.9 SF	2 BDR	2	3	125.0 SF
FOURTH FLOOR: 11			15	26	1,200.0 SF
501	533.0 SF	1 BDR	1	2	100.0 SF
502	910.5 SF	2 BDR	2	3	125.0 SF
503	917.3 SF	2 BDR	2	3	125.0 SF
504	543.9 SF	STUDIO	1	2	100.0 SF
505	550.6 SF	1 BDR	1	2	100.0 SF
506	538.7 SF	1 BDR	1	2	100.0 SF
507	502.4 SF	1 BDR	1	2	100.0 SF
508	797.2 SF	2 BDR	2	3	125.0 SF
509	564.8 SF	1 BDR	1	2	100.0 SF
510	557.2 SF	1 BDR	1	2	100.0 SF
511	913.9 SF	2 BDR	2	3	125.0 SF
FIFTH FLOOR: 11			15	26	1,200.0 SF
601	529.9 SF	1 BDR	1	2	100.0 SF
602	903.6 SF	2 BDR	2	3	125.0 SF
603	912.6 SF	2 BDR	2	3	125.0 SF
604	541.8 SF	STUDIO	1	2	100.0 SF
605	552.7 SF	1 BDR	1	2	100.0 SF
606	1,063.2 SF	2 BDR	2	3	125.0 SF
607	788.0 SF	2 BDR	2	3	125.0 SF
608	562.3 SF	1 BDR	1	2	100.0 SF
609	554.2 SF	1 BDR	1	2	100.0 SF
610	917.8 SF	2 BDR	2	3	125.0 SF
SIXTH FLOOR: 10			15	25	1,125.0 SF
TOTAL			75	129	5,925.0 SF

2.2-UNIT MIX SUMMARY

UNIT TYPE (BDR)	UNIT COUNT
1 BDR	28
2 BDR	21
STUDIO	5
TOTAL	54

2.3-OPEN SPACE PROVIDED

OPEN AREA TYPE	LEVEL	OPEN SPACE	TOTAL SF
COMMON	SECOND FLOOR	1,082.1 SF	
COMMON	ROOF LEVEL	3,843.8 SF	4,925.9 SF
PRIVATE	SECOND FLOOR	200.0 SF	
PRIVATE	THIRD FLOOR	200.0 SF	
PRIVATE	FOURTH FLOOR	200.0 SF	
PRIVATE	FIFTH FLOOR	200.0 SF	
PRIVATE	SIXTH FLOOR	200.0 SF	1,000.0 SF
TOTAL			**5,925.9 SF**

PROVIDED 5925.9 SF > 5925.0 SF REQUIRED

3-FLOOR AREA-ZONING CODE SUMMARY

LEVEL	ZONING AREA (SF)
1ST FLOOR	2,028.4 SF
2ND FLOOR	8,996.0 SF
3RD FLOOR	8,996.0 SF
4TH FLOOR	8,996.0 SF
5TH FLOOR	8,996.0 SF
6TH FLOOR	9,032.1 SF
TOTAL ZONING CODE AREA	47,044.5 SF

SEE SHEET T-03 FOR ZONING SQUARE FOOTAGE DIAGRAMS

Based on LAMC SEC. 12.03 DEFINITIONS: FLOOR AREA. (AMENDED BY ORD. NO. 182,386, EFF. 3/13/13.) THE AREA IN SQUARE FEET CONFINED WITHIN THE EXTERIOR WALLS OF A BUILDING, BUT NOT INCLUDING THE AREA OF THE FOLLOWING: EXTERIOR WALLS, STAIRWAYS, SHAFTS, ROOMS HOUSING BUILDING-OPERATING EQUIPMENT OR MACHINERY, PARKING AREAS WITH ASSOCIATED DRIVEWAYS AND RAMPS, SPACE DEDICATED TO BICYCLE PARKING, SPACE FOR THE LANDING AND STORAGE OF HELICOPTERS, AND BASEMENT STORAGE AREAS.

4-FLOOR AREA-BUILDING CODE

SEE SHEET T-04 FOR BUILDING SQUARE FOOTAGE DIAGRAMS AND AREA SCHEDULES PER FLOOR

BASED ON LABC SEC 202 DEFINITIONS: FLOOR AREA, GROSS. THE FLOOR AREA WITHIN THE INSIDE PERIMETER OF THE EXTERIOR WALLS OF THE BUILDING UNDER CONSIDERATION, EXCLUSIVE OF VENT SHAFTS AND COURTS, WITHOUT DEDUCTION FOR CORRIDORS, STAIRWAYS, RAMPS, CLOSETS, THE THICKNESS OF INTERIOR WALLS, COLUMNS OR OTHER FEATURES.

5-SCHOOL FEES

LEVEL	AREA

6-TREE PLANTING

1) 1 TREE / 4 DWELLING UNITS: 54 UNITS / 4 = **14 TREES**

7-VEHICLE AND BICYCLE PARKING

VEHICLE PARKING:

1) RESIDENTIAL

		REQ'D/UNIT	TOTAL
STUDIO	5	1	5
1-BDR	28	1.5	42
2-BDR	21	2	42
REQUIRED			89

TOTAL REQUIRED — 89 SPACES

2) RETAIL/GENERAL COMMERCIAL 1/250 SF REQUIRED LAMC12.21.A4: BIKE REDUCTION LAMC12.21.A4 (UP TO 20%)
1249.8 SF / 250 SF = 4.99 ROUNDED UP=**5** >> BIKE REDUCTION 5 x 20% = 1, 5 - *1* = **4 SPACES REQUIRED**

	COMMERCIAL	RESIDENTIAL	TOTAL
REQUIRED	4	89	93
PROVIDED (PROPOSED)	4	37	41

EV PARKING (PER LAGBC 4.106.4.2 (2022)):

CAPABLE	COMMERCIAL	4 SPACES x .1 = .4	ROUNDED UP	= 1 SPACE REQUIRED
	RESIDENTIAL	37 SPACES x .1 = 3.7	ROUNDED UP	= 4 SPACES REQUIRED
				5 SPACES TOTAL
READY	COMMERCIAL	4 SPACES x .25 = 1		= 1 SPACES REQUIRED
	RESIDENTIAL	37 SPACES x .25 = 9.25	ROUNDED UP	= 10 SPACES REQUIRED
				11 SPACES TOTAL

	EV CAPABLE	EV READY	EV TOTAL
REQUIRED	5	11	16
PROVIDED	5	11	16

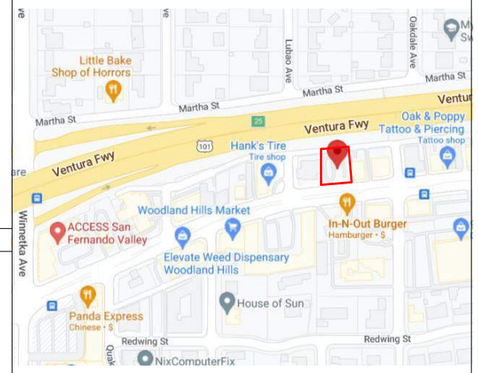
ADA PARKING PROVIDED (PER P/BC 2020-084):
RESIDENTIAL ADA: 37 SPACES x .2% = .74 SPACE, MIN.REQ'D 1 OF EA. ADA TYPE = 2 ADA
RETAIL/GENERAL COMMERCIAL ADA: 2 x 2% = .1: MIN.REQ'D 1 OF EA. ADA TYPE = **2 ADA SPACES**)

BICYCLE PARKING 12.21.A16(a)(2):
3) RETAIL/GENERAL COMMERCIAL: 1/2000 SF SHORT-TERM, 1/2000 SF LONG-TERM, MINIMUM 2 EACH;
1,249.5 SF = 2 SHORT-TERM & 2 LONG-TERM
+ **REPLACEMENT 1 CAR** 1x4= *4 SPACES* SHORT-TERM=2+*3*=5 LONG-TERM=2+*1*=3 = **8 TOTAL**

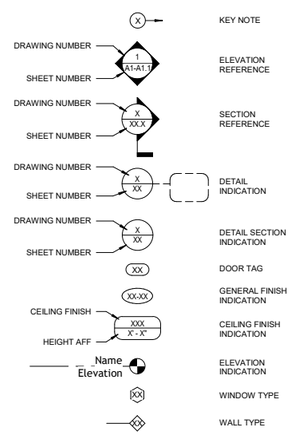
RESIDENTIAL:
SHORT-TERM: 1-25: 1/10 UNITS = 2.5 SPACES
26-100: 1/15 UNITS = 54-25 = 29 UNITS/15 = 1.93
2.5 + 1.93 = 4.43 ROUNDED DOWN = 4 SPACES = **4 SPACES**
LONG-TERM: 1-25: 1/UNIT = 25 SPACES
26-100: 1/1.5 UNITS = 54-25 = 29 UNITS/1.5 = 19.33
25 + 19.33 = 44.33 ROUNDED DOWN **44 SPACES**

	REQUIRED SHORT	REQUIRED LONG	REQUIRED TOTAL	PROVIDED SHORT	PROVIDED LONG	PROVIDED TOTAL
RESIDENTIAL	4	44	= 48	5	60	= 65
COMMERCIAL	5	3	= 8	5	4	= 9
TOTAL	9	47	= 56	10	64	= 74

8-VICINITY MAP



9-DRAFTING SYMBOLS



10-ABBREVIATIONS

(E), EX, EXIST	EXISTING	HR	HOUR
		MSTR	MASTER
(N)	NEW	N/A	NOT APPLICABLE
AB	ANCHOR BOLT	NIC	NOT IN CONTRACT
AFF	ABOVE FINISH FLOOR	NTS	NOT TO SCALE
ALT	ALTERNATING	OC	ON CENTER
ALUM	ALUMINIUM	OFCI	OWNER FURNISHED, CONTRACTOR INSTALLED
B	BOTTOM		
BDR	BEDROOM	OPP	OPPOSITE
BM	BEAM	PL	PLATE
BO	BOTTOM OF	PT	PRESSURE TREATED
C/L	CENTERLINE	PTD	PAINTED
CBC	CALIFORNIA BUILDING CODE	PW, PLYWD	PLYWOOD
CF	COMPACT FLUORESCENT		
CJ	CEILING JOIST	R.	RISER
CL	CLOSET	RCP	REFLECTED CEILING PLAN
CLG	CEILING	RDG	RIDGE
CLR	CLEAR	RO	ROUGH OPENING
CONN	CONNECTION	RR	ROOF RAFTER
D, DIA	DIAMETER	RTD	RATED
DBL	DOUBLE	SB	SOLID BLOCKING
DR	DOOR	SC	SOLID CORE
EE	EACH END	SF	SQUARE FEET
EN	END NAIL	SIM	SIMILAR
EQ	EQUAL	SSD	SEE STRUCTURAL DRAWINGS
FB	FACE BLOCKING	ST STL	STAINLESS STEEL
FF	FINISH FLOOR	T&G	TONGUE AND GROOVE
FJ	FLOOR JOIST	T.	TREAD
FN	FACE NAIL	TBD	TO BE DETERMINED
FTG	FOOTING	THRESH	THRESHOLD
GA	GAUGE	TO	TOP OF
GC	GENERAL CONTRACTOR	TYP	TYPICAL
GL	GLASS	UO	UNDERSIDE OF
GWB	GYPSUM WALL BOARD	UON	UNLESS OTHERWISE NOTED
H	HORIZONTAL	VIF	VERIFY IN FIELD
HK	HOOK	W/	WITH
		WD	WOOD
		WIC	WALK-IN CLOSET

11-SHEET INDEX

ARCHITECT:
Aaron Brumer & Assoc, Architects
10999 Riverside Drive, Suite 300
North Hollywood, CA 91602
(310) 422-9234

STRUCTURAL:

CIVIL:

LANDSCAPE:

OWNER:
19923 Ventura, LLC
11040 Santa Monica Blvd Suite 210
Los Angeles, CA 90025

PROJECT:
54-UNIT MIXED-USE MULTIFAMILY BUILDING
19923 Ventura Blvd
Woodland Hills, CA 91364

ISSUE	DATE	DESCRIPTION
1	03/29/2024	PZA SUBMITTAL #1
2	05/24/2024	PZA SUBMITTAL #2
3	06/24/2024	PZA SUBMITTAL #3
4	07/09/2024	PZA SUBMITTAL #4

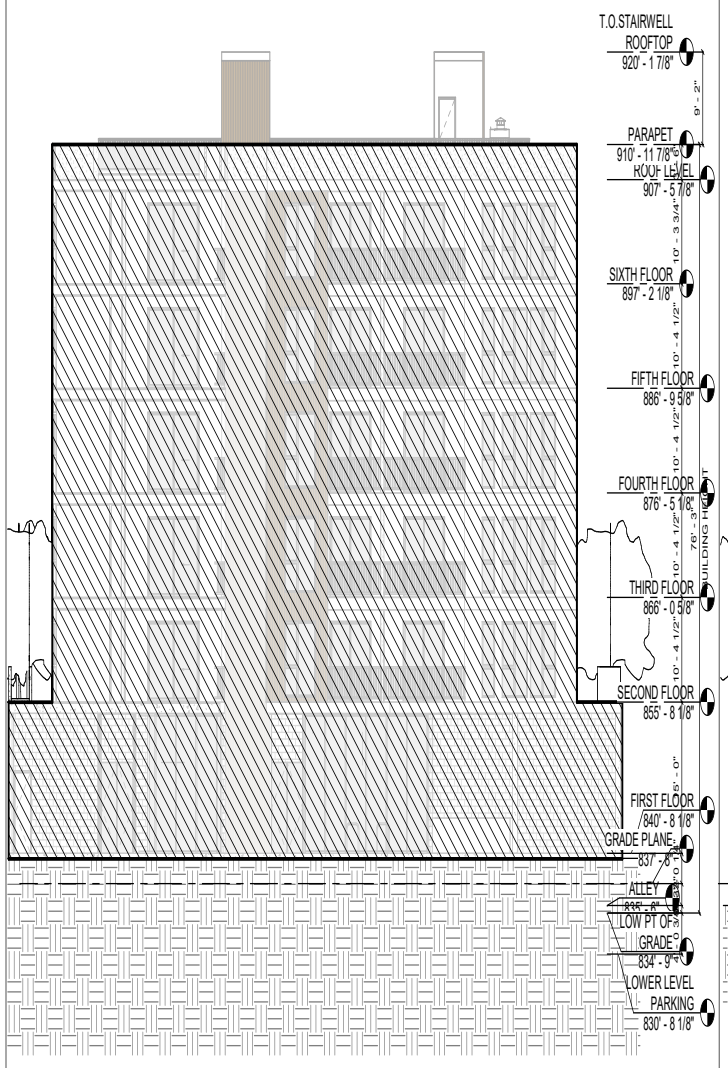
ISSUE	DATE	DESCRIPTION

STAMP: LICENSED ARCHITECT — AARON BRUMER — No. C-30005 — REN.11-30-2025 — STATE OF CALIFORNIA

DRAWING TITLE: COVER SHEET

T00

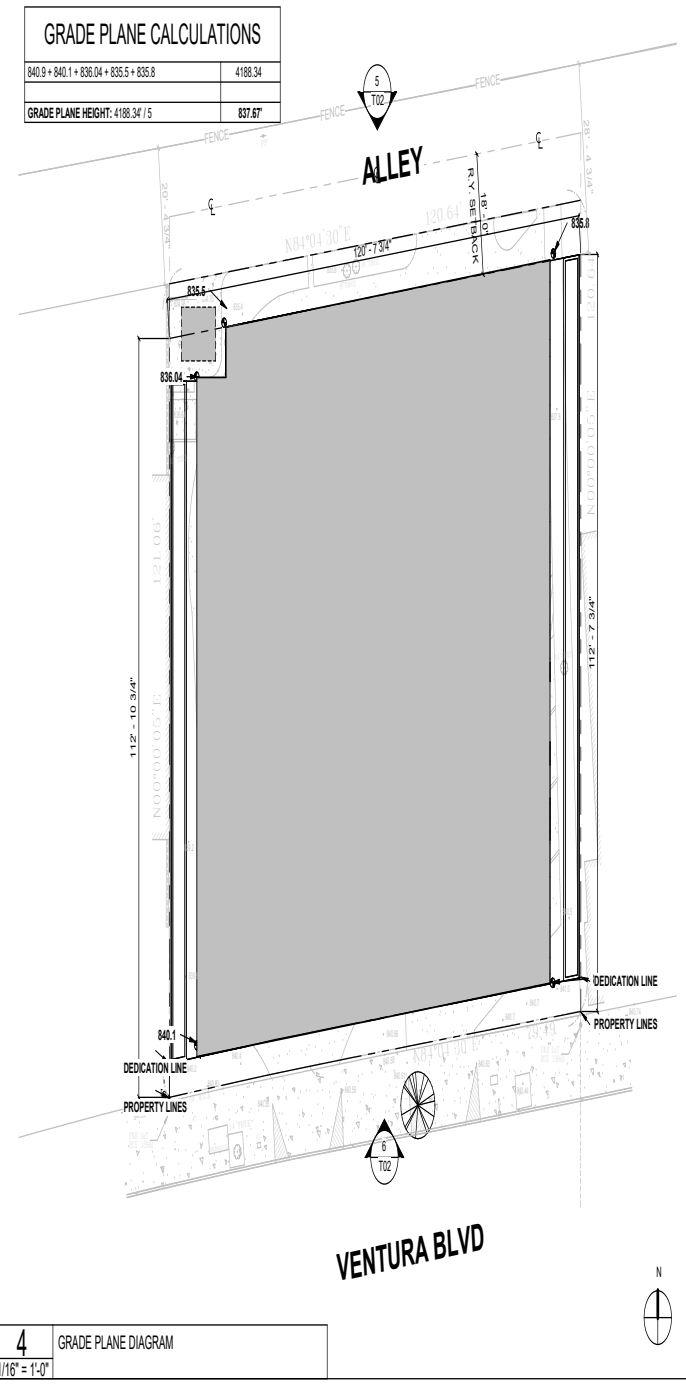
19923 VENTURA



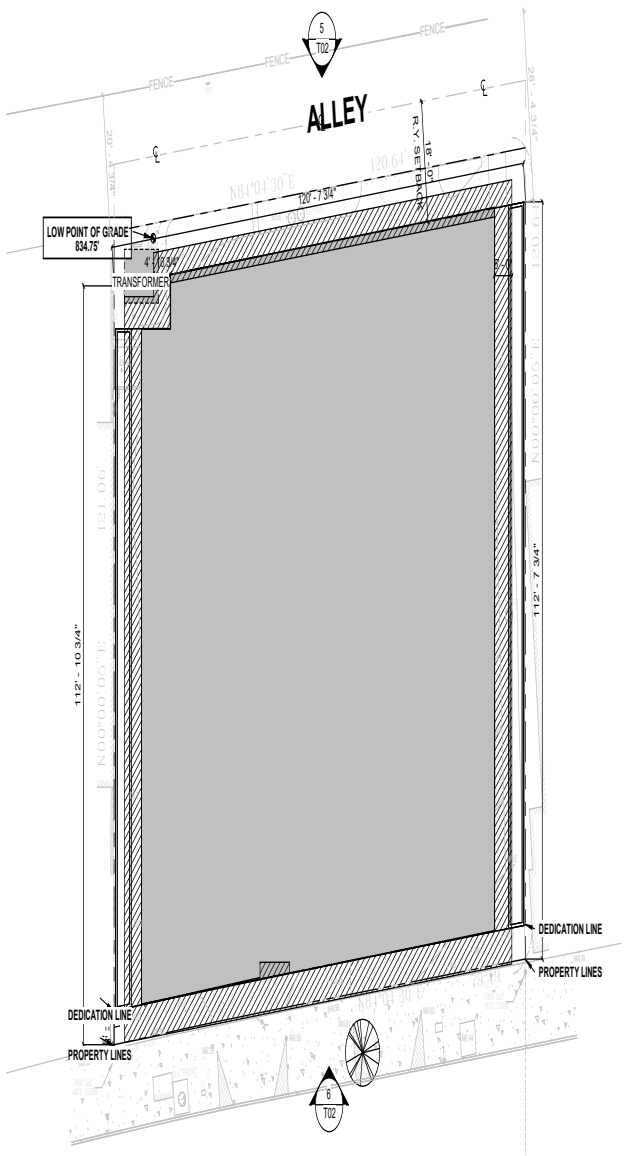
6 | 3/32" = 1'-0" | BUILDING GRADE PLANE - SOUTH ELEVATION

5 | 3/32" = 1'-0" | BUILDING GRADE PLANE - NORTH ELEVATION

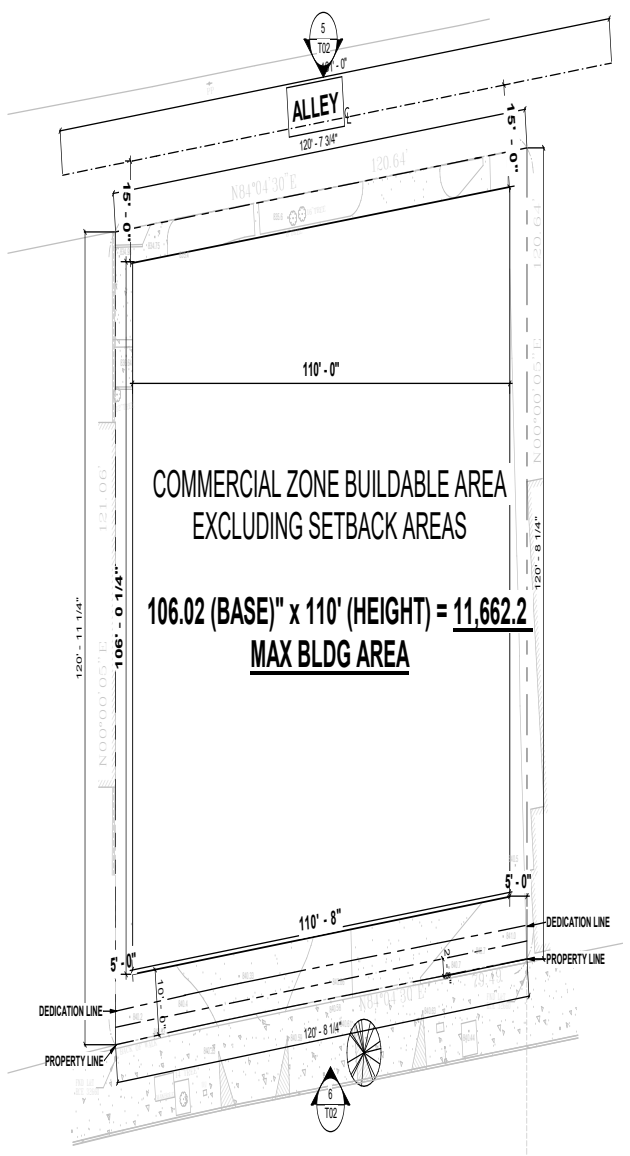
GRADE PLANE CALCULATIONS	
840.9 + 840.1 + 836.04 + 835.5 + 835.8	4188.34
GRADE PLANE HEIGHT: 4188.34' / 5	**837.67'**



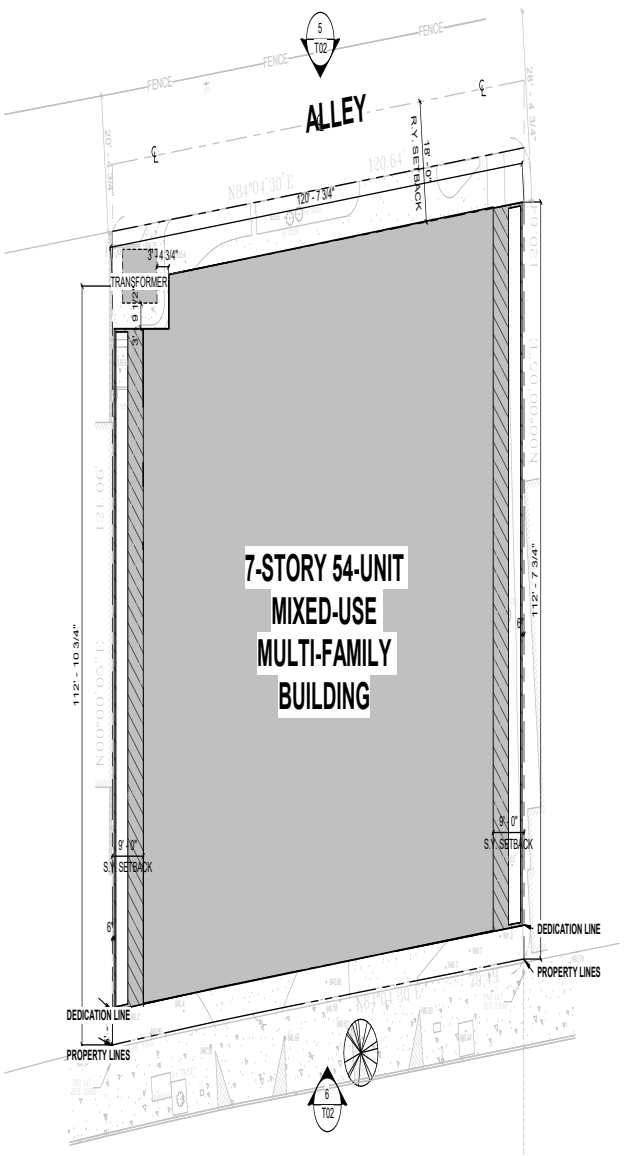
4 | 1/16" = 1'-0" | GRADE PLANE DIAGRAM



3 | 1/16" = 1'-0" | LOW POINT OF GRADE DIAGRAM



2 | 1/16" = 1'-0" | BUILDING AREA DIAGRAM



1 | 1/16" = 1'-0" | PLOT PLAN

ARCHITECT:
Aaron Brumer & Assoc, Architects
10999 Riverside Drive, Suite 300
North Hollywood, CA 91602
(310) 422-9234

STRUCTURAL:

CIVIL:

LANDSCAPE:

OWNER:
19923 Ventura, LLC
11040 Santa Monica Blvd Suite 210
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PROJECT:
54-UNIT MIXED-USE MULTIFAMILY BUILDING
19923 Ventura Blvd
Woodland Hills, CA 91364

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ISSUE	DATE	DESCRIPTION

STAMP
LICENSED ARCHITECT
AARON BRUMER
No. C-30005
REN: 11-30-2025
STATE OF CALIFORNIA

DRAWING TITLE
PLOT PLAN, BUILDABLE AREA, LOW POINT OF GRADE & GRADE PLANE DIAGRAMS

T02

19923 VENTURA

Site Map


NEAREST SENSITIVE RECEPTORS
SITE
VENTURA BLVD
NEAREST ONGOING PROJECT (see Appendix D)
Ventura Blvd
101
Google Earth
700 ft
N

Appendix C

CalEEMod Output & EMFAC2017 Data

54-Unit Multifamily Ventura Detailed Report

Table of Contents

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	54-Unit Multifamily Ventura
Construction Start Date	10/1/2024
Operational Year	2025
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.50
Precipitation (days)	19.2
Location	19923 Ventura Blvd, Woodland Hills, CA 91364, USA
County	Los Angeles-South Coast
City	Los Angeles
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	3818
EDFZ	16
Electric Utility	Los Angeles Department of Water & Power
Gas Utility	Southern California Gas
App Version	2022.1.1.28

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Apartments Mid Rise	54.0	Dwelling Unit	1.42	34,133	0.00	—	160	—

Strip Mall	1.25	1000sqft	0.03	1,250	0.00	—	—	—
Enclosed Parking with Elevator	44.0	Space	0.00	11,662	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	45.2	67.4	35.1	0.28	1.24	13.4	14.7	1.18	4.24	5.42	—	42,261	42,261	2.24	6.39	2.38	44,222
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.80	2.26	2.53	0.01	0.08	0.22	0.30	0.07	0.05	0.13	—	714	714	0.03	0.05	0.45	730
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.15	0.41	0.46	< 0.005	0.01	0.04	0.05	0.01	0.01	0.02	—	118	118	0.01	0.01	0.07	121

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	2.51	67.4	35.1	0.28	1.24	13.4	14.7	1.18	4.24	5.42	—	42,261	42,261	2.24	6.39	2.38	44,222
2025	45.2	9.45	12.8	0.02	0.33	0.64	0.98	0.30	0.15	0.46	—	2,631	2,631	0.11	0.07	0.08	2,655
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.25	2.26	2.53	0.01	0.08	0.22	0.30	0.07	0.05	0.13	—	714	714	0.03	0.05	0.45	730
2025	0.80	1.36	1.87	< 0.005	0.05	0.09	0.14	0.04	0.02	0.07	—	378	378	0.02	0.01	0.18	381
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.05	0.41	0.46	< 0.005	0.01	0.04	0.05	0.01	0.01	0.02	—	118	118	0.01	0.01	0.07	121
2025	0.15	0.25	0.34	< 0.005	0.01	0.02	0.03	0.01	< 0.005	0.01	—	62.6	62.6	< 0.005	< 0.005	0.03	63.1

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.40	1.10	14.2	0.03	0.03	2.19	2.22	0.03	0.56	0.58	26.3	3,127	3,153	2.81	0.11	9.37	3,266
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.01	1.15	9.74	0.02	0.03	2.19	2.21	0.03	0.56	0.58	26.3	3,013	3,039	2.81	0.12	0.49	3,145
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.19	1.13	11.9	0.02	0.03	2.04	2.07	0.03	0.52	0.55	26.3	2,917	2,943	2.80	0.11	3.97	3,051
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.40	0.21	2.18	< 0.005	0.01	0.37	0.38	< 0.005	0.09	0.10	4.35	483	487	0.46	0.02	0.66	505

2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.20	0.93	10.5	0.02	0.02	2.19	2.20	0.01	0.56	0.57	—	2,475	2,475	0.12	0.10	9.12	2,517
Area	1.19	0.03	3.62	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	10.5	10.5	< 0.005	< 0.005	—	10.5
Energy	0.01	0.14	0.06	< 0.005	0.01	—	0.01	0.01	—	0.01	—	614	614	0.05	< 0.005	—	617
Water	—	—	—	—	—	—	—	—	—	—	4.03	27.1	31.1	0.42	0.01	—	44.5
Waste	—	—	—	—	—	—	—	—	—	—	22.2	0.00	22.2	2.22	0.00	—	77.8
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.25	0.25
Total	2.40	1.10	14.2	0.03	0.03	2.19	2.22	0.03	0.56	0.58	26.3	3,127	3,153	2.81	0.11	9.37	3,266
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.19	1.02	9.69	0.02	0.02	2.19	2.20	0.01	0.56	0.57	—	2,371	2,371	0.13	0.10	0.24	2,405
Area	0.82	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.01	0.14	0.06	< 0.005	0.01	—	0.01	0.01	—	0.01	—	614	614	0.05	< 0.005	—	617
Water	—	—	—	—	—	—	—	—	—	—	4.03	27.1	31.1	0.42	0.01	—	44.5
Waste	—	—	—	—	—	—	—	—	—	—	22.2	0.00	22.2	2.22	0.00	—	77.8
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.25	0.25
Total	2.01	1.15	9.74	0.02	0.03	2.19	2.21	0.03	0.56	0.58	26.3	3,013	3,039	2.81	0.12	0.49	3,145
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	1.11	0.97	9.40	0.02	0.01	2.04	2.06	0.01	0.52	0.53	—	2,268	2,268	0.12	0.10	3.72	2,304
Area	1.07	0.02	2.48	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	7.19	7.19	< 0.005	< 0.005	—	7.22
Energy	0.01	0.14	0.06	< 0.005	0.01	—	0.01	0.01	—	0.01	—	614	614	0.05	< 0.005	—	617
Water	—	—	—	—	—	—	—	—	—	—	4.03	27.1	31.1	0.42	0.01	—	44.5
Waste	—	—	—	—	—	—	—	—	—	—	22.2	0.00	22.2	2.22	0.00	—	77.8

Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.25	0.25
Total	2.19	1.13	11.9	0.02	0.03	2.04	2.07	0.03	0.52	0.55	26.3	2,917	2,943	2.80	0.11	3.97	3,051
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.20	0.18	1.72	< 0.005	< 0.005	0.37	0.38	< 0.005	0.09	0.10	—	376	376	0.02	0.02	0.62	381
Area	0.20	< 0.005	0.45	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.19	1.19	< 0.005	< 0.005	—	1.19
Energy	< 0.005	0.02	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	102	102	0.01	< 0.005	—	102
Water	—	—	—	—	—	—	—	—	—	—	0.67	4.49	5.16	0.07	< 0.005	—	7.37
Waste	—	—	—	—	—	—	—	—	—	—	3.68	0.00	3.68	0.37	0.00	—	12.9
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.04	0.04
Total	0.40	0.21	2.18	< 0.005	0.01	0.37	0.38	< 0.005	0.09	0.10	4.35	483	487	0.46	0.02	0.66	505

3. Construction Emissions Details

3.1. Demolition (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.61	15.6	16.0	0.02	0.67	—	0.67	0.62	—	0.62	—	2,494	2,494	0.10	0.02	—	2,502
Demolition	—	—	—	—	—	1.56	1.56	—	0.24	0.24	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.04	0.43	0.44	< 0.005	0.02	—	0.02	0.02	—	0.02	—	68.3	68.3	< 0.005	< 0.005	—	68.6
Demolition	—	—	—	—	—	0.04	0.04	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.08	0.08	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	11.3	11.3	< 0.005	< 0.005	—	11.3
Demolition	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.06	0.07	0.80	0.00	0.00	0.16	0.16	0.00	0.04	0.04	—	167	167	0.01	0.01	0.02	169
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.03	1.66	0.61	0.01	0.02	0.34	0.35	0.02	0.09	0.11	—	1,277	1,277	0.07	0.20	0.08	1,339
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	4.65	4.65	< 0.005	< 0.005	0.01	4.71
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.05	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	35.0	35.0	< 0.005	0.01	0.03	36.7
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.77	0.77	< 0.005	< 0.005	< 0.005	0.78
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	5.79	5.79	< 0.005	< 0.005	0.01	6.08

3.3. Grading (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.65	15.9	15.4	0.02	0.74	—	0.74	0.68	—	0.68	—	2,454	2,454	0.10	0.02	—	2,462
Dust From Material Movement	—	—	—	—	—	2.85	2.85	—	1.35	1.35	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.09	0.08	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	13.4	13.4	< 0.005	< 0.005	—	13.5
Dust From Material Movement	—	—	—	—	—	0.02	0.02	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.02	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.23	2.23	< 0.005	< 0.005	—	2.23
Dust From Material Movement	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.06	0.64	0.00	0.00	0.13	0.13	0.00	0.03	0.03	—	134	134	0.01	< 0.005	0.01	135
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.82	51.5	19.0	0.26	0.50	10.4	10.9	0.50	2.86	3.35	—	39,673	39,673	2.13	6.36	2.37	41,625
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.74	0.74	< 0.005	< 0.005	< 0.005	0.75
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.29	0.10	< 0.005	< 0.005	0.06	0.06	< 0.005	0.02	0.02	—	217	217	0.01	0.03	0.22	228
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.12	0.12	< 0.005	< 0.005	< 0.005	0.12
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.05	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	36.0	36.0	< 0.005	0.01	0.04	37.8

3.5. Building Construction (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	1.13	9.44	10.1	0.02	0.37	—	0.37	0.34	—	0.34	—	1,801	1,801	0.07	0.01	—	1,807
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.16	1.33	1.42	< 0.005	0.05	—	0.05	0.05	—	0.05	—	254	254	0.01	< 0.005	—	255
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.24	0.26	< 0.005	0.01	—	0.01	0.01	—	0.01	—	42.0	42.0	< 0.005	< 0.005	—	42.2
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.20	0.25	2.82	0.00	0.00	0.58	0.58	0.00	0.14	0.14	—	591	591	0.03	0.02	0.06	598
Vendor	0.01	0.31	0.15	< 0.005	< 0.005	0.07	0.07	< 0.005	0.02	0.02	—	255	255	0.01	0.04	0.02	265
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.04	0.42	0.00	0.00	0.08	0.08	0.00	0.02	0.02	—	84.5	84.5	< 0.005	< 0.005	0.15	85.7
Vendor	< 0.005	0.04	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	35.9	35.9	< 0.005	< 0.005	0.04	37.4
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	0.01	0.08	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	14.0	14.0	< 0.005	< 0.005	0.02	14.2
Vendor	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	5.94	5.94	< 0.005	< 0.005	0.01	6.20

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.7. Building Construction (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.07	8.95	10.0	0.02	0.33	—	0.33	0.30	—	0.30	—	1,801	1,801	0.07	0.01	—	1,807
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.14	1.21	1.35	< 0.005	0.04	—	0.04	0.04	—	0.04	—	243	243	0.01	< 0.005	—	244
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.22	0.25	< 0.005	0.01	—	0.01	0.01	—	0.01	—	40.3	40.3	< 0.005	< 0.005	—	40.4
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	0.19	0.21	2.61	0.00	0.00	0.58	0.58	0.00	0.14	0.14	—	579	579	0.03	0.02	0.06	586
Vendor	0.01	0.30	0.14	< 0.005	< 0.005	0.07	0.07	< 0.005	0.02	0.02	—	250	250	0.01	0.04	0.02	261
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.03	0.37	0.00	0.00	0.08	0.08	0.00	0.02	0.02	—	79.3	79.3	< 0.005	< 0.005	0.13	80.4
Vendor	< 0.005	0.04	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	33.8	33.8	< 0.005	< 0.005	0.04	35.3
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	0.01	0.07	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	13.1	13.1	< 0.005	< 0.005	0.02	13.3
Vendor	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	5.60	5.60	< 0.005	< 0.005	0.01	5.84
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.9. Paving (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.49	4.63	6.50	0.01	0.20	—	0.20	0.19	—	0.19	—	992	992	0.04	0.01	—	995
Paving	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.01	0.06	0.09	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	13.6	13.6	< 0.005	< 0.005	—	13.6
Paving	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.25	2.25	< 0.005	< 0.005	—	2.26
Paving	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.06	0.74	0.00	0.00	0.16	0.16	0.00	0.04	0.04	—	164	164	0.01	0.01	0.02	166
Vendor	< 0.005	0.19	0.09	< 0.005	< 0.005	0.04	0.05	< 0.005	0.01	0.01	—	159	159	0.01	0.02	0.01	166
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.28	2.28	< 0.005	< 0.005	< 0.005	2.31
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	2.17	2.17	< 0.005	< 0.005	< 0.005	2.27
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.38	0.38	< 0.005	< 0.005	< 0.005	0.38
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.36	0.36	< 0.005	< 0.005	< 0.005	0.38
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

3.11. Architectural Coating (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	0.88	1.14	< 0.005	0.03	—	0.03	0.03	—	0.03	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	45.0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.83	1.83	< 0.005	< 0.005	—	1.84
Architectural Coatings	0.62	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.30	0.30	< 0.005	< 0.005	—	0.30
Architectural Coatings	0.11	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.04	0.52	0.00	0.00	0.12	0.12	0.00	0.03	0.03	—	116	116	0.01	< 0.005	0.01	117
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.61	1.61	< 0.005	< 0.005	< 0.005	1.63
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.27	0.27	< 0.005	< 0.005	< 0.005	0.27
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Apartme Mid Rise	1.01	0.79	8.94	0.02	0.01	1.86	1.87	0.01	0.47	0.49	—	2,106	2,106	0.10	0.08	7.76	2,141
Strip Mall	0.19	0.14	1.59	< 0.005	< 0.005	0.33	0.33	< 0.005	0.08	0.09	—	370	370	0.02	0.01	1.36	376
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	1.20	0.93	10.5	0.02	0.02	2.19	2.20	0.01	0.56	0.57	—	2,475	2,475	0.12	0.10	9.12	2,517
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartme nts Mid Rise	1.00	0.86	8.22	0.02	0.01	1.86	1.87	0.01	0.47	0.49	—	2,017	2,017	0.11	0.09	0.20	2,046
Strip Mall	0.19	0.15	1.47	< 0.005	< 0.005	0.33	0.33	< 0.005	0.08	0.09	—	354	354	0.02	0.02	0.04	359
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	1.19	1.02	9.69	0.02	0.02	2.19	2.20	0.01	0.56	0.57	—	2,371	2,371	0.13	0.10	0.24	2,405
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartme nts Mid Rise	0.17	0.15	1.46	< 0.005	< 0.005	0.32	0.32	< 0.005	0.08	0.08	—	321	321	0.02	0.01	0.53	326
Strip Mall	0.03	0.03	0.25	< 0.005	< 0.005	0.05	0.05	< 0.005	0.01	0.01	—	54.3	54.3	< 0.005	< 0.005	0.09	55.2
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.20	0.18	1.72	< 0.005	< 0.005	0.37	0.38	< 0.005	0.09	0.10	—	376	376	0.02	0.02	0.62	381

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	335	335	0.02	< 0.005	—	337
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	23.5	23.5	< 0.005	< 0.005	—	23.7
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	81.4	81.4	0.01	< 0.005	—	81.8
Total	—	—	—	—	—	—	—	—	—	—	—	440	440	0.03	< 0.005	—	442
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	335	335	0.02	< 0.005	—	337
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	23.5	23.5	< 0.005	< 0.005	—	23.7
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	81.4	81.4	0.01	< 0.005	—	81.8
Total	—	—	—	—	—	—	—	—	—	—	—	440	440	0.03	< 0.005	—	442
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	55.5	55.5	< 0.005	< 0.005	—	55.8

Strip Mall	—	—	—	—	—	—	—	—	—	—	—	3.90	3.90	< 0.005	< 0.005	—	3.92
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	—	13.5	13.5	< 0.005	< 0.005	—	13.5
Total	—	—	—	—	—	—	—	—	—	—	—	72.9	72.9	0.01	< 0.005	—	73.3

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.01	0.14	0.06	< 0.005	0.01	—	0.01	0.01	—	0.01	—	172	172	0.02	< 0.005	—	172
Strip Mall	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.97	1.97	< 0.005	< 0.005	—	1.98
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.01	0.14	0.06	< 0.005	0.01	—	0.01	0.01	—	0.01	—	174	174	0.02	< 0.005	—	174
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.01	0.14	0.06	< 0.005	0.01	—	0.01	0.01	—	0.01	—	172	172	0.02	< 0.005	—	172
Strip Mall	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.97	1.97	< 0.005	< 0.005	—	1.98

Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.01	0.14	0.06	< 0.005	0.01	—	0.01	0.01	—	0.01	—	174	174	0.02	< 0.005	—	174
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	< 0.005	0.02	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	28.4	28.4	< 0.005	< 0.005	—	28.5
Strip Mall	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.33	0.33	< 0.005	< 0.005	—	0.33
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	< 0.005	0.02	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	28.8	28.8	< 0.005	< 0.005	—	28.8

4.3. Area Emissions by Source

4.3.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.76	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.06	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.37	0.03	3.62	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	10.5	10.5	< 0.005	< 0.005	—	10.5

Total	1.19	0.03	3.62	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	10.5	10.5	< 0.005	< 0.005	—	10.5
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.76	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.06	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	0.82	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.14	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.05	< 0.005	0.45	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.19	1.19	< 0.005	< 0.005	—	1.19
Total	0.20	< 0.005	0.45	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.19	1.19	< 0.005	< 0.005	—	1.19

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	3.86	25.9	29.8	0.40	0.01	—	42.6
Strip Mall	—	—	—	—	—	—	—	—	—	—	0.18	1.19	1.37	0.02	< 0.005	—	1.96
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	4.03	27.1	31.1	0.42	0.01	—	44.5
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	3.86	25.9	29.8	0.40	0.01	—	42.6
Strip Mall	—	—	—	—	—	—	—	—	—	—	0.18	1.19	1.37	0.02	< 0.005	—	1.96
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	4.03	27.1	31.1	0.42	0.01	—	44.5
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	0.64	4.29	4.93	0.07	< 0.005	—	7.05
Strip Mall	—	—	—	—	—	—	—	—	—	—	0.03	0.20	0.23	< 0.005	< 0.005	—	0.32
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	0.67	4.49	5.16	0.07	< 0.005	—	7.37

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	21.5	0.00	21.5	2.15	0.00	—	75.4
Strip Mall	—	—	—	—	—	—	—	—	—	—	0.71	0.00	0.71	0.07	0.00	—	2.47
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	22.2	0.00	22.2	2.22	0.00	—	77.8
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	21.5	0.00	21.5	2.15	0.00	—	75.4
Strip Mall	—	—	—	—	—	—	—	—	—	—	0.71	0.00	0.71	0.07	0.00	—	2.47
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	22.2	0.00	22.2	2.22	0.00	—	77.8
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	3.57	0.00	3.57	0.36	0.00	—	12.5
Strip Mall	—	—	—	—	—	—	—	—	—	—	0.12	0.00	0.12	0.01	0.00	—	0.41
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	3.68	0.00	3.68	0.37	0.00	—	12.9

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.24	0.24
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.01	0.01
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.25	0.25
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.24	0.24
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.01	0.01
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.25	0.25

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.04	0.04
Strip Mall	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.04	0.04

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Demolition	Demolition	10/1/2024	10/15/2024	5.00	10.0	—
Grading	Grading	10/18/2024	10/20/2024	5.00	2.00	—
Building Construction	Building Construction	10/21/2024	3/10/2025	5.00	100	—
Paving	Paving	3/11/2025	3/18/2025	5.00	5.00	—
Architectural Coating	Architectural Coating	3/19/2025	3/26/2025	5.00	5.00	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Tractors/Loaders/Backhoes	Diesel	Average	3.00	8.00	84.0	0.37
Demolition	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Demolition	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Grading	Graders	Diesel	Average	1.00	8.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	8.00	367	0.40
Grading	Tractors/Loaders/Backhoes	Diesel	Average	2.00	7.00	84.0	0.37
Building Construction	Cranes	Diesel	Average	1.00	6.00	367	0.29
Building Construction	Forklifts	Diesel	Average	1.00	6.00	82.0	0.20

Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	1.00	6.00	84.0	0.37
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Welders	Diesel	Average	3.00	8.00	46.0	0.45
Paving	Tractors/Loaders/Backhoes	Diesel	Average	1.00	8.00	84.0	0.37
Paving	Cement and Mortar Mixers	Diesel	Average	1.00	6.00	10.0	0.56
Paving	Pavers	Diesel	Average	1.00	6.00	81.0	0.42
Paving	Rollers	Diesel	Average	1.00	7.00	36.0	0.38
Paving	Paving Equipment	Diesel	Average	1.00	8.00	89.0	0.36
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	—	—	—	—
Demolition	Worker	12.5	18.5	LDA,LDT1,LDT2
Demolition	Vendor	—	10.2	HHDT,MHDT
Demolition	Hauling	18.1	20.0	HHDT
Demolition	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	10.0	18.5	LDA,LDT1,LDT2
Grading	Vendor	—	10.2	HHDT,MHDT
Grading	Hauling	563	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	44.2	18.5	LDA,LDT1,LDT2

Building Construction	Vendor	7.89	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	12.5	18.5	LDA,LDT1,LDT2
Paving	Vendor	5.00	10.2	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	8.84	18.5	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10.2	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	69,119	23,040	1,875	625	—

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Cubic Yards)	Material Exported (Cubic Yards)	Acres Graded (acres)	Material Demolished (Building Square Footage)	Acres Paved (acres)

Demolition	0.00	0.00	0.00	15,691	—
Grading	—	9,000	2.00	0.00	—
Paving	0.00	0.00	0.00	0.00	0.00

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	2	61%	61%

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Apartments Mid Rise	—	0%
Strip Mall	0.00	0%
Enclosed Parking with Elevator	0.00	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2024	0.00	690	0.05	0.01
2025	0.00	690	0.05	0.01

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMT/Weekday	VMT/Saturday	VMT/Sunday	VMT/Year
Apartments Mid Rise	294	265	221	101,929	2,624	2,369	1,973	910,639
Strip Mall	55.4	52.6	25.5	18,515	460	436	212	153,705

Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
69119.325	23,040	1,875	625	—

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	250

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Apartments Mid Rise	177,309	690	0.0489	0.0069	535,969
Strip Mall	12,446	690	0.0489	0.0069	6,155
Enclosed Parking with Elevator	43,049	690	0.0489	0.0069	0.00

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Apartments Mid Rise	2,012,785	0.00
Strip Mall	92,591	0.00
Enclosed Parking with Elevator	0.00	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Apartments Mid Rise	40.0	—
Strip Mall	1.31	—
Enclosed Parking with Elevator	0.00	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Apartments Mid Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Apartments Mid Rise	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00
Strip Mall	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0

Strip Mall	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00
Strip Mall	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor

5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)

5.17. User Defined

Equipment Type	Fuel Type

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	20.9	annual days of extreme heat
Extreme Precipitation	7.15	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	6.08	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events. Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters
Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	2	0	0	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	0	0	N/A
Wildfire	1	0	0	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	0	0	0	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	2	1	1	3
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	1	1	2
Wildfire	1	1	1	2
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	1	1	1	2

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.

The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	80.0
AQ-PM	79.2
AQ-DPM	71.4
Drinking Water	83.1
Lead Risk Housing	32.4
Pesticides	13.0
Toxic Releases	54.9
Traffic	98.0
Effect Indicators	—
CleanUp Sites	0.00
Groundwater	57.0
Haz Waste Facilities/Generators	39.8
Impaired Water Bodies	43.8
Solid Waste	0.00
Sensitive Population	—
Asthma	33.9
Cardio-vascular	53.8
Low Birth Weights	32.8

Socioeconomic Factor Indicators	—
Education	21.7
Housing	69.9
Linguistic	57.8
Poverty	23.2
Unemployment	78.3

7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	67.93276017
Employed	42.62799949
Median HI	71.42307199
Education	—
Bachelor's or higher	84.66572565
High school enrollment	26.43397921
Preschool enrollment	71.66688053
Transportation	—
Auto Access	39.77928911
Active commuting	34.22302066
Social	—
2-parent households	41.15231618
Voting	58.14192224
Neighborhood	—
Alcohol availability	68.81817015
Park access	14.6413448
Retail density	94.25125112

Supermarket access	68.56152958
Tree canopy	87.73258052
Housing	—
Homeownership	35.63454382
Housing habitability	27.47337354
Low-inc homeowner severe housing cost burden	41.40895676
Low-inc renter severe housing cost burden	18.00333633
Uncrowded housing	64.30129603
Health Outcomes	—
Insured adults	55.46002823
Arthritis	51.7
Asthma ER Admissions	64.5
High Blood Pressure	51.5
Cancer (excluding skin)	18.5
Asthma	72.9
Coronary Heart Disease	51.0
Chronic Obstructive Pulmonary Disease	71.2
Diagnosed Diabetes	84.4
Life Expectancy at Birth	92.3
Cognitively Disabled	56.3
Physically Disabled	68.4
Heart Attack ER Admissions	54.2
Mental Health Not Good	78.4
Chronic Kidney Disease	73.0
Obesity	74.1
Pedestrian Injuries	90.6
Physical Health Not Good	78.6
Stroke	64.5

Health Risk Behaviors	—
Binge Drinking	21.6
Current Smoker	80.3
No Leisure Time for Physical Activity	90.4
Climate Change Exposures	—
Wildfire Risk	3.9
SLR Inundation Area	0.0
Children	68.4
Elderly	28.7
English Speaking	64.6
Foreign-born	62.4
Outdoor Workers	68.7
Climate Change Adaptive Capacity	—
Impervious Surface Cover	75.8
Traffic Density	96.5
Traffic Access	68.3
Other Indices	—
Hardship	24.7
Other Decision Support	—
2016 Voting	40.3

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	58.0
Healthy Places Index Score for Project Location (b)	62.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	No
Project Located in a Low-Income Community (Assembly Bill 1550)	No
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.
b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
Land Use	Per site plan
Construction: Construction Phases	No site preparation required
Operations: Hearths	No hearths

Source: EMFAC2017 (v1.0.3) Emissions Inventory
Region Type: Air District
Region: South Coast AQMD
Calendar Year: 2023
Season: Annual
Vehicle Classification: EMFAC2007 Categories
Units: miles/day for VMT, trips/day for Trips, tons/day for Emissions, 1000 gallons/day for Fuel Consumption

Region	Calendar Y	Vehicle Cat	Model Year	Speed	Fuel	Population	VMT	Trips	Fuel Consumption	Fuel Consumption	Total Fuel Consumption	VMT	Total VMT	Miles Per Gallon	Vehicle Class
South Coas	2023	HHDT	Aggregate	Aggregate	Gasoline	75.10442936	8265.097	1502.689	1.936286145	1936.286145	1913466.474	8265.097	13656273.03	7.14	**HHD**
South Coas	2023	HHDT	Aggregate	Aggregate	Diesel	109818.6753	13648008	1133618	1911.530188	1911530.188		13648008			
South Coas	2023	LDA	Aggregate	Aggregate	Gasoline	6635002.295	2.53E+08	31352477	7971.24403	7971244.03	8020635.698	2.53E+08	255180358.3	31.82	**LDA**
South Coas	2023	LDA	Aggregate	Aggregate	Diesel	62492.97958	2469816	297086.6	49.3916685	49391.6685		2469816			
South Coas	2023	LDA	Aggregate	Aggregate	Electricity	150700.3971	6237106	751566	0	0		6237106			
South Coas	2023	LDT1	Aggregate	Aggregate	Gasoline	758467.6481	27812996	3504563	1023.913006	1023913.006	1024279.466	27812996	27821405.09	27.16	**LDT1**
South Coas	2023	LDT1	Aggregate	Aggregate	Diesel	360.7799144	8408.618	1256.88	0.366459477	366.4594769		8408.618			
South Coas	2023	LDT1	Aggregate	Aggregate	Electricity	7122.93373	303507.5	35798.19	0	0		303507.5			
South Coas	2023	LDT2	Aggregate	Aggregate	Gasoline	2285150.139	85272416	10723315	3338.798312	3338798.312	3356536.438	85272416	85922778.34	25.60	**LDT2**
South Coas	2023	LDT2	Aggregate	Aggregate	Diesel	15594.68309	650362.8	76635.83	17.73812611	17738.12611		650362.8			
South Coas	2023	LDT2	Aggregate	Aggregate	Electricity	28809.63735	917592.8	145405.4	0	0		917592.8			
South Coas	2023	LHDT1	Aggregate	Aggregate	Gasoline	174910.3847	6216643	2605904	583.3851736	583385.1736	811563.1022	6216643	11211395.79	13.81	**LHDT1**
South Coas	2023	LHDT1	Aggregate	Aggregate	Diesel	125545.0822	4994753	1579199	228.1779285	228177.9285		4994753			
South Coas	2023	LHDT2	Aggregate	Aggregate	Gasoline	30102.75324	1034569	448486.2	111.5753864	111575.3864	209423.5025	1034569	2969599.008	14.18	**LHDT2**
South Coas	2023	LHDT2	Aggregate	Aggregate	Diesel	50003.13116	1935030	628976.5	97.84811618	97848.11618		1935030			
South Coas	2023	MCY	Aggregate	Aggregate	Gasoline	305044.5141	2104624	610089	57.849018	57849.018	57849.018	2104624	2104623.657	36.38	**MCY**
South Coas	2023	MDV	Aggregate	Aggregate	Gasoline	1589862.703	55684188	7354860	2693.883526	2693883.526	2744536.341	55684188	57109879.73	20.81	**MDV**
South Coas	2023	MDV	Aggregate	Aggregate	Diesel	36128.1019	1425691	176566.9	50.65281491	50652.81491		1425691			
South Coas	2023	MDV	Aggregate	Aggregate	Electricity	16376.67653	537591.7	83475.95	0	0		537591.7			
South Coas	2023	MH	Aggregate	Aggregate	Gasoline	34679.50542	330042.9	3469.338	63.26295123	63262.95123	74893.26955	330042.9	454344.9436	6.07	**MH**
South Coas	2023	MH	Aggregate	Aggregate	Diesel	13122.69387	124302	1312.269	11.63031832	11630.31832		124302			
South Coas	2023	MHDT	Aggregate	Aggregate	Gasoline	25624.3151	1363694	512691.3	265.2060557	265206.0557	989975.6425	1363694	9484317.768	9.58	**MHDT**
South Coas	2023	MHDT	Aggregate	Aggregate	Diesel	122124.488	8120623	1221858	724.7695868	724769.5868		8120623			
South Coas	2023	OBUS	Aggregate	Aggregate	Gasoline	5955.291639	245774	119153.5	48.07750689	48077.50689	86265.88761	245774	579743.8353	6.72	**OBUS**
South Coas	2023	OBUS	Aggregate	Aggregate	Diesel	4286.940093	333969.8	41558.29	38.18838072	38188.38072		333969.8			
South Coas	2023	SBUS	Aggregate	Aggregate	Gasoline	2783.643068	112189.6	11134.57	12.19474692	12194.74692	39638.85935	112189.6	323043.5203	8.15	**SBUS**
South Coas	2023	SBUS	Aggregate	Aggregate	Diesel	6671.825716	210853.9	76991.94	27.44411242	27444.11242		210853.9			
South Coas	2023	UBUS	Aggregate	Aggregate	Gasoline	957.7686184	89782.63	3831.074	17.62416327	17624.16327	17863.66378	89782.63	91199.2533	5.11	**UBUS**
South Coas	2023	UBUS	Aggregate	Aggregate	Diesel	13.00046095	1416.622	52.00184	0.239500509	239.5005093		1416.622			
South Coas	2023	UBUS	Aggregate	Aggregate	Electricity	16.11693886	1320.163	64.46776	0			1320.163			

Appendix D
Cumulative Project List

RELATED PROJECTS

Centroid Info:
PROJ ID: 58197
Address: 19923 W VENTURA BL
, CA
Lat/Long: 34.1724, -118.567

Buffer Radius: 1.00 mile

Search

Column

Include NULL "Trip info":
Include NULL "FirstStudySubmittalDate" (latest)
Include "Inactive" projects:
Include "Do not show in Related Project":
Net_AM_Trips - Select -
Net_PM_Trips - Select -
Net_Daily_Trips - Select -

Record Count: 7 | Record Per Page: All Records

Results generated since: (10/30/2024 3:13:10 PM)

Proj ID	Office	Area	CD	Year	Project Title	Project Desc	Address	First Study Submittal Date	Inactive	Do not show in Related Project	Distance (mile)	Trip Info
48579	SF Valley	VEN	3	2019	Revision TS	Revision of Traffic Study	19335 W VENTURA BL	08/24/2019	☐	☐	0.7	
48734	SF Valley	VEN	3	2019	Automobile Dealership		20539 W VENTURA BL	09/18/2019	☐	☐	0.8	
50659	SF Valley	VEN		2020	Fast-Food Restaurant	1300 sf Original Tommy's Restaurant w drive-through	20032 Ventura bl	11/16/2022	☐	☐	0.2	
52308	SF Valley	VEN		2021	mixed use	residential/restaurant/commercial	19333 Ventura Bl	02/15/2023	☐	☐	0.8	
50912	SF Valley	SFV	3	2021	Del Moreno Apartments	Del Moreno Apartments	5353 DEL MORENO DR	04/12/2024	☐	☐	0.6	

Trip Info — 48579

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut
Mixed Use	Other		34	94	982	25	8	49	45
			34	**94**	**982**		**25**	**8**	**49**

Trip Info — 48734

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut
Other	S.F. Gross Area	80900	84	110	2252	61	23	44	66
			84	**110**	**2252**		**61**	**23**	**44**

Trip Info — 50659

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut
Other	S.F. Gross Area	1300	58	43	526	30	28	22	21
			58	**43**	**526**		**30**	**28**	**22**

Trip Info — 52308

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut
Mixed Use			23	29	317	3	20	16	13
			23	**29**	**317**		**3**	**20**	**16**

Trip Info — 50912

Land_Use	Unit_ID	size	Net_AM_Trips	Net_PM_Trips	Net_Daily_Trips	NetAMIn	NetAMOut	NetPMIn	NetPMOut
Apartments	Total Units	61	23	24	57	5	18	15	9
Apartments	Total Units	8	4	2	5	1	3	1	1
			27	**26**	**62**		**6**	**21**	**16**

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November 1, 2024

Mr. Dan Hosseini
19923 Ventura LLC
7029 Bristol Parkway Suite 20
Culver City, CA 90230

C/O Mr. Aaron Brumer
Aaron Brumer and Assoc. Architects
10999 Riverside Drive, Suite #302
North Hollywood, CA 91602

Subject: 19923 Ventura Blvd – Cat32 Exemption Noise Impact Assessment – Los Angeles, CA

Dear Mr. Hosseini:

MD Acoustics, LLC (MD) has completed a noise impact assessment for the proposed Multi-Family Residential Development project located at 19923 Ventura Blvd in the City of Los Angeles, CA. The Project has filed for a Categorical 32 Exemption (Cat32) in which an "Infill" Categorical Exemption (CEQA Guideline Section 15332) exempts infill development within urbanized areas if it meets certain criteria. The class consists of environmentally benign infill projects that are consistent with the local General Plan and Zoning requirements. This class is not intended for projects that would result in any significant traffic, noise, air quality, or water quality impacts. It may apply to residential, commercial, industrial, and/or mixed-use projects.

This noise assessment intends to demonstrate the Project's compliance with applicable noise regulations and lack of significant noise impacts. A list of definitions and terminology is located in Appendix A.

1.0 Project Description and Assessment Overview

The Project proposes the construction of a new residential 6-story building containing 54 residential dwelling units on an approximately 15,691 square-foot site. The Project would include 41 parking spaces within the building on the basement and ground levels. The Project will also include a rooftop deck. The site plan for the proposed Project is in Exhibit B.

Land uses surrounding the site include commercial uses to the south, east, and west. The 101 Freeway is to the north. The nearest residential uses are 270 feet to the north, on the other side of the freeway. The proposed project location is in Exhibit A.

2.0 Local Acoustical Requirements and CEQA Guidelines

The City of Los Angeles has outlined the following within the Los Angeles Municipal Code as it relates to noise regulation:

Per Section 111.03, the minimum ambient level for all residential zones is 50 dBA from 7AM to 10PM and 40 dBA from 10PM to 7AM. The minimum ambient level for all commercial zones is 60 dBA from 7AM to 10PM and 55 dBA from 10PM to 7AM.

Per Section 112.02, air conditioning, refrigeration, and heating equipment cannot cause a noise level to exceed the ambient noise level on the premises of another occupied property by more than 5 dB. Per Section 112.05(A), construction machinery must not exceed 75 dBA at 50 feet.

Per Section 41.40, construction must occur between the hours of 7 AM and 9 PM on Monday through Friday and 8 AM to 6 PM on Saturday or national holidays. Construction may not occur on Sundays.

Per Section 112.05, construction equipment including crawler-tractors, dozers, rotary drills and augers, loaders, power shovels, cranes, derricks, motor graders, paving machines, off-highway trucks, ditchers, trenchers, compactors, scrapers, wagons, pavement breakers, compressors and pneumatic or other powered equipment must be 75 dBA Lmax at 50 feet.

The Construction Noise and Vibration Updates to Thresholds and Methodology prepared for the City of Los Angeles outlines the following as it relates to construction noise and vibration regulation:

For construction activities that occur between 7:00 a.m. and 7:00 p.m. Monday through Friday, and between 8:00 a.m. and 6:00 p.m. on Saturdays, there is no numerical threshold above ambient noise levels.

On- and off-site construction noise during daytime hours (7:00 a.m. and 7:00 p.m. Monday through Friday, and 8:00 a.m. to 6:00 p.m. on Saturdays) are limited to a maximum 80 dBA Leq(8-hour) absolute threshold at sensitive uses (at the property line or at the exterior of the building), including outdoor public recreational areas owned or maintained by a public agency. This standard does not apply to private residential balconies which may or may not extend past the exterior of a building, or to private residential recreational areas.

Architectural Building Damage—Construction activities shall not exceed the following building damage thresholds for the identified structures:

- Fragile Buildings: 0.1 PPV
- Historic Buildings: 0.25 PPV
- Older Residential Structures: 0.3 PPV
- New Residential Structures: 0.5 PPV
- Modern Industrial/Commercial Buildings: 0.5 PPV

According to CEQA guidelines, the Project would have a potential impact if it resulted in:

a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

b) Generation of excessive groundborne vibration or groundborne noise levels?

c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the project area to excessive noise levels?

3.0 Study Method and Procedure

3.1 Ambient Noise Measurements

Two (2) thirty-minute second-by-second ambient noise measurements were conducted at the Project site on July 31st, 2024. The sound level meter measured the Leq, Lmin, Lmax, and other statistical data (e.g., L2, L8…). The noise measurements were taken to determine the existing ambient noise levels. Noise data indicates that traffic and commercial noise are the primary sources of noise impacting the site and the adjacent uses. This assessment utilizes the ambient noise data as a basis and compares project operational levels to said data.

The results of the short-term noise data are presented in Table 1.

Table 1: Short-Term Measurement Summary, dBA

Location	Start Time	Stop Time	Leq	Lmax	Lmin	L(2)	L(8)	L(25)	L(50)	L(90)
NM1	2:11 PM	2:41 PM	69.5	89.4	56.8	75.4	72.3	69.4	66.7	61.4
NM2	4:41 PM	5:11 PM	70.8	79.3	67.1	74.6	72.8	71.2	70.3	68.6
Notes: 1. Short-term noise monitoring locations are illustrated in Appendix B.										

Noise data indicates the ambient noise level is approximately 70 to 71 dBA Leq at the Project site and surrounding area. The dominant source of noise is the 101 Freeway. At the south corner (NM1), short-term noise events from the site's current use as an overflow lot for Hank's Tires resulted in a higher maximum (Lmax) reading. Additional field notes and photographs are provided in Appendix B.

For this evaluation, MD has compared the Project's projected noise levels to the existing ambient level.

3.2 FHWA Traffic Noise Model

The traffic noise analysis utilizes the Federal Highway Administration (FHWA) Traffic Noise Model, together with several key construction parameters. Key inputs are the speed, site conditions, average daily traffic (ADT), and vehicle mix data. The modeling does take into account the existing barriers, structures, and/or topographical features that reduce noise levels. Existing traffic counts were taken from the City of Los Angeles Department of Transportation. Traffic calculations were confirmed with the noise level measurements.

The traffic noise model indicated that the existing noise level due to 101 Freeway traffic is 72.9 dBA CNEL at the nearest residences. See Appendix C.

3.3 FHWA Construction Noise Model

The construction noise analysis utilizes the FHWA Roadway Construction Noise Model methodology, together with several key construction parameters. Key inputs include distance to the sensitive receiver, equipment usage, % usage factor, and baseline parameters for the project site. The Project was analyzed based on the different construction phases. The FHWA has compiled data regarding the noise-generated characteristics of typical construction activities and is presented in Table 2.

Table 2: RCNM Measured Noise Emission Reference Levels[1]

Type	Typical Noise Level at 50 Feet (dBA)
Concrete Saw	90
Dozer	82
Grader	85
Tractor	84
Roller	80
Crane	81
Man Lift	75
Concrete Mixer Truck	79
Air Compressor	78

Notes:
[1] Referenced Noise Levels from the FHWA RCNM.

3.3 Construction Vibration Model

Construction activities can produce vibration that may be felt by adjacent land uses. The construction of the proposed Project would not require the use of equipment such as pile drivers, which are known to generate substantial construction vibration levels. The primary vibration source during construction may be from a vibratory roller. A vibratory roller has a vibration impact of 0.210 inches per second peak particle velocity (PPV) at 25 feet which is likely perceptible but below any risk of architectural damage.

The fundamental equation used to calculate vibration propagation through average soil conditions and distance is as follows:

$$PPV_{equipment} = PPV_{ref} (25/D_{rec})^{n}$$

Where: PPV_{ref} = reference PPV at 25ft.
D_{rec} = distance from equipment to receiver in ft.
n = 1.1 (the value related to the attenuation rate through ground)

The thresholds from the Caltrans Transportation and Construction Induced Vibration Guidance Manual provide general thresholds and guidelines as to the vibration damage potential from vibratory impacts.

4.0 Traffic Noise Level Projections

Traffic noise along the 101 Freeway and Ventura Boulevard will be the main sources of noise impacting the project site and the surrounding area. The Project projects 349 daily trips per CalEEMod.

It takes a change of 3 dB or more to hear an audible difference, which would occur with a doubling of traffic. The Project is anticipated to increase the existing noise level at the nearest residential use area by less than 0.1 dB due to an increase in traffic. Therefore, the impact is less than significant.

5.0 Project Operational Noise Level Projections

On-site operational noise includes a transformer and HVAC equipment. MD assumed that all HVAC equipment will be located on the rooftops of the building, with one unit per household. Equipment will be at least 270 feet away from the nearest residences. The maximum sound power level from a single unit is 72 dBA. At 270 feet away, the sound pressure level is estimated to be 22 dBA. Assuming all units are running simultaneously, the sound level is 40 dBA. The Project will have a 3.5' parapet wall around the rooftop, which will provide an additional 15 dB reduction, resulting in a noise level of 25 dBA if all units are running simultaneously. According to Section 112.02 in the City's Municipal Code, noise due to air conditioning equipment is prohibited if it exceeds the ambient noise level by 5 dBA. The hourly nighttime ambient noise level of the surrounding residential properties is estimated to be 64 dBA (see Appendix C). The noise due to the HVAC units operating simultaneously will not increase the ambient noise level significantly and thus meets the City's code. See Appendix D.

Per ANSI and NEPA requirements for transformer noise, transformers must be no louder than 67 dBA at 1 foot. The transformer noise will, therefore, be at least 10 dB below the existing ambient level at the nearest property line.

Operational noise complies with Section 112.02 of the Los Angeles Municipal Code. The impact is, therefore, less than significant.

6.0 Construction Noise Impact

6.1 Construction Noise Projections

The degree of construction noise may vary for different areas of the project site and also vary depending on the construction activities. Noise levels associated with the construction will vary with the different phases of construction. Per Section 112.05 of the Los Angeles Municipal Code, all construction equipment must be a maximum of 75 dBA Lmax at 50 feet. Table 3 presents the construction noise levels at sensitive receptors with all equipment following this standard. This model assumes all equipment is operating simultaneously. A likely worst-case construction noise scenario assumes equipment is operating as close as 270 feet from the nearest sensitive receptor (residences to the north) and an average of 335 feet from the nearest sensitive receptor through an hour time period. See Appendix E for calculations.

Table 3: Projected Construction Noise Levels (dBA, Leq)[1]

Location	Phase	Construction Noise Level (Lmax)	Construction Noise Level (Leq)
Adjacent Residential Properties	Demo	62	62
	Grade	61	61
	Build	63	63
	Pave	61	61
	Arch Coat	60	56

The project construction activities will follow the Municipal Code restriction of using equipment which has a maximum sound level of 75 dBA Lmax at 50 feet and occur within the permitted times. Additionally, the noise level at the residential structures is below the 80 dBA Leq threshold. Construction noise will therefore comply with the local ordinances and guidelines, and the impact will therefore be less than significant when abiding by the policies listed in Section 6.3.

6.2 Construction Vibration Projections

The primary vibration source during construction may be from a vibratory roller. At a distance of 20 feet (east commercial façade to the project site), a vibratory roller would yield a worst-case 0.268 PPV (in/sec), which will be perceptible but will be below any risk of damage for modern buildings. The impact is less than significant, and no mitigation is required. The impact is less than significant if the noise reduction policies in Section 6.3 are taken. See Appendix E for calculations.

6.3 Construction Noise and Vibration Reduction Policies

Construction operations must follow the City's Noise Ordinance, which states that construction, repair, or excavation work performed must occur within the permissible hours. To further ensure that construction activities do not disrupt the adjacent land uses, the following Best Management Practices (BMPs) should be taken:

1. Construction shall occur during the hours of 7AM to 7PM on weekdays and 8AM to 6PM on Saturdays.
2. All construction equipment shall be equipped with mufflers to ensure compliance with 75 dBA Lmax levels at 50 feet.
3. The contractor shall locate equipment staging areas as far as possible, away from the sensitive receptors.
4. Vibratory rollers shall not come closer than 20' to existing buildings. Other heavy equipment shall not come closer than 10' to existing buildings.
5. Idling equipment shall be turned off when not in use.
6. Equipment shall be maintained so that vehicles and their loads are secured from rattling and banging.

7.0 Conclusions

The Project will be compliant with the City's noise ordinance and CEQA guidelines with the implementation of the noise reduction measures listed in Section 6.3. In addition, the Project will not generate a noise impact during operation. The Project is located more than 2 miles away from the Van Nuys Airport. MD is pleased to provide this noise assessment for the proposed Project. If you have any questions regarding this analysis, please call our office at (805) 426-4477.

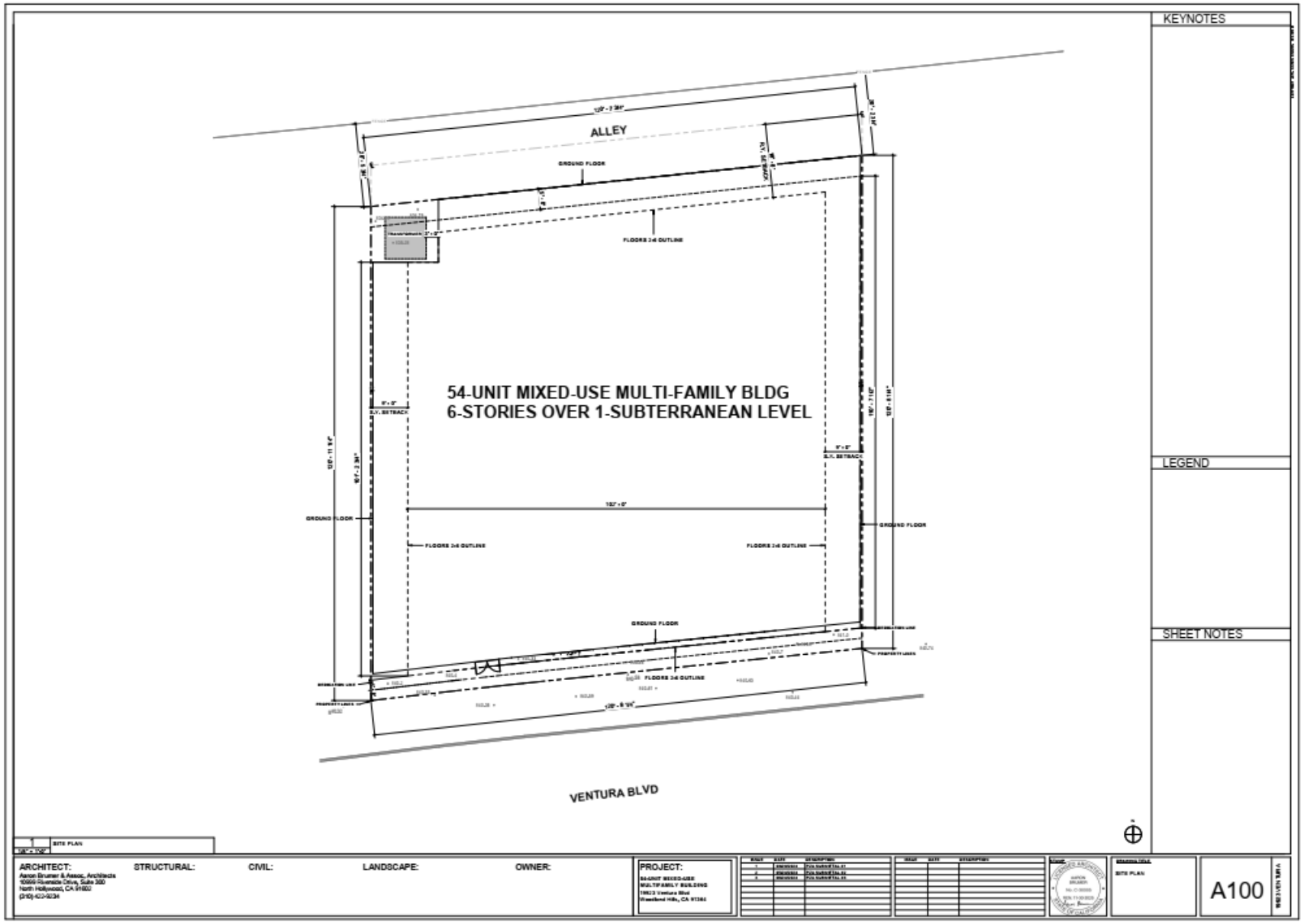
Sincerely,
MD Acoustics, LLC

Brandon Skinner
Acoustical Consultant

Claire Pincock, INCE-USA
Acoustical Consultant

Exhibit A
Location Map

Exhibit B
Site Plan



Appendix A

Glossary of Acoustical Terms

Glossary of Terms

A-Weighted Sound Level: The sound pressure level in decibels as measured on a sound level meter using the A-weighted filter network. The A-weighting filter de-emphasizes the very low and very high-frequency components of the sound in a manner similar to the response of the human ear. A numerical method of rating human judgment of loudness.

Ambient Noise Level: The composite of noise from all sources, near and far. In this context, the ambient noise level constitutes the normal or existing level of environmental noise at a given location.

Community Noise Equivalent Level (CNEL): The average equivalent A-weighted sound level during a 24-hour day, obtained after the addition of five (5) decibels to sound levels in the evening from 7:00 to 10:00 PM and after the addition of ten (10) decibels to sound levels in the night before 7:00 AM and after 10:00 PM.

Decibel (dB): A unit for measuring the amplitude of a sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure, which is 20 micro-pascals.

dB(A): A-weighted sound level (see definition above).

Equivalent Sound Level (LEQ): The sound level corresponding to a steady noise level over a given sample period with the same amount of acoustic energy as the actual time-varying noise level. The energy average noise level during the sample period.

Habitable Room: Any room meeting the requirements of the Uniform Building Code or other applicable regulations which is intended to be used for sleeping, living, cooking, or dining purposes, excluding such enclosed spaces as closets, pantries, bath or toilet rooms, service rooms, connecting corridors, laundries, unfinished attics, foyers, storage spaces, cellars, utility rooms, and similar spaces.

L(n): The A-weighted sound level exceeded during a certain percentage of the sample time. For example, L10 in the sound level exceeded 10 percent of the sample time. Similarly L50, L90, L99, etc.

Noise: *A*ny unwanted sound or sound which is undesirable because it interferes with speech and hearing or is intense enough to damage hearing, or is otherwise annoying. The State Noise Control Act defines noise as "...excessive undesirable sound...".

Noise Criteria (NC) Method: This metric plots octave band sound levels against a family of reference curves, with the number rating equal to the highest tangent line value as demonstrated in Figure 1.

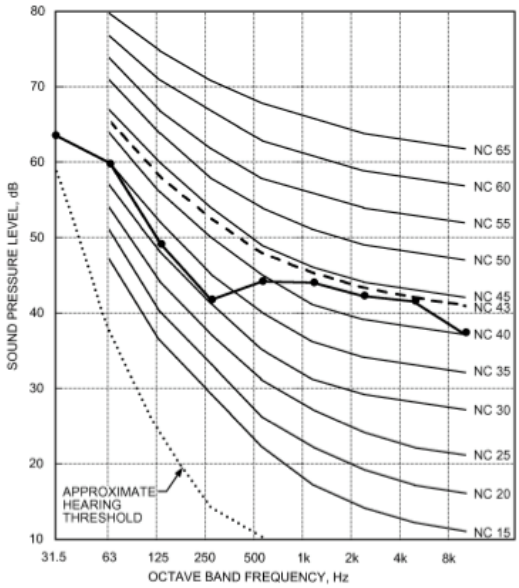
Percent Noise Levels: See L(n).

Room Criterion (RC) Method: When sound quality in the space is important, the RC metric provides a diagnostic tool to quantify both the speech interference level and spectral imbalance.

Sound Level (Noise Level): The weighted sound pressure level obtained by use of a sound level meter having a standard frequency filter for attenuating part of the sound spectrum.

Sound Level Meter: An instrument, including a microphone, an amplifier, an output meter, and frequency weighting networks for the measurement and determination of noise and sound levels.

FIGURE 1: Sample NC Curves and Sample Spectrum Levels



***Sound Transmission Class (STC*)**: To quantify STC, a Transmission Loss (TL) measurement is performed in a laboratory over a range of 16 third-octave bands between 125 – 4,000 Hertz (Hz). The average human voice creates sound within the 125 – 4,000 Hz 1/3rd octave bands.

STC is a single-number rating given to a particular material or assembly. The STC rating measures the ability of a material or an assembly to resist airborne sound transfer over the specified frequencies (see ASTM International Classification E413 and E90). In general, a higher STC rating corresponds with a greater reduction of noise transmitting through a partition.

STC is highly dependent on the construction of the partition. The STC of a partition can be increased by: adding mass, increasing or adding air space, and adding absorptive materials within the assembly. The STC rating does not assess low-frequency sound transfer (e.g. sounds less than 125 Hz). Special consideration must be given to spaces where the noise transfer concern has lower frequencies than speech, such as mechanical equipment and or/or music. The STC rating is a lab test that does not take into consideration weak points, penetrations, or flanking paths.

Even with a high STC rating, any penetration, air-gap, or “flanking path can seriously degrade the isolation quality of a wall. Flanking paths are the means for sound to transfer from one space to another other than through the wall. Sound can flank over, under, or around a wall. Sound can also travel through common ductwork, plumbing, or corridors. Noise will travel between spaces at the weakest points. Typically, there is no reason to spend money or effort to improve the walls until all weak points are controlled first.

Outdoor Living Area: Outdoor spaces that are associated with residential land uses typically used for passive recreational activities or other noise-sensitive uses. Such spaces include patio areas, barbecue areas, jacuzzi areas, etc. associated with residential uses; outdoor patient recovery or resting areas associated with hospitals, convalescent hospitals, or rest homes; outdoor areas associated with places of worship which have a significant role in services or other noise-sensitive activities; and outdoor school facilities routinely used for educational purposes which may be adversely impacted by noise. Outdoor areas usually not included in this definition are: front yard areas, driveways, greenbelts, maintenance areas and storage areas associated with residential land uses; exterior areas at hospitals that are not used for patient activities; outdoor areas associated with places of worship and principally used for short-term social gatherings; and, outdoor areas associated with school facilities that are not typically associated with educational uses prone to adverse noise impacts (for example, school play yard areas).

Percent Noise Levels: See L(n).

Sound Level (Noise Level): The weighted sound pressure level obtained by use of a sound level meter having a standard frequency filter for attenuating part of the sound spectrum.

Sound Level Meter: An instrument, including a microphone, an amplifier, an output meter, and frequency weighting networks for the measurement and determination of noise and sound levels.

Single Event Noise Exposure Level (SENEL): The dB(A) level which, if it lasted for one second, would produce the same A-weighted sound energy as the actual event.

Appendix B
Field Sheet

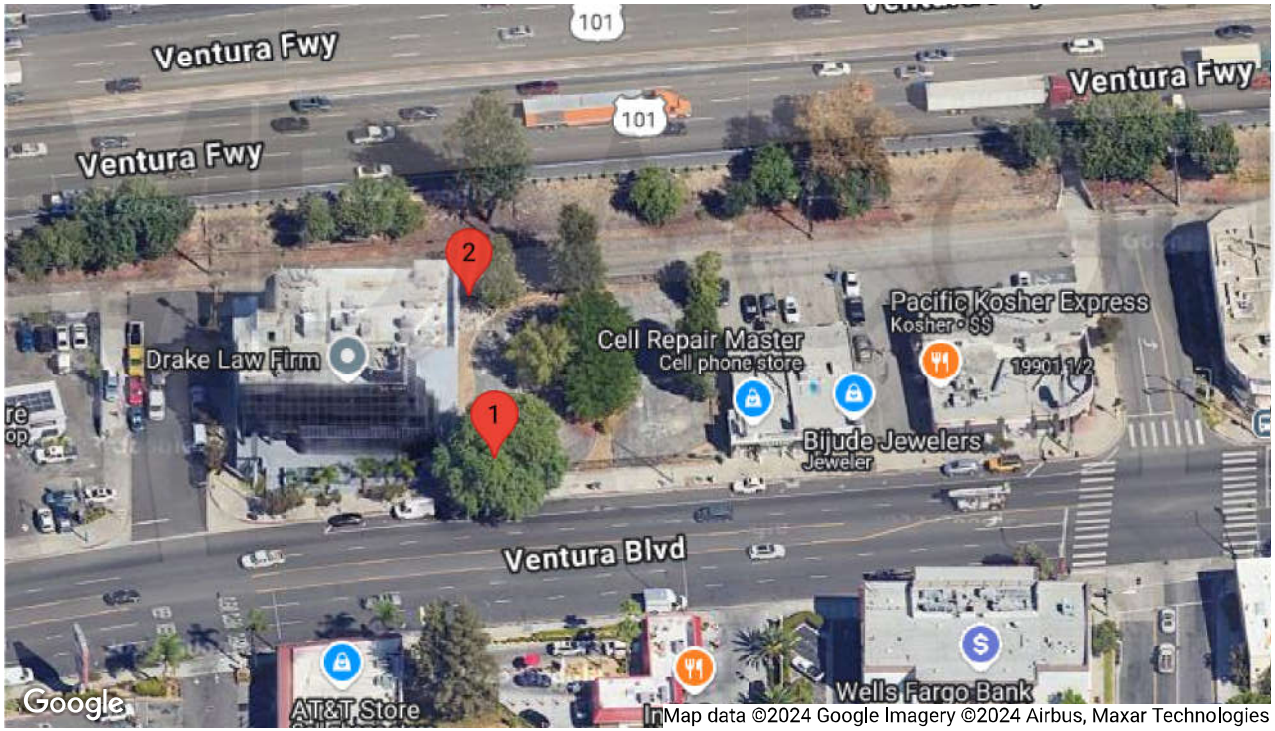
1-Hour Noise Measurement Datasheet - NM1, NM2

Project Name:	19923 Ventura Blvd CatEx Noise
Project: #/Name:	1175-2024-005
Site Address/Location:	19923 Ventura Blvd
Date:	07/31/2024
Field Tech/Engineer:	Jason Schuyler/ Claire Pincock

Site Observations:

Temps in the 93F clear skies winds 1-3MPH.The primary noise source for NM2 was the 101 Highway; for NM1, it was the traffic/drive-through operations noise, plane noise, pedestrian sound, and commercial business sounds. Rental meter XL2:A2A-14032-EO WAS USED FOR ALL TESTING.

Sound Meter:	XL2, NTI	**SN:**	XL2:A2A-14032-EO
Settings:	A-weighted, slow, 1-sec, 1-hour interval		
Site Id:	NM1, NM2		



MD ACOUSTICS

1-Hour Noise Measurement Datasheet - Cont. - NM1, NM2

Project Name: 19923 Ventura Blvd CatEx Noise

Site Address/Location: 19923 Ventura Blvd

Site Id: NM1, NM2

Calibrator:

Cal Check: Pre-test: **Post Test:**

Figure 1: NM1

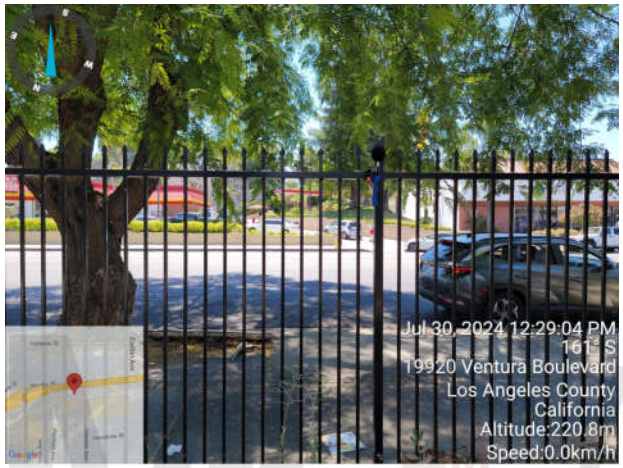


Figure 2: NM1

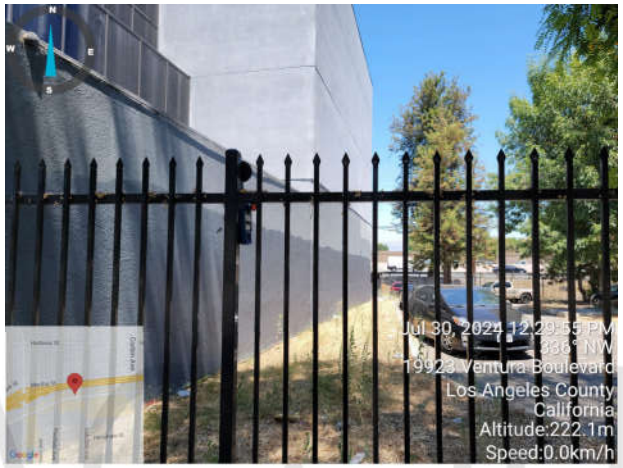


Figure 3: NM2

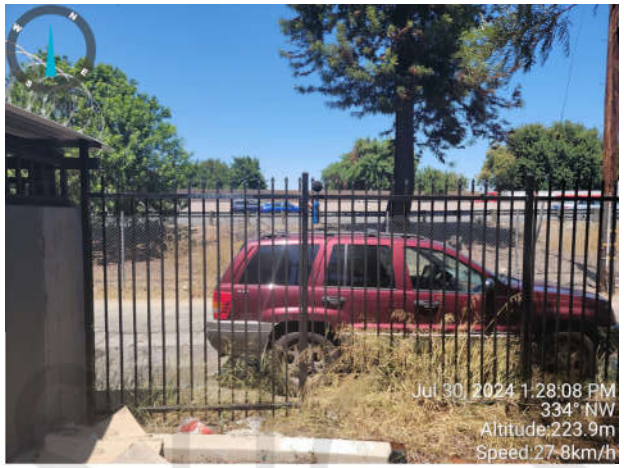
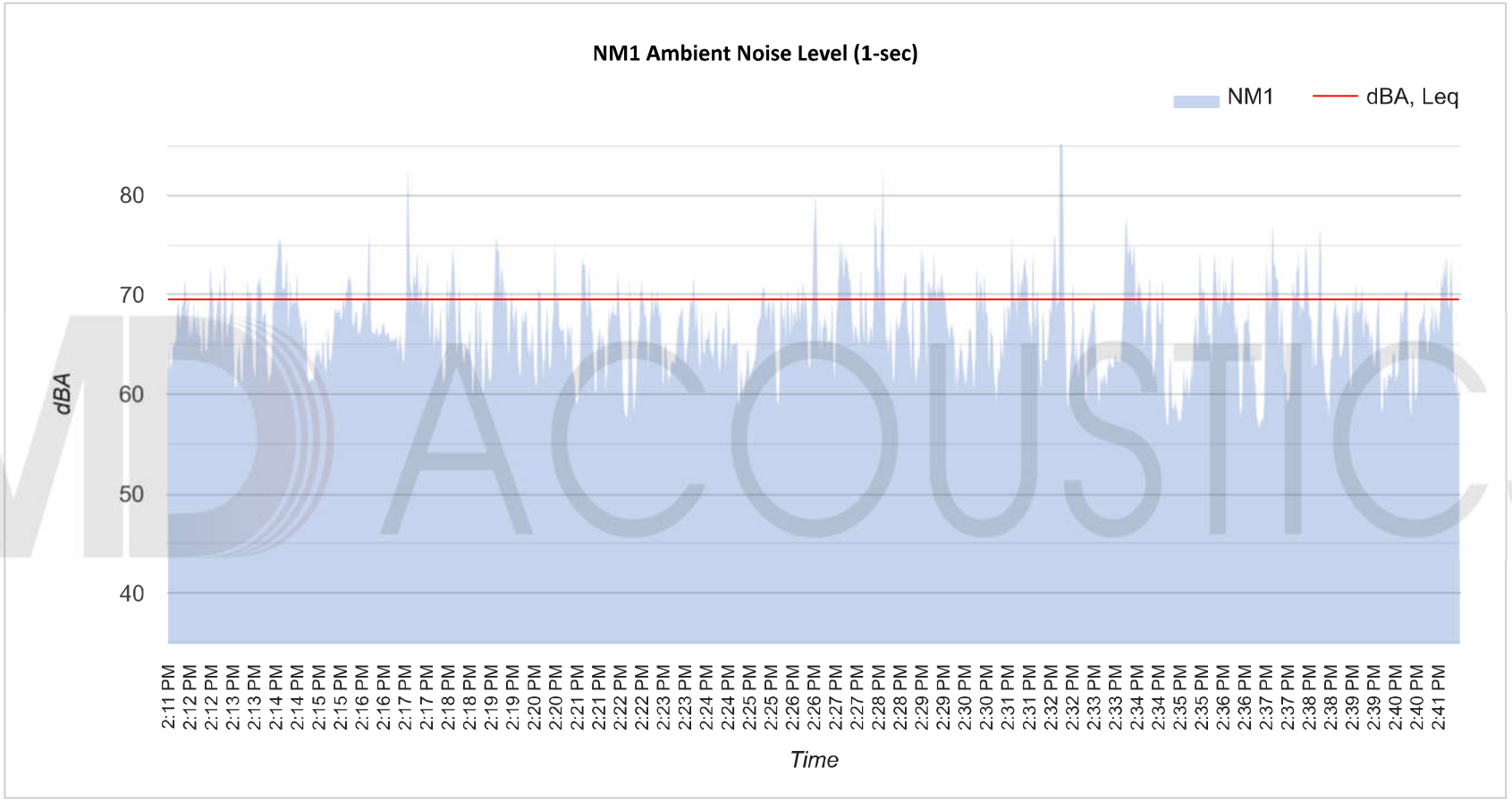


Table 1: Baseline Noise Measurement Summary

Location	Start	Stop	Leq	Lmax	Lmin	L2	L8	L25	L50	L90
NM1	2:11 PM	2:41 PM	69.5	89.4	56.8	75.4	72.3	69.4	66.7	61.4
NM2	4:41 PM	5:11 PM	70.8	79.3	67.1	74.6	72.8	71.2	70.3	68.6

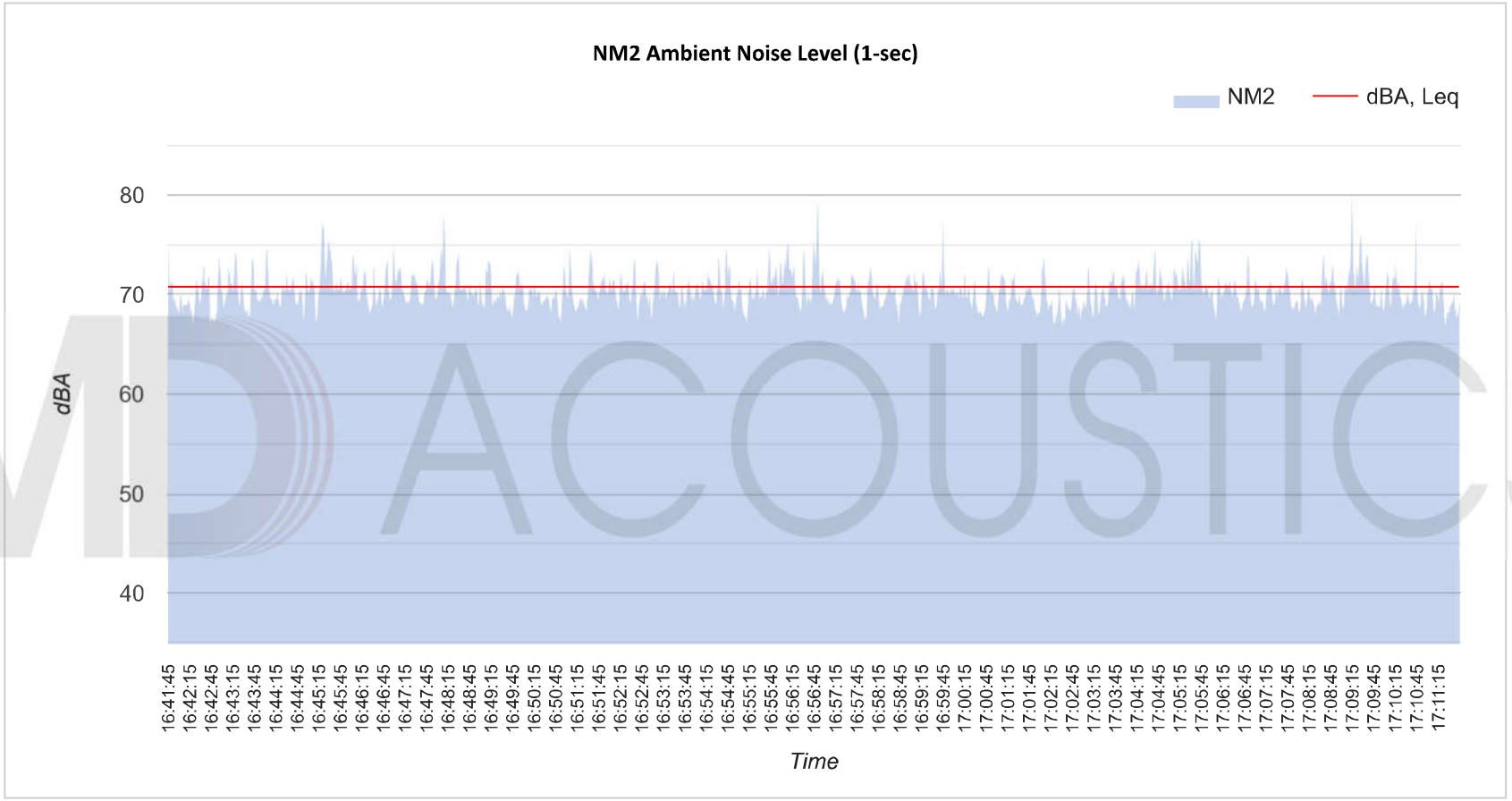
1-Hour Noise Measurement Datasheet - Cont. - NM1

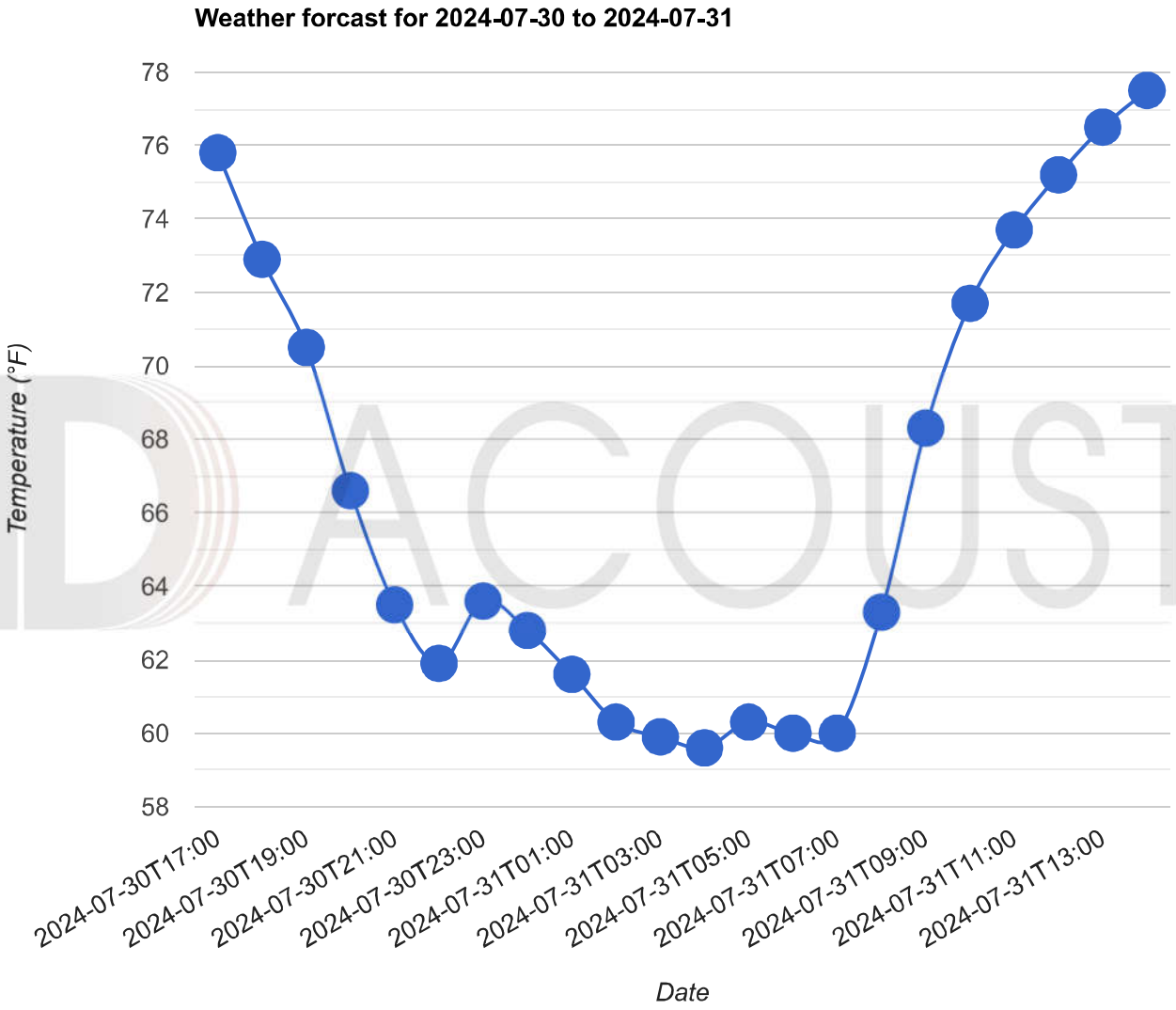
Project Name:	19923 Ventura Blvd CatEx Noise	**Site Topo:**	Buildings 1-2 stories tall site	**Noise Source(s) w/ Distance:**	
Site Address/Location:	19923 Ventura Blvd	**Meteorological Cond.:**	93F Winds 0-3MPH Sunny Skies	Road and commercial noise	
Site Id:	NM1	**Ground Type:**	buildings and asphalt		

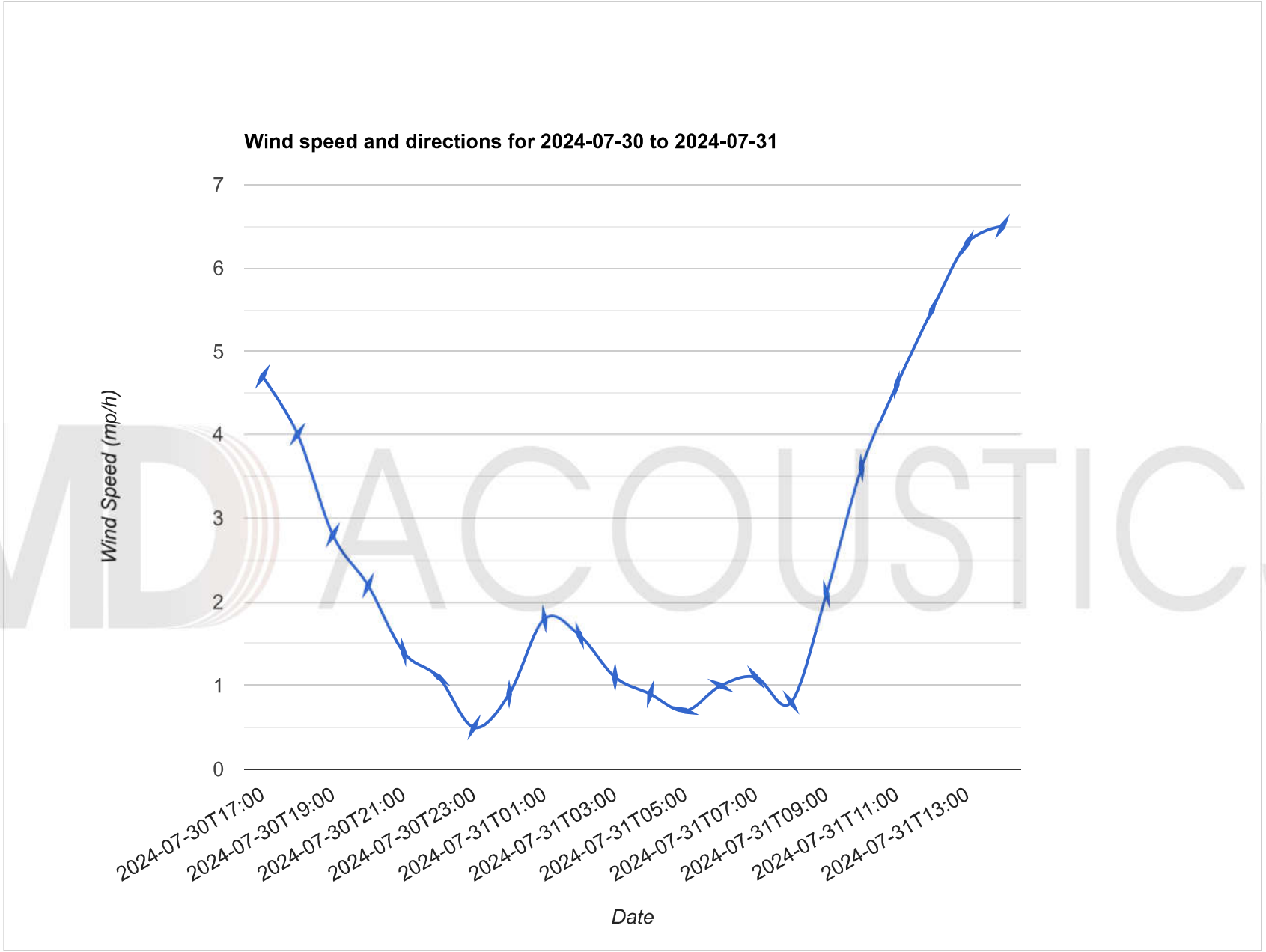


1-Hour Noise Measurement Datasheet - Cont. - NM2

Project Name:	19923 Ventura Blvd CatEx Noise	**Site Topo:**	Buildings 1-2 stories tall site	**Noise Source(s) w/ Distance:**	
Site Address/Location:	19923 Ventura Blvd	**Meteorological Cond.:**	93F Winds 0-3MPH Sunny Skies	Road and commercial noise	
Site Id:	NM2	**Ground Type:**	buildings and asphalt		




Weather forcast for 2024-07-30 to 2024-07-31
78
76
74
72
70
68
66
64
62
60
58
Temperature (°F)
2024-07-30T17:00
2024-07-30T19:00
2024-07-30T21:00
2024-07-30T23:00
2024-07-31T01:00
2024-07-31T03:00
2024-07-31T05:00
2024-07-31T07:00
2024-07-31T09:00
2024-07-31T11:00
2024-07-31T13:00
Date



Source: Global Forecast System (GFS) weather forcast model

Appendix C
Traffic

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

PROJECT:	Ventura Cat32	JOB #:	1175-24-05
ROADWAY:	101 Fwy	DATE:	1-Nov-24
LOCATION:	NEAREST NORTHSIDE RESIDENCES	ENGINEER:	B. Skinner

NOISE INPUT DATA - Existing

ROADWAY CONDITIONS

ADT =	253,000
SPEED =	65
PK HR % =	7
NEAR LANE/FAR LANE DIS	108
ROAD ELEVATION =	5.0
GRADE =	1.0 %
PK HR VOL =	16,445

RECEIVER INPUT DATA

RECEIVER DISTANCE =		140
DIST C/L TO WALL =		70
RECEIVER HEIGHT =		5.0
WALL DISTANCE FROM RECEIVER		70
PAD ELEVATION =		0.0
ROADWAY VIEW:	LF ANGLE=	-90
	RT ANGLE=	90
	DF ANGLE=	180

SITE CONDITIONS

AUTOMOBILES =	10	
MEDIUM TRUCKS =	10	(10 = HARD SITE, 15 = SOFT SITE)
HEAVY TRUCKS =	10	

WALL INFORMATION

HTH WALL:	8.0
AMBIENT=	0.0
BARRIER =	0 (0 = WALL, 1 = BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVENING	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.9450
MEDIUM TRUCK	0.848	0.049	0.103	0.0339
HEAVY TRUCKS	0.865	0.027	0.108	0.0206

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES	7.0	114.62	- -
MEDIUM TRUCKS	9.0	114.62	- -
HEAVY TRUCKS	13.0	114.89	0.00

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	80.3	80.3	78.6	72.5	81.1	81.7
MEDIUM TRUCKS	72.1	72.4	66.1	64.5	73.0	73.2
HEAVY TRUCKS	73.4	73.8	64.8	66.1	74.4	74.5
NOISE LEVELS (dBA)	81.7	81.7	79.0	73.9	82.5	83.0

NOISE IMPACTS (WITH TOPO AND BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	69.8	69.8	68.1	62.0	70.6	71.2
MEDIUM TRUCKS	62.2	62.5	56.2	54.6	63.1	63.3
HEAVY TRUCKS	65.0	65.4	56.4	57.7	66.0	66.1
NOISE LEVELS (dBA)	71.6	71.7	68.9	63.9	72.4	72.9

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	2776	8777	27757	87775
LDN	2478	7835	24776	78350

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

PROJECT:	Ventura Cat32	JOB #:	1175-24-05
ROADWAY:	101 Fwy	DATE:	1-Nov-24
LOCATION:	NEAREST NORTHSIDE RESIDENCES	ENGINEER:	B. Skinner

NOISE INPUT DATA - Existing + Project

ROADWAY CONDITIONS

ADT =	253,349
SPEED =	65
PK HR % =	7
NEAR LANE/FAR LANE DIS	108
ROAD ELEVATION =	5.0
GRADE =	1.0 %
PK HR VOL =	16,468

RECEIVER INPUT DATA

RECEIVER DISTANCE =		140
DIST C/L TO WALL =		70
RECEIVER HEIGHT =		5.0
WALL DISTANCE FROM RECEIVER		70
PAD ELEVATION =		0.0
ROADWAY VIEW:	LF ANGLE=	-90
	RT ANGLE=	90
	DF ANGLE=	180

SITE CONDITIONS

AUTOMOBILES =	10	
MEDIUM TRUCKS =	10	(10 = HARD SITE, 15 = SOFT SITE)
HEAVY TRUCKS =	10	

WALL INFORMATION

HTH WALL:	8.0
AMBIENT=	0.0
BARRIER =	0 (0 = WALL, 1 = BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVENING	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.9450
MEDIUM TRUCK	0.848	0.049	0.103	0.0339
HEAVY TRUCKS	0.865	0.027	0.108	0.0206

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES	7.0	114.62	- -
MEDIUM TRUCKS	9.0	114.62	- -
HEAVY TRUCKS	13.0	114.89	0.00

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	80.4	80.3	78.6	72.5	81.1	81.7
MEDIUM TRUCKS	72.1	72.4	66.1	64.5	73.0	73.2
HEAVY TRUCKS	73.4	73.8	64.8	66.1	74.4	74.5
NOISE LEVELS (dBA)	81.7	81.7	79.0	73.9	82.5	83.0

NOISE IMPACTS (WITH TOPO AND BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	69.9	69.8	68.1	62.0	70.6	71.2
MEDIUM TRUCKS	62.2	62.5	56.2	54.6	63.1	63.3
HEAVY TRUCKS	65.0	65.4	56.4	57.7	66.0	66.1
NOISE LEVELS (dBA)	71.6	71.7	68.9	63.9	72.4	72.9

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	2780	8790	27795	87896
LDN	2481	7846	24811	78458

Appendix D
Stationary Equipment

50PG03–14
Ultra High Efficiency Single Package Electric Cooling with Optional Electric Heat Commercial Rooftop Units with Puron® (R–410A) Refrigerant, Optional EnergyX™ (Energy Recovery Ventilator)
2 to 12.5 Nominal Tons

Carrier
turn to the experts

Not equipment being used, but a similar assumption

Product Data

CENTURION

DEALER DESIGN AWARDS
the NEWS | GOLD

BUILDINGS magazine
Editors' Choice
TOP 100 PRODUCTS
2005

Puron
the environmentally sound refrigerant

AHRI* CAPACITY RATINGS

50PG03-14

UNIT 50PG	NOMINAL CAPACITY (Tons)	NET COOLING CAPACITY (Btuh)	TOTAL POWER (kW)	SEER	EER†	SOUND RATING (dB)	IEER
03	2.0	24,000	2.1	14.1	11.5	75	—
04	3.0	35,800	3.1	14.1	11.7	73	—
05	4.0	47,500	4.0	15.0	12.2	72	—
06	5.0	58,500	4.9	14.8	12.2	78	—
07	6.0	69,000	5.8	—	12.2	78	13.0
08	7.5	88,000	7.0	—	12.7	80	13.5
09	8.5	102,000	8.4	—	12.4	80	13.4
12	10.0	119,000	9.9	—	12.2	80	13.0
14	12.5	150,000	13.2	—	11.5	83	11.6

LEGEND
EER – Energy Efficiency Ratio
SEER – Seasonal Energy Efficiency Ratio

*Air Conditioning, Heating and Refrigeration Institute.
† AHRI does not require EER ratings for units with capacity below 65,000 Btuh.

NOTES:
1. Tested in accordance with AHRI Standards 210–94 (sizes 03–12), 360–93 (size 14).
2. Ratings are net values, reflecting the effects of circulating fan heat.
3. Ratings are based on:
Cooling Standard: 80°F db, 67°F wb indoor entering–air temperature and 95°F db air entering outdoor unit.
IPLV Standard: 80°F db, 67°F wb indoor entering–air temperature and 80°F db outdoor entering–air temperature.
4. All 50PG units are in compliance with Energy Star® and ASHRAE 90.1 2010 Energy Standard for minimum SEER and EER requirements.
5. Units are rated in accordance with AHRI sound standards 270 or 370.
6. Per AHRI, Integrated Energy Efficiency Ratio (IEER) became effective beginning January 1, 2010. Integrated Part–Load Value (IPLV) was superseded by IEER on January 1, 2010. IEER is intended to be a measure of merit for the part load performance of the unit. Each building may have different part load performance due to local occupancy schedules, building construction, building location and ventilation requirements. For specific building energy analysis, an hour–by–hour analysis program should be used.

Use of the AHRI Certified TM Mark indicates a manufacturer's participation in the program For verification of certification for individual products, go to www.ahridirectory.org.

Appendix E

Construction Noise and Vibration Calculations

Receptor - Residential property to the North

Construction Phase Equipment Item	# of Items	Item Lmax at 50 feet, dBA[1]	Edge of Site to Receptor, feet	Center of Site to Receptor, feet	Item Usage Percent[1]	Ground Factor[2]	Usage Factor	Receptor Item Lmax, dBA	Recptor. Item Leq, dBA
DEMO									
Tractor	3	75	270	335	40	0	0.40	60.4	54.5
Dozer	1	75	270	270	40	0	0.40	60.4	56.4
Concrete Saw	1	75	270	335	20	0	0.20	60.4	51.5
							Log Sum	60.4	61.5
GRADE									
Grader	1	75	270	270	40	0	0.40	60.4	56.4
Dozer	1	75	270	335	40	0	0.40	60.4	54.5
Tractor	2	75	270	335	40	0	0.40	60.4	54.5
								60.4	61.1
BUILD									
Crane	1	75	270	335	16	0	0.16	60.4	50.5
Man lift	1	75	270	335	20	0	0.20	60.4	51.5
Tractor	1	75	270	335	40	0	0.40	60.4	54.5
Generator	1	75	270	270	50	0	0.50	60.4	57.3
Welder/Torch	3	75	270	335	40	0	0.40	60.4	54.5
								60.4	62.8
PAVE									
Tractor	1	75	270	335	40	0	0.40	60.4	54.5
Concrete Mixer Truck	1	75	270	335	40	0	0.40	60.4	54.5
Paver	1	75	270	270	50	0	0.50	60.4	57.3
Roller	1	75	270	335	20	0	0.20	60.4	51.5
								60.4	61.0
ARCH COAT									
Compressor (air)	1	75	270	270	40	0	0.40	60.4	56.4
								60.4	56.4

[1]FHWA Construction Noise Handbook: Table 9.1 RCNM Default Noise Emission Reference Levels and Usage Factors

VIBRATION LEVEL IMPACT

Project:	Ventura Blvd Cat32 Noise	Date: 8/2/24
Source:	Vibratory Roller	
Scenario:	Unmitigated	
Location:	Adjacent residences	
Address:	Los Angeles, CA	

PPV = PPVref(25/D)^n (in/sec)

DATA INPUT

Equipment = Type	1	Vibratory Roller	INPUT SECTION IN BLUE
PPVref =	0.21	Reference PPV (in/sec) at 25 ft.	
D =	20.00	Distance from Equipment to Receiver (ft)	
n =	1.10	Vibration attenuation rate through the ground	

Note: Based on reference equations from Vibration Guidance Manual, California Department of Transportation, 2006, pgs 38-43.

DATA OUT RESULTS

PPV =	**0.268**	IN/SEC	OUTPUT IN RED

REPORT OF

GEOTECHNICAL INVESTIGATION

PROPOSED MEDICAL OFFICE BUILDING PROJECT

Lot 1 (Arb. 2) OF TRACT NO. 13940

19923 VENTURA BOULEVARD

LOS ANGELES (WOODLAND HILLS), CALIFORNIA

FOR

19923 VENTURA BOULEVARD, LLC

PROJECT NO. 12-424-02

FEBRUARY 4, 2013

February 4, 2013 12-424-02

19923 Ventura Boulevard, LLC
c/o Mr. Jacob Rashti
1266 Benedict Canyon Drive
Beverly Hills, California 90210

Attention: Mr. Dan Hosseini

Subject: Geotechnical Investigation
Proposed Commercial Building Project
Lot 1 (Arb. 2) Of Tract No. 13940
19923 Ventura Boulevard
Los Angeles (Woodland Hills) California 91367

Gentlemen:

INTRODUCTION

This report presents the results of a geotechnical investigation for the subject project. During the course of this investigation, the engineering properties of the subsurface materials were evaluated in order to provide recommendations for design and construction of temporary excavations, foundations, grade slabs, and subsurface walls. The investigation included subsurface exploration, soil sampling, laboratory testing, engineering evaluation and analysis, consultation and preparation of this report.

During the course of this investigation, the topographic survey map and project plans electronically transmitted to this office on January 10, 2013, were used as reference. The project plans were prepared by the offices of Vanos Architect.

The enclosed Site Plan; Drawing No. 1, shows the approximate locations of the exploratory borings in relation to the site boundaries and the proposed building. This drawing also shows the approximate locations of Cross Sections A-A' and B-B'. Drawing Nos. 2 and 3 present the profiles of the Cross Sections A-A' and B-B'.

Figure No. 1 shows the Seismic Hazard Zone Map. Figure No. 2 shows the Regional Geologic Maps. Figure Nos. 3 through 7 show the associated Site Location Maps, Seismic Hazard Maps as well as the Historically Highest Groundwater Contour Map of the site.

The attached Appendix I, describes the method of field exploration. Figure Nos. I-1 through I-5 present summaries of the materials encountered at the location of our borings. Figure No. I-6 presents the Uniform Soil Classification System Chart; a guide to the Log of Exploratory Borings.

The attached Appendix II describes the laboratory testing procedures. Figure Nos. II-1 and II-2 present the results of direct shear and consolidation tests performed on selected undisturbed soil samples.

Appendix III presents the construction procedure for anchor tie backs.

It should be noted that the presented design recommendations for temporary excavation and foundations are based on the provided project plans and assumed structural loading. This office should be consulted, if the actual structural loading and excavation depths are different from those used during this investigation. Modifications to the presented design recommendations may then be made to reflect the actual conditions.

PROJECT CONSIDERATIONS

It is our understanding that the proposed project will consist of construction of a medical office building at the subject site. The proposed building is expected to be a 3-story structure constructed over 2 levels of basement garage. The basement garage grade is expected to be established some 22 feet below the front (street) grade. Due to descending of the site grade toward the rear, the total depth of excavation along the back alley is expected to be on the order of 17 feet. See the enclosed Cross Sections A-A' and B-B', for the profile of the proposed building and the existing and proposed grades.

In addition to the 2 levels of subterranean parking garage, the rear portion of the street level floor will be used for parking. The front portion will be used for pharmacy.

It is anticipated that the perimeter walls of the basement garage of the proposed building will be extended to close proximity of the respective property lines. Therefore, during the course of basement garage construction, temporary shoring will be required. Due to magnitude of the planned depth of excavation, and surcharge effects from the off-site improvements (alley, public right-of-way, buildings, etc.) such shoring system should be in a form of soldier piles which are held back with interior bracing or tied back with anchor shafts.

Structural loading data was not available at the time of this investigation. For the purpose of this report, it is assumed that maximum concentrated loads of the interior columns will be on the order of 600 kips, combined dead plus frequently applied live loads. Perimeter and interior wall footings of the structure are expected to exert loads of on the order of 18 kips per lineal foot.

ANTICIPATED SITE GRADING WORK

Site grading is expected to basically involve excavation in order to establish the proposed basement garage grade. As part of the site grading work, subgrade preparations will be made for basement garage slabs support. Also, some wall backfilling will be made. The wall backfill should be non-expansive and granular in nature.

SITE CONDITIONS

SURFACE CONDITIONS

The site of the proposed commercial development project is located at 19923 Ventura Boulevard in the Woodland Hills area of the City of Los Angeles, California. The site is rectangular in shape and covers a plan area of about 14,485 square feet. See the enclosed Site Plan; Drawing No. 1 for site location.

At the time of our field investigation, the subject site fenced and vacant. The ground surface of the site was noted to descend from front to the back through a vertical height of about 6 feet. See the enclosed Site Plan; Drawing No. 1.

Existing off-site improvements occur around the site. These include public right-of-way at the front, an alley to the back and off-site buildings to the sides. See the enclosed Site Plan; Drawing No. 1 for approximate locations of the existing off-site improvements.

SUBSURFACE CONDITIONS

Correlation of the subsoil between the borings was considered to be good. Generally, the site, to the depths explored, was found to be underlain by surficial fill underlain by natural deposits of sandy and/or clayey silt and silty sand soils, containing gravel in local areas. Thickness of the surficial fill was found to be on the order of 2 feet in our borings. Deeper fill, however, may be present between and beyond our borings. The existing fill will be automatically removed by the planned basement garage excavations.

The upper native soils through which the basement garage excavations will be made were found to consist of generally firm to stiff silt and medium dense to dense silty sand soils. The results of our laboratory investigation indicated that these materials were of moderate.

The soils near the planned foundation levels were found to be consist of generally stiff sandy silt with slight clay. The results of our laboratory testing indicated that these materials were of higher strengths and low compression.

The soils at the basement garage level were found to consist of silty sand or silt with appreciable amounts of sand. The fine grained (silt) soils were found to be of low to moderate expansion potential (having an expansion index of 40).

Due to the method of drilling (use of continuous casing) no caving was detected. Because of silty and fine grained nature of the site soils, forming will not be required during foundation construction. Lagging, however, will be required between the soldier piles to reduce the chances of sloughing.

GROUNDWATER AND DEWATERING CONSIDERATIONS

During the course of our investigation, minor seepage was detected in our Boring No. 1 near a depth of about 35 feet. However, the historically highest groundwater level at the site is near a depth of 12 feet.

Considering that the deepest level of the basement will be established at some 22 feet below grade, temporary dewatering will not be required. However, because the base of the proposed building will occur below the historically highest groundwater level, permanent dewatering will be required for the proposed project. The permanent de-watering can be in a form of a gravel bed below the base of the proposed building and a network of pipe/gravel filled trenches leading the collected water to a sump. The water should then be pumped to the street.

As an alternative to the use of dewatering, the basement slab and the lower portions of the perimeter walls can be designed for hydrostatic uplift and lateral pressures assuming the historically highest groundwater level at the site (in this case 10 feet below grade). For this case, the bottom of the garage slab should be properly waterproofed in order to reduce the chances of water entry into the basement garage.

CAVING CONSIDERATIONS

Although not detected in our borings, caving may be experienced within sand layers. If caving is experienced, considerations should be given to the use of casing during installation of the shoring piles. Also, the concrete should be placed from the bottom of the holes using “treme”.

Lagging will be required between the vertical soldier piles. This will help reduce the chances of local sloughing.

EVALUATION OF LIQUEFACTION POTENTIAL

During the course of our investigation, minor seepage was encountered in our borings at a depth of about 35 feet. However, the available maps indicate that the historically highest groundwater level at the site was near a depth of about 12 feet. For the purpose of evaluating liquefaction potential, therefore, Standard Penetration Test (SPT) were conducted from a depth of 10 feet.

The results of our liquefaction analysis (using ground acceleration of 0.51g and a moment magnitude of 6.6, indicated that the subsoils have a factor of safety greater than 1.1, against potential liquefaction. See the enclosed Engineering calculation sheets.

The accumulated settlements at the ground surface as a result of strong ground shaking earthquake was calculated to be about 0.49 inches. See the enclosed engineering calculation sheets. The magnitude of the differential settlement associated with seismic strong ground motion would be 0.33 inches. These levels of settlements should be added to the gravity load settlements.

SEISMIC DESIGN CONSIDERATIONS

In accordance with the 2007 California Building code (CBC 2007), the project site can be classified as site D. The mapped spectral accelerations of S_S=1.50 (short period) and S_1 =0.60 (1-second period) can be used for this project. These parameters corresponds to site Coefficients values of F_a =1.0 and F_V =1.5, respectively.

The seismic design parameters would be as follows:

Sms= Fa (Ss) = 1.0 (1.500) = 1.500,
Sm1=Fv (S1) = 1.5 (0.600) = 0.900
Sds=2/3 (Sms) = 2/3 (1.500) = 1.000 and
Sd1=2/3 (Sm1) = 2/3 (0.900) = 0.600

EVALUATION AND RECOMMENDATIONS

GENERAL

Based on the geotechnical engineering data derived from this investigation, the site is considered to be suitable for the proposed development. Spread footing foundation system can be used for support of the proposed building. The foundation bearing materials are expected to be stiff, clayey/sandy silt native soils.

It is anticipated that the basement garage excavation will be made through fill and native soils consisting of firm to stiff sandy/clayey silt and silty sand soils. Maximum height of excavation to the perimeter wall footing levels is expected to be on the order of 22 feet.

During the course of basement garage construction, temporary shoring will be required. Due to magnitude of the planned depth of excavation, such shoring system should be in a form of soldier piles which are held back with interior bracing or tied back with anchor shafts.

Where adequate horizontal space beyond the planned line of excavation is available, unsupported, open excavation slopes with gradients as recommended in this report may be used.

The basement floor slabs can supported on the exposed subgrade, provided that any disturbed soils would be compacted in-place to a relative compaction of at least 90 percent at optimum moisture content. All fill soils placed over the interior footings should also be compacted to a relative compaction of at least 90 percent. Although the soils near the basement garage levels were found to be of low expansion potential, the grade slabs for this project should be at least 5 inches thick and be reinforced with # 4 bars placed at every 18 inches on center.

The following sections present our specific recommendations for temporary excavations, foundations, lateral design, basement grade slabs, subsurface walls, and observations during construction.

TEMPORARY EXCAVATION

Unshored Excavations: Where space limitations permit, unshored temporary excavation slopes could be used. Based upon the engineering characteristics of the site upper soils, it is our opinion that temporary excavation slopes in accordance with the following table should be used:

Maximum Depth of Cut (Ft)	Maximum Slope Ratio (Horizontal:Vertical)
0-4	Vertical
>4	3/4:1 (overall gradient)

Water should not be allowed to flow over the top of the excavation in an uncontrolled manner. No surcharge should be allowed within a 45-degree line drawn from the bottom of the excavation. Excavation surfaces should be kept moist but not saturated to retard raveling and sloughing during construction.

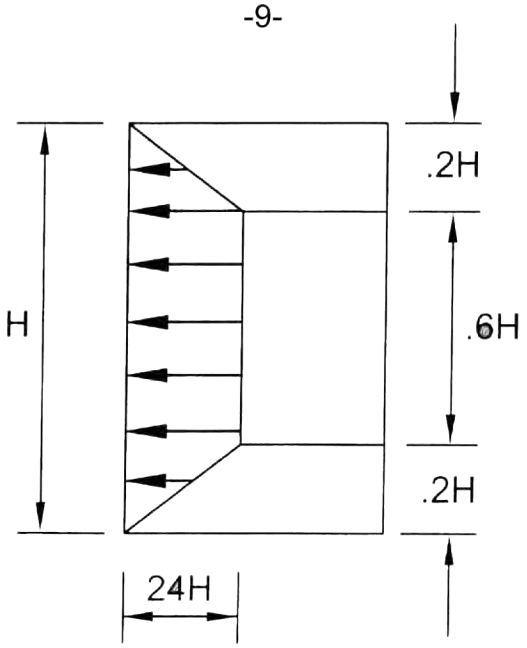
It would be advantageous, particularly during wet season construction, to place polyethylene plastic sheeting over the slopes. This will reduce the chances of moisture changes within the soil banks and material wash into the excavation.

Shoring: During the course of basement garage construction, temporary shoring will be required. Due to magnitude of the planned depth of excavation, such shoring system should be in a form of soldier piles which are held back with interior bracing or tied back with anchor shafts. In order to limit local sloughing, lagging should be used between the soldier piles. All lumber left in ground should be pressure treated.

It is anticipated that one row of anchor shafts will be required for the proposed project. It should be noted that, if tie backs are used, permissions should be obtained to extend the anchor shafts beneath the adjacent properties. Also, the foundations of the off-site structures and utility lines within the anticipated lengths of the tie back anchors should be studied to assure that the existing substructures would not be interfered by the installation of the anchor shafts. The anchor shafts should be tested for the pullout capacities.

The anchors would consist of drilled, cast-in-place concrete shafts stressed against and tied to the vertical soldier piles. These elements are drilled in an inclined manner beneath the adjacent grounds after the basement excavation is reached to the levels of the anchor rows.

When internal bracing or tieback anchors are used against the vertical piles, trapezoidal pressure distribution should be used for design of the temporary shoring. The following sketch shows the recommended lateral earth pressure distribution behind restrained shoring system.



Lateral pressure due to uniform surcharge loads, such as those from existing off-site improvements, should be added to the above pressure diagram. Such loads should be computed using an at rest pressure coefficient of 0.30 times the assumed uniform loads. It is noted that due to lack of off-site buildings at close proximity of the lines of excavation, the temporary shoring should can be designed to allow one inch lateral deflection at the top.

The temporary shoring should be monitored daily during the course of basement garage excavation. The report of monitoring should be provided to the Project and Soil Engineers for review and comment. If excessive lateral movements are noted, additional lateral support system in a form of added tie back anchors or internal bracing may be required.

For the purpose of design, it may be assumed that the potential wedge of failure would be a plane drawn at a 55 degree angle with the horizontal through the bottom of the excavation. Only the portion of the tieback anchor shafts beyond the potential failure wedge should be considered to be effective in resisting lateral loads.

The range of friction values to be used in the lateral capacity design of the anchor shafts is based on several factors, with the upper limit being the strength of the soils. Any disturbance in the soils, such as spueling would reduce the effective friction values around the anchor shafts.

A unit friction value of 700 pounds per square foot may be used to calculate the load supporting capacities of the anchor tie backs. This assumes that the concrete will be placed using gravity. For post grouted anchors where the concrete is placed using high pressure (between 700 to 1,000 psi) a skin friction value of 2,500 pounds per square foot can be used.

Only the frictional resistance developed beyond the assumed failure plane should be used in resisting lateral loads. Structural concrete should be placed in the lower portion of the drilled shafts to the assumed failure plane. Concreting of the anchors should be done by pumping the concrete into the bottom of the shaft. The anchor shaft between the failure plane and the face of the shoring may be backfilled with sand after concrete placement.

It is possible that the calculated capacities of the anchors based on the given unit friction value would be significantly different from the actual capacities based on the developed friction values. It is, therefore, suggested that the first series of the installed anchors be tested to verify the calculated capacities. The friction value may then be modified based on the actual capacities of the anchor shafts.

The construction procedure of the anchor shafts and observation and testing requirements during the installation of the tieback anchors are presented in the Appendix III attached to this report.

It is noted that where off-site improvements (building, alley and public right-of-way) occur within a horizontal distance equal to the depth of excavation. Along the sides where the off-site buildings occur within equal distance to the height of excavation, the allowable lateral deflection at the tops of the piles should be limited to ½ of one inch. Along the front and back, where the shoring system supports public right-of-way, the allowable lateral deflection at the tops of the piles can be increased to one inch.

The temporary shoring should be monitored during the course of basement garage excavation. The report of monitoring should be provided to the Project and Soil Engineers for review and comment. If excessive lateral movements are noted, additional lateral support system in a form of internal bracing may be required.

It should be noted that the recommendations presented in the "TEMPORARY EXCAVATION" Section are for use in design and for cost estimating purposes prior to construction. The contractor is solely responsible for safety during construction.

MONITORING

The lateral support of the existing off-site buildings should be maintained by the planned temporary shoring for the subject project. The project Structural Engineer should examine the subject site and use appropriate shoring statem to secure lateral stability of the off-site improvements assuming appropriate surcharge loads of the off-site buildings (add to the lateral earth pressure). Proper monitoring program should be maintained during basement garage excavation to assure the shoring pile deflections would not exceed the tolerable limits, as recommended in the preceding section.

It is important that the survey of the conditions of the off-site improvements be recorded before installation of the shoring piles and basement garage excavation.

FOUNDATIONS

Conventional spread footing foundation systems could be used to support the proposed building. Exterior and interior footings should be a minimum of 24 inches wide and should be placed at a minimum depth of 24 inches below the lowest adjacent final grades (in this case, basement level).

The recommended allowable maximum bearing pressure for minimum size footings placed in medium dense native soils could be taken as 3,000 pounds per square foot. This value may be increased at a rate of 120 and 240 pounds per square foot for each additional foot of footing width and depth, to a maximum value of 3,600 pounds per square foot.

The above given values are for the total of dead and frequently applied live loads. For short duration transient loading, such as wind or seismic forces, the given values may be increased by one-third.

Under the allowable maximum soil pressure, footings carrying the assumed maximum concentrated loads of 600 kips are expected to settle on the order of 7/8 of

one inch. Continuous footings, with loads of about 18 kips per linear foot are expected to settle on the order of 5/8 of one inch. Maximum differential settlements are expected to be on the order of 1/4 of an inch. Major portion of the settlements under static loading conditions are expected to occur during construction. The dynamic settlements relating to strong ground motion earthquake, as presented in the preceding section, should be added to the settlements of static loading. It is anticipated that total and differential settlements from all causes would be less than 1.5 inches and ¾ inches, respectively.

LATERAL DESIGN

Lateral resistance at the base of footings in contact with native soils may be assumed to be the product of the dead load forces and a coefficient of friction of 0.3. Passive pressure on the face of footings may also be used to resist lateral forces. A passive pressure of zero at the finished grades and increasing at a rate of 250 pounds per square foot per foot of depth to a maximum value of 3,600 pounds per square foot may be used for footings poured against native soils.

GRADE SLABS

On the basis that slab subgrade would be prepared in accordance with the recommendations presented in the preceding sections of this report, grade slabs may be supported on the exposed native soils, at the basement level, which is properly compacted in-place to a relative compaction of at least 90 percent at optimum moisture content. The material placed over the interior footings should also be compacted to a relative compaction of at least 90 percent at optimum moisture content. The fine grained soils should be placed back at some 3 percent higher than the optimum moisture content. Although the soils near the basement garage levels were found to be of low expansion potential, the grade slabs for this project should be at least 5 inches thick and be reinforced with # 4 bars placed at every 18 inches on center.

PERMANENT DE-WATERING

It should be noted that the basement garage level will be established below the historically highest groundwater level at the site. For the purpose of reducing the chances of hydrostatic pressure built-up beneath the basement garage slabs, the basement garage slab should be equipped with a network of subdrain system acting as permanent de-watering. The permanent subdrain should consist of a network of 2-foot wide trenches that are no further than 25 feet from each other.

The trenches should be extended at least 18 inches below the basement garage grade that is filled with free-draining gravel (containing perforated pipes) which are diverted to a sump. From the sump, the water should be pumped out to the curb line. The bottom of basement garage slabs should be properly waterproofed to avoid entry of water into the basement garage.

BASEMENT WALLS

The perimeter walls of the basement garage of the proposed building are expected to be buried to maximum depths of about 22 feet. Static design of these walls (being restrained against rotation) could be based on an equivalent fluid pressure of 54 pounds per square foot per foot of depth. It is noted that, based on the new Code requirement, the walls higher than 12 feet should be designed not only for static, but also for seismic lateral earth pressures.

For the purpose of this project, the magnitude of seismic lateral earth pressure should be assumed zero at the base of the excavation and increased upward at a rate of 25 pounds per square foot per decreasing depth to a maximum value at the ground surface. This can be considered ultimate and be added to the static lateral earth pressure value. The point of application of the lateral thrust of the seismic pressure should be assumed 0.6 time the wall height, measured from the bottom of the wall.

The above given pressures, assume that hydrostatic pressure will be relieved from the back of the retaining walls through a properly designed and constructed backdrain system. The backdrain system should consist of 4-inch diameter perforated pipes encased in free draining gravel; at least one cubic foot per lineal foot of the pipe.

Subdrain should be used behind the garage walls. Subdrain should consists of 4-inch diameter perforated pipes encased in free-draining gravel (at least one cubic foot

per lineal foot of the pipes). In order to reduce the chances of siltation which would cause clogging of the drain pipes, the free-draining gravel should be wrapped in filter fabric proper for the site soils. As an alternative to the use of standard pipe and gavel subdrain, mira-drain system may be used behind the basement garage walls. See the following page for detail.

In addition to the lateral earth pressure, the basement garage walls should also be designed for surcharge effects of off-site improvements (existing public right-of-way, etc.). The uniform surcharge effects from public right-of-way may be computed using a coefficient of 0.40 times the assumed uniform loads.

Where adequate space is available, fill should be placed and compacted behind the retaining walls (after the subdrain is installed) to a relative compaction of at least 90 percent. Only the excavated sand soils should be used for wall backfilling. At least one field density tests should be taken for each 2 feet of the backfill. The degree of compaction of the wall backfill should be verified by the Soil Engineer.

Where space is limited, free-draining gravel should be placed behind the retaining walls. The gravel should then be capped with at least 18 inch thick site soils also compacted to a relative compaction of at least 90 percent. All grading surrounding the building should be such to ensure that water drains freely from the site and does not pond.

GRADING RECOMMENDATIONS

Site grading for the proposed project is expected to include excavation in order to create the basement garage grades and backfilling behind the basement walls and ramp areas. Prior to placing any fill, the Soil Engineer should observe the excavation bottoms. In the areas of fill, all soils should be removed until bedrock is exposed.

The areas to receive compacted fill should be scarified to a depth of about 8 inches, moistened as required to bring to approximately optimum moisture content, and compacted to at least 90 percent of the maximum dry density as determined by the ASTM Designation D 1557 Compaction Method.

General guidelines regarding site grading are presented below which may be included in the earthwork specification. It is recommended that all fill be placed under engineering observation and in accordance with the following guidelines:

1. All fill should be granular in nature. Therefore, only the excavated sandy soils should be reused in the areas of wall backfill.

2. Before wall backfilling, subdrain should be installed. The subdrain system should be observed and approved by the Soil Engineer. Approved filter fabric should be wrapped around the free draining gravel in order to reduce the chances of siltation. Non-perforated outlet pipes should then be used to pass through the wall into an interior sump. The subdrain pipes should be laid at a minimum grade of two percent for self cleaning.

3. The excavated sandy soils from the site are considered to be satisfactory to be reused in the areas of compacted fill and wall backfill provided that rocks larger than 6 inches in diameter are removed.

4. Fill material, approved by the Soil Engineer, should be placed in controlled layers. Each layer should be compacted to at least 90 percent of the maximum unit weight as determined by ASTM designation D 1557-02 for the material used.

5. The fill material shall be placed in layers which, when compacted, shall not exceed 8 inches per layer. Each layer shall be spread evenly and shall be thoroughly mixed during the spreading to insure uniformity of material in each layer.

6. When moisture content of the fill material is too low to obtain adequate compaction, water shall be added and thoroughly dispersed until the moisture content is near optimum.

7. When the moisture content of the fill material is too high to obtain adequate compaction, the fill material shall be aerated by blading or other satisfactory methods until near optimum moisture condition is achieved.

8. Inspection and field density tests should be conducted by the Soil Engineer during grading work to assure that adequate compaction is attained. Where compaction of less than 90 percent is indicated, additional compactive effort should be made with adjustment of the moisture content or layer thickness, as necessary, until at least 90 percent compaction is obtained.

SITE DRAINAGE

Site drainage should be provided to divert roof and surface waters from the property through nonerodible drainage devices to the street. In no case should the surface waters be allowed to pond adjacent to building or behind the basement garage walls. A minimum slope of one and two percent are recommended for paved and unpaved areas, respectively.

OBSERVATION DURING CONSTRUCTION

The presented recommendations in this report assume that all structural foundations will be established in native soils. All footing excavations should be observed by a representative of this office before reinforcing is placed.

The depths of soldier piles should be confirmed by a representative of this office before concrete is placed. It is essential to assure that soldier piles are drilled to proper depths and diameters, and in accordance with the project plans and specifications.

Also, all anchor shafts should be tested for pull out capacity before locking the design loads. The anchor testing should be made under continuous observation and testing by a representative of this office. Before the basement excavation is initiated, the Soil Engineer of record should issue a report confirming that the installation of the temporary shoring has been made in accordance with the recommendations of the soil report and approved plans and specifications.

Site grading work, such as wall backfilling, and subgrade preparation for basement slab support, should be conducted under observation and testing by a representative of this firm. All backfill soils should be properly compacted to at least 90 percent relative compaction. For proper scheduling, please notify this office at least 24 hours before any observation work is required.

CLOSURE

The findings and recommendations in this report were based on the results of our field and laboratory investigations combined with professional engineering experience and judgment. The report was prepared in accordance with generally accepted engineering principles and practice. We make no other warranty, either express or implied.

It is noted that the conclusions and recommendations presented are based on exploration "window" borings and excavations which is in conformance with accepted engineering practice. Some variations of subsurface conditions are common between "windows" and major variations are possible.

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The following Figures and Appendices are attached and complete this report:

Engineering Calculation Sheets
Site Plan - Drawing No. 1
Cross Section A-A' - Drawing No. 2
Cross Section B-B' - Drawing No. 3
Figure No. 1 - Seismic Hazard Zones Map
Figure No. 2 - Regional Geologic Map
Figure No. 3 - Site Vicinity Map (Portion of Google Maps)
Figure No. 4 - Site Location (From Navigate LA)
Figure No. 5 - Seismic Hazard Map (Alluvium Condition)
Figure No. 6 - Seismic Hazard Map (Predominant Earthquake)
Figure No. 7 - Historically Highest Groundwater Contour Map
Appendix I-Method of Field Exploration
Figure Nos. I-1 through I-6
Appendix II-Methods of Laboratory Testing
Figure Nos. II-1 and II-2
Appendix III-Construction Procedure For Anchor Tieback

Respectfully Submitted,

APPLIED EARTH SCIENCES

Caro J. Minas, President
Geotechnical Engineer
GE 601

CJM/la

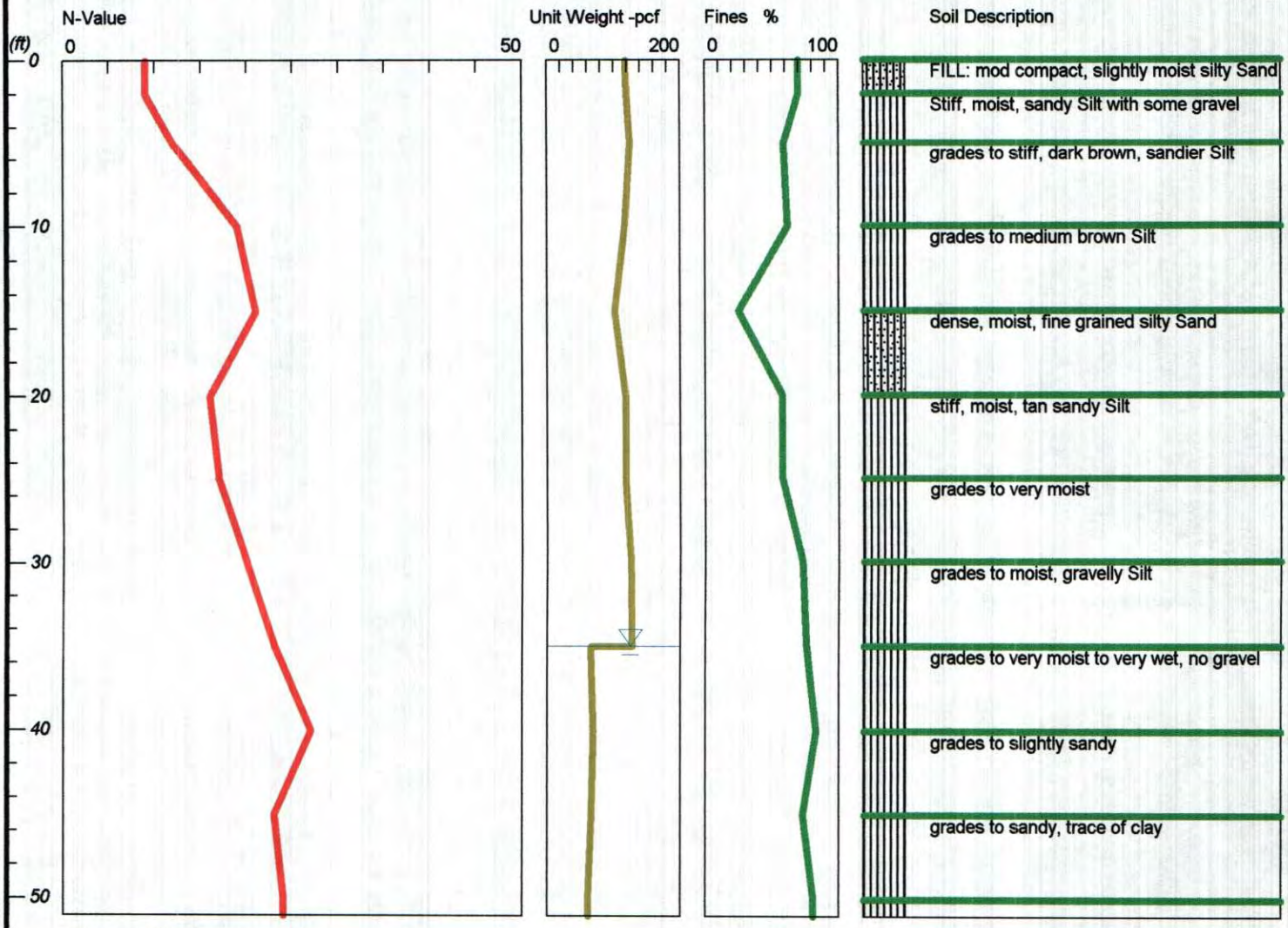
Distribution: (5)

LIQUEFACTION ANALYSIS

19923 Ventura Boulevard

Hole No.=1 Water Depth=35 ft

Magnitude=6.6
Acceleration=0.51g

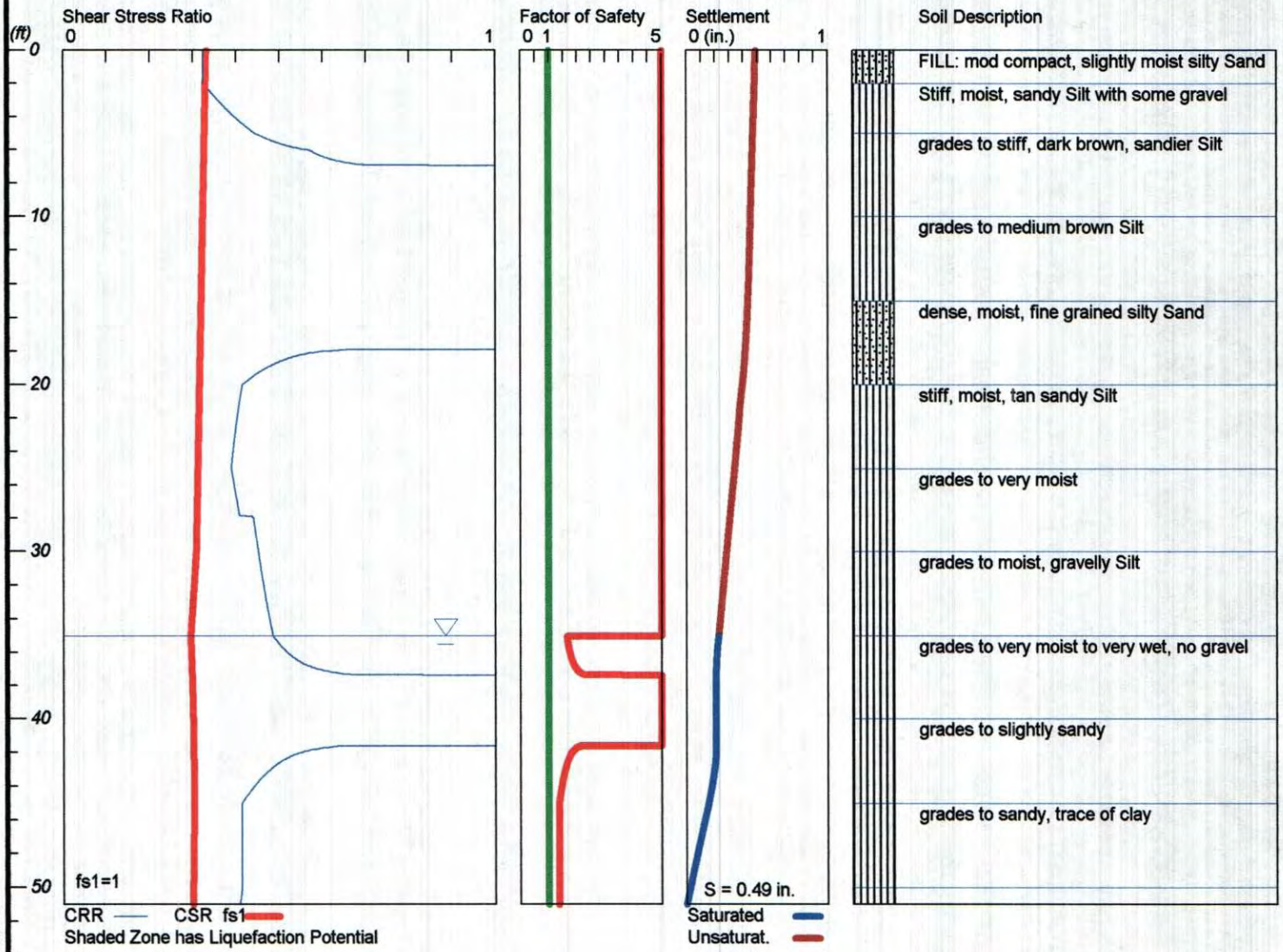


LIQUEFACTION ANALYSIS

19923 Ventura Boulevard

Hole No.=1 Water Depth=35 ft

Magnitude=6.6
Acceleration=0.51g



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LIQUEFACTION ANALYSIS SUMMARY

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Input File Name: J:\12-424-02 19923 Ventura Blvd.liq
Title: 19923 Ventura Boulevard
Subtitle: 12-424-02

Surface Elev.=
Hole No.=1
Depth of Hole= 51.00 ft
Water Table during Earthquake= 35.00 ft
Water Table during In-Situ Testing= 35.00 ft
Max. Acceleration= 0.51 g
Earthquake Magnitude= 6.60

Input Data:
Surface Elev.=
Hole No.=1
Depth of Hole=51.00 ft
Water Table during Earthquake= 35.00 ft
Water Table during In-Situ Testing= 35.00 ft
Max. Acceleration=0.51 g
Earthquake Magnitude=6.60
No-Liquefiable Soils: CL, OL are Non-Liq. Soil

1. SPT or BPT Calculation.
2. Settlement Analysis Method: Ishihara / Yoshimine
3. Fines Correction for Liquefaction: Idriss/Seed
4. Fine Correction for Settlement: During Liquefaction*
5. Settlement Calculation in: All zones*
6. Hammer Energy Ratio, Ce = 1.2
7. Borehole Diameter, Cb= 1
8. Sampling Method, Cs= 1
9. User request factor of safety (apply to CSR) , User= 1
   Plot one CSR curve (fs1=1)
10. Use Curve Smoothing: Yes*
* Recommended Options

In-Situ Test Data:

Depth ft	SPT	gamma pcf	Fines %
0.00	9.00	118.00	70.00
2.00	9.00	120.00	70.00
5.00	12.00	125.00	59.00
10.00	19.00	117.00	62.00
15.00	21.00	102.00	25.00
20.00	16.00	118.00	58.00
25.00	17.00	118.00	58.00
30.00	20.00	126.00	73.00
35.00	23.00	128.00	76.00
40.00	27.00	132.00	83.00
45.00	23.00	129.00	73.00

50.00 24.00 124.00 81.00

Output Results:

Settlement of Saturated Sands=0.23 in.
Settlement of Unsaturated Sands=0.26 in.
Total Settlement of Saturated and Unsaturated Sands=0.49 in.
Differential Settlement=0.244 to 0.323 in.

Depth ft	CRRm	CSRfs	F.S.	S_sat. in.	S_dry in.	S_all in.
0.00	0.32	0.33	5.00	0.23	0.26	0.49
1.00	0.32	0.33	5.00	0.23	0.26	0.49
2.00	0.32	0.33	5.00	0.23	0.26	0.48
3.00	0.36	0.33	5.00	0.23	0.25	0.48
4.00	0.40	0.33	5.00	0.23	0.25	0.48
5.00	0.44	0.33	5.00	0.23	0.25	0.47
6.00	0.57	0.33	5.00	0.23	0.24	0.47
7.00	2.77	0.33	5.00	0.23	0.24	0.47
8.00	2.77	0.33	5.00	0.23	0.23	0.46
9.00	2.77	0.32	5.00	0.23	0.23	0.46
10.00	2.77	0.32	5.00	0.23	0.23	0.45
11.00	2.77	0.32	5.00	0.23	0.22	0.45
12.00	2.77	0.32	5.00	0.23	0.22	0.45
13.00	2.77	0.32	5.00	0.23	0.22	0.44
14.00	2.77	0.32	5.00	0.23	0.21	0.44
15.00	2.77	0.32	5.00	0.23	0.21	0.44
16.00	2.77	0.32	5.00	0.23	0.20	0.43
17.00	2.77	0.32	5.00	0.23	0.20	0.42
18.00	0.60	0.32	5.00	0.23	0.19	0.42
19.00	0.47	0.32	5.00	0.23	0.18	0.41
20.00	0.41	0.32	5.00	0.23	0.17	0.40
21.00	0.41	0.32	5.00	0.23	0.16	0.38
22.00	0.40	0.31	5.00	0.23	0.15	0.37
23.00	0.40	0.31	5.00	0.23	0.14	0.36
24.00	0.39	0.31	5.00	0.23	0.13	0.35
25.00	0.39	0.31	5.00	0.23	0.11	0.34
26.00	0.40	0.31	5.00	0.23	0.10	0.33
27.00	0.40	0.31	5.00	0.23	0.09	0.32
28.00	0.44	0.31	5.00	0.23	0.08	0.31
29.00	0.45	0.31	5.00	0.23	0.07	0.30
30.00	0.45	0.31	5.00	0.23	0.06	0.28
31.00	0.46	0.31	5.00	0.23	0.05	0.27
32.00	0.46	0.30	5.00	0.23	0.03	0.26
33.00	0.47	0.30	5.00	0.23	0.02	0.25
34.00	0.48	0.30	5.00	0.23	0.01	0.24
35.00	0.49	0.29	5.00	0.23	0.00	0.23
36.00	0.52	0.30	1.75	0.22	0.00	0.22
37.00	0.59	0.30	1.97	0.21	0.00	0.21
38.00	2.65	0.30	5.00	0.21	0.00	0.21
39.00	2.64	0.30	5.00	0.21	0.00	0.21
40.00	2.63	0.30	5.00	0.21	0.00	0.21
41.00	2.63	0.30	5.00	0.21	0.00	0.21
42.00	0.55	0.30	1.82	0.21	0.00	0.21
43.00	0.48	0.30	1.59	0.20	0.00	0.20
44.00	0.44	0.30	1.46	0.18	0.00	0.18
45.00	0.41	0.30	1.36	0.16	0.00	0.16
46.00	0.41	0.30	1.37	0.13	0.00	0.13
47.00	0.41	0.30	1.37	0.10	0.00	0.10
48.00	0.41	0.30	1.37	0.08	0.00	0.08
49.00	0.41	0.30	1.37	0.05	0.00	0.05
50.00	0.41	0.30	1.38	0.03	0.00	0.03

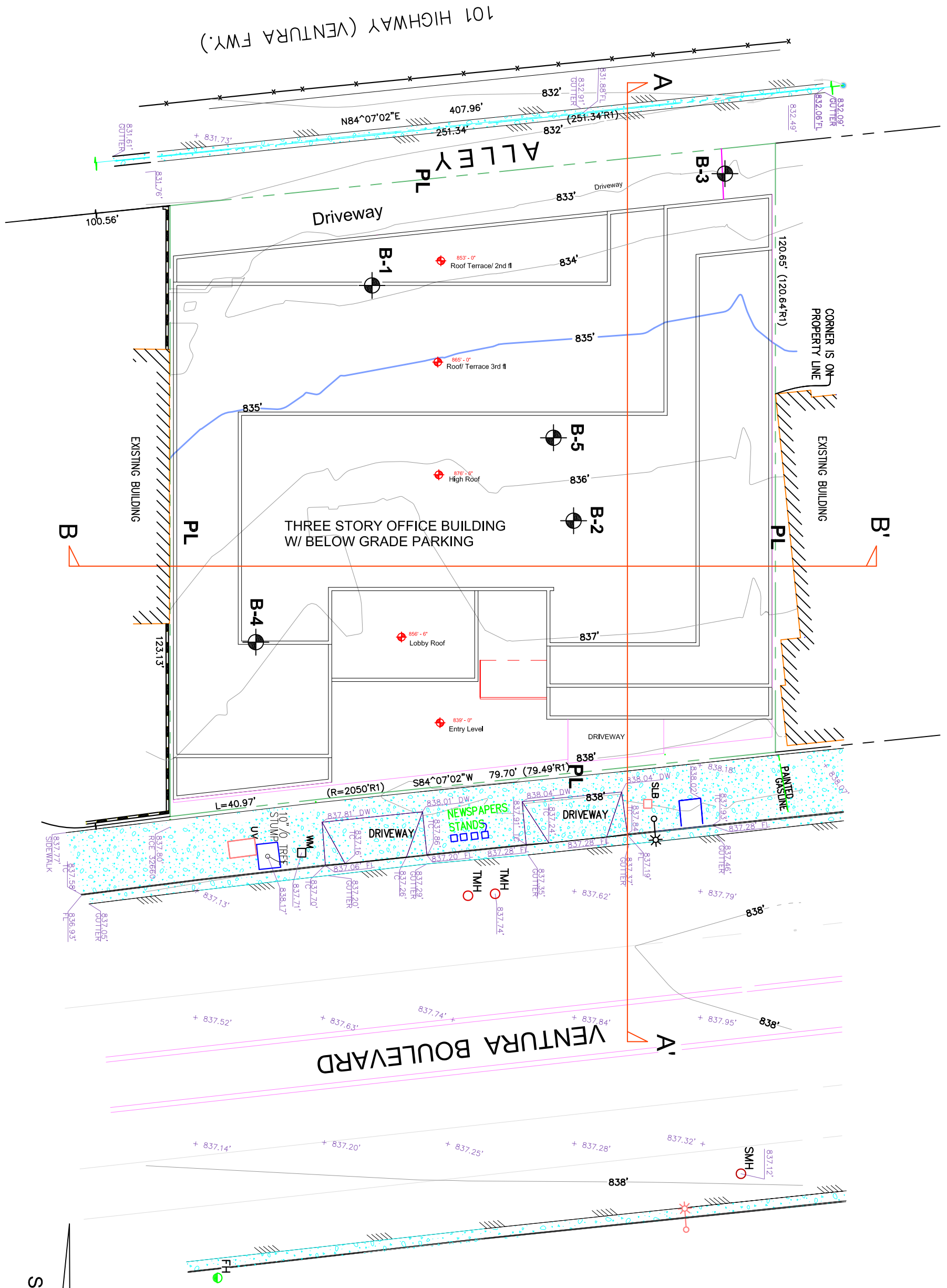
51.00	0.41	0.30	1.36	0.00	0.00	0.00

* F.S.<1, Liquefaction Potential Zone
(F.S. is limited to 5, CRR is limited to 2, CSR is limited to 2)

Units: Unit: qc, fs, Stress or Pressure = atm (1.0581tsf); Unit Weight = pcf; Depth = ft; Settlement = in.

---

1 atm (atmosphere) = 1 tsf (ton/ft2)
CRRm Cyclic resistance ratio from soils
CSRsf Cyclic stress ratio induced by a given earthquake (with user request factor of safety)
F.S. Factor of Safety against liquefaction, F.S.=CRRm/CSRsf
S_sat Settlement from saturated sands
S_dry Settlement from Unsaturated Sands
S_all Total Settlement from Saturated and Unsaturated Sands
NoLiq No-Liquefy Soils



SITE PLAN

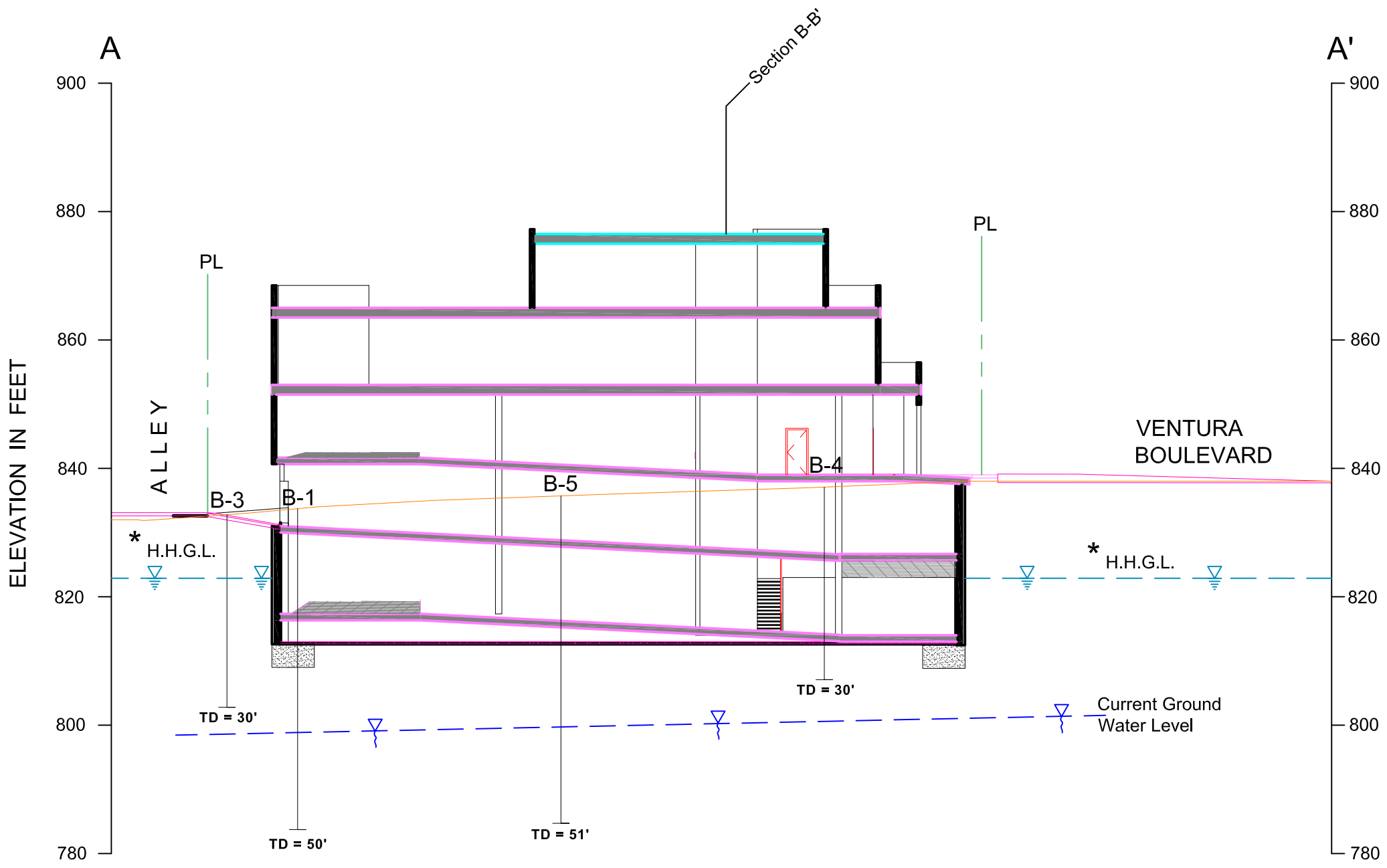
Proposed Medical Office Building Project

19923 Ventura Boulevard, Woodland Hills, California

FOR.	DATE	PROJECT No.
19923 Ventura Boulevard, LLC	2 / 4 / 2013	12-424-02

APPLIED EARTH SCIENCES
GEOTECHNICAL . GEOLOGY . ENVIRONMENTAL ENGINEERING CONSULTANTS

DRAWING No. 1



* Historically Highest Groundwater Level

N -- S

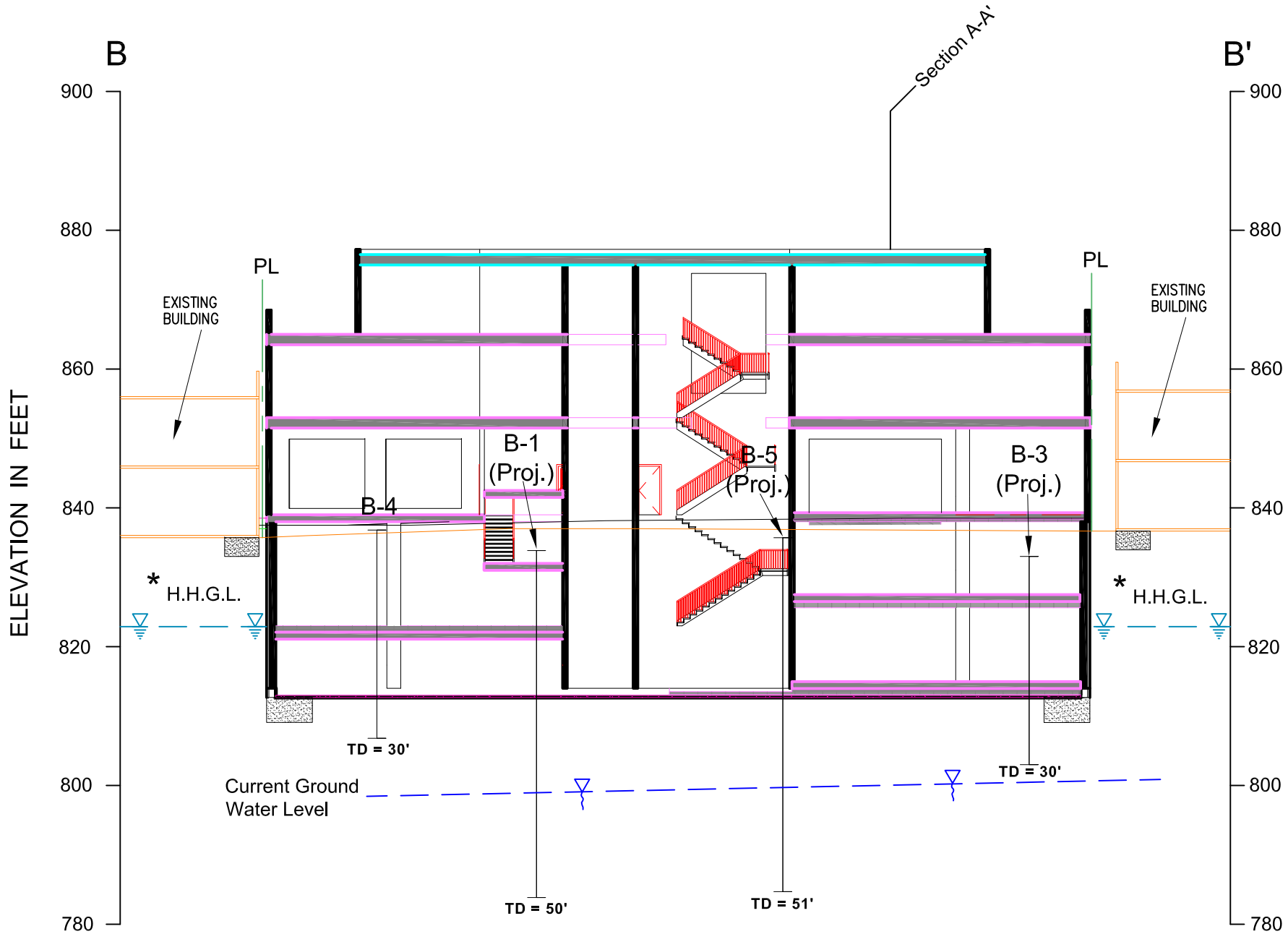
Scale: 1" = 20' (V=H)

CROSS SECTION A-A'

Proposed Medical Office Building Project

19923 Ventura Boulevard, Woodland Hills, California

FOR.	19923 Ventura Boulevard, LLC	DATE	2 / 4 / 2013	PROJECT No.	12-424-02
APPLIED EARTH SCIENCES GEOTECHNICAL . GEOLOGY . ENVIRONMENTAL ENGINEERING CONSULTANTS				DRAWING No.	2



* Historically Highest Groundwater Level

W -- E

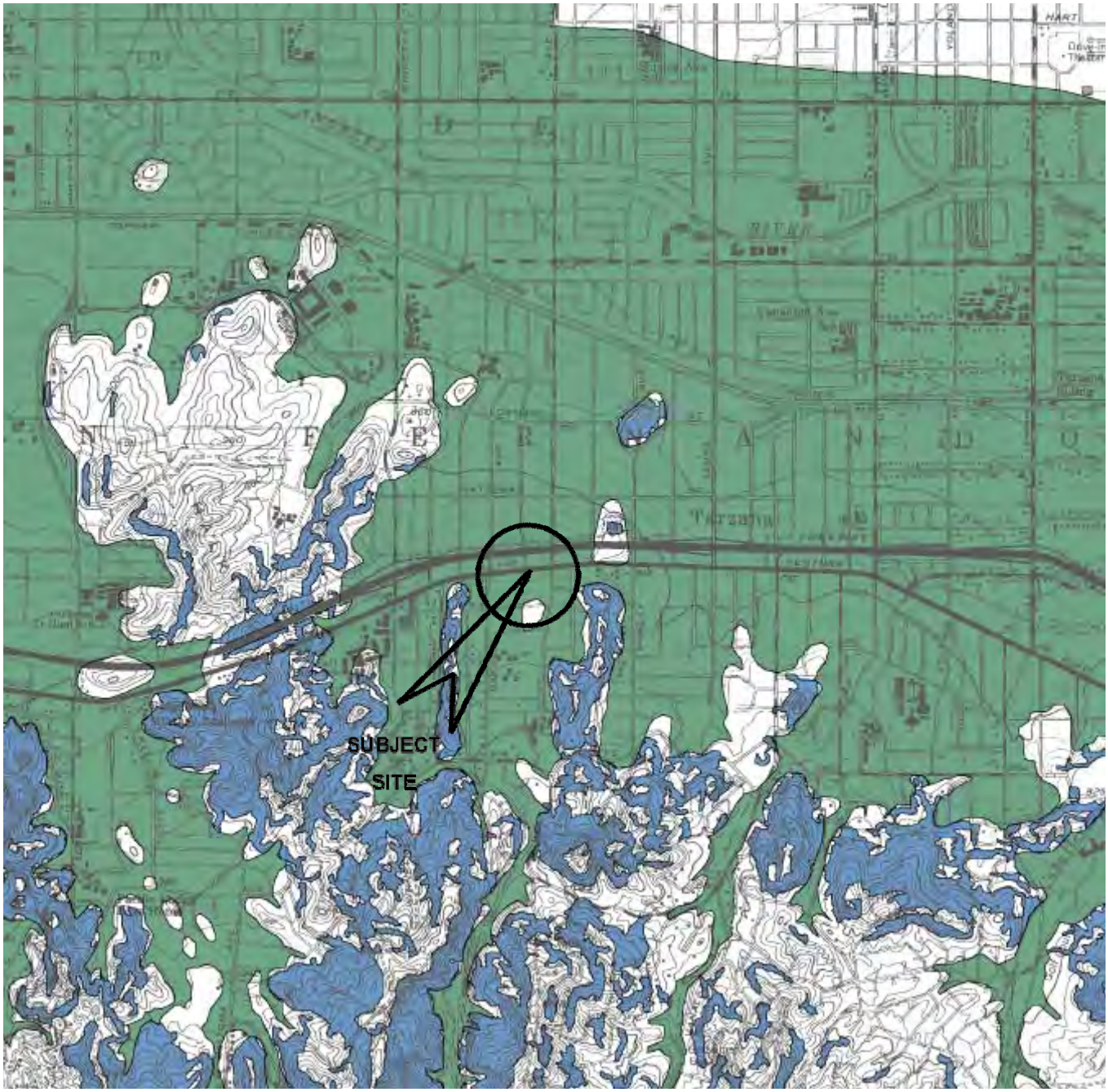
Scale: 1" = 20' (V=H)

CROSS SECTION B-B'

Proposed Medical Office Building Project

19923 Ventura Boulevard, Woodland Hills, California

FOR. 19923 Ventura Boulevard, LLC	DATE 2 / 4 / 2013	PROJECT No. 12-424-02
APPLIED EARTH SCIENCES GEOTECHNICAL . GEOLOGY . ENVIRONMENTAL ENGINEERING CONSULTANTS		DRAWING No. 3



Reference: Portion of Seismic Hazard Zone Map of The Canoga Park Quadrangle

SEISMIC HAZARD ZONES MAP

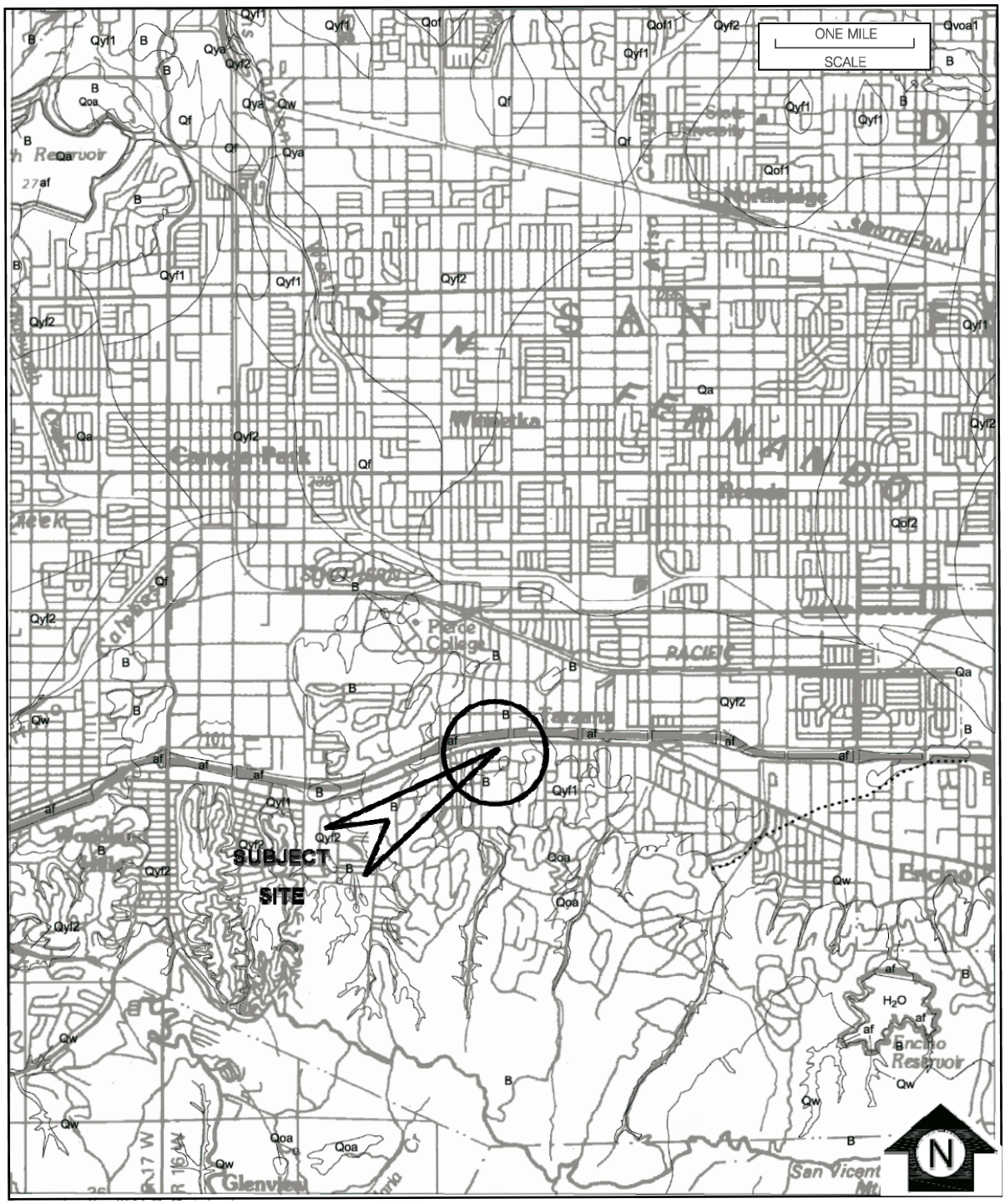
Proposed Medical Office Building Project

19923 Ventura Boulevard, Woodland Hills, California

FOR	DATE	PROJECT No.
19923 Ventura Boulevard, LLC	2 / 4 / 2013	12-424-02

APPLIED EARTH SCIENCES
GEOTECHNICAL . GEOLOGY . ENVIRONMENTAL ENGINEERING CONSULTANTS

FIGURE No. 1



Reference: Canoga Park 7.5 Minute Quadrangle

REGIONAL GEOLOGIC MAP

Proposed Medical Office Building Project

19923 Ventura Boulevard, Woodland Hills, California

FOR	DATE	PROJECT No.
19923 Ventura Boulevard, LLC	2 / 4 / 2013	12-424-02

APPLIED EARTH SCIENCES
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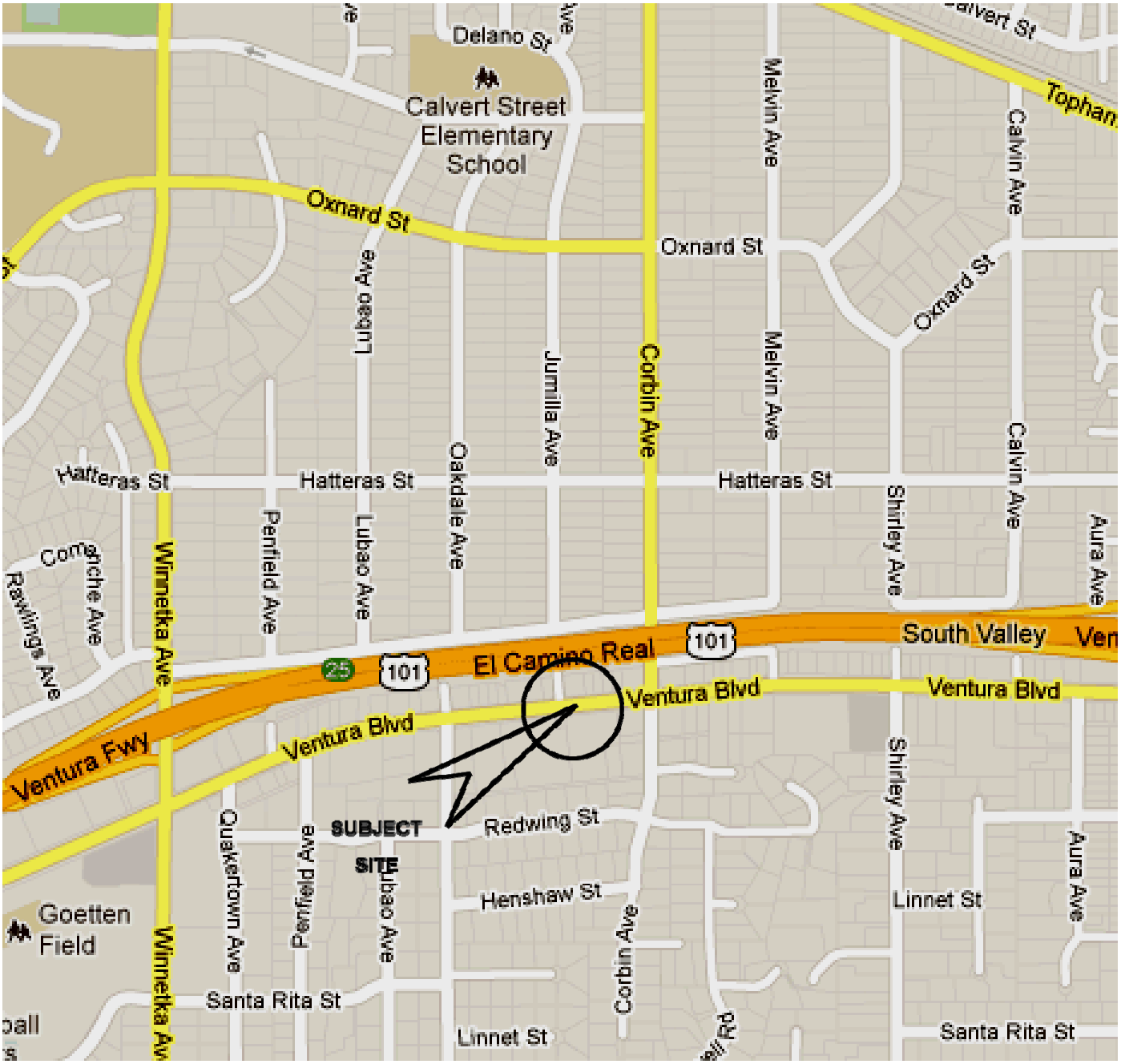
FIGURE No. 2



Reference: Portion of Google Maps

SITE VICINITY MAP

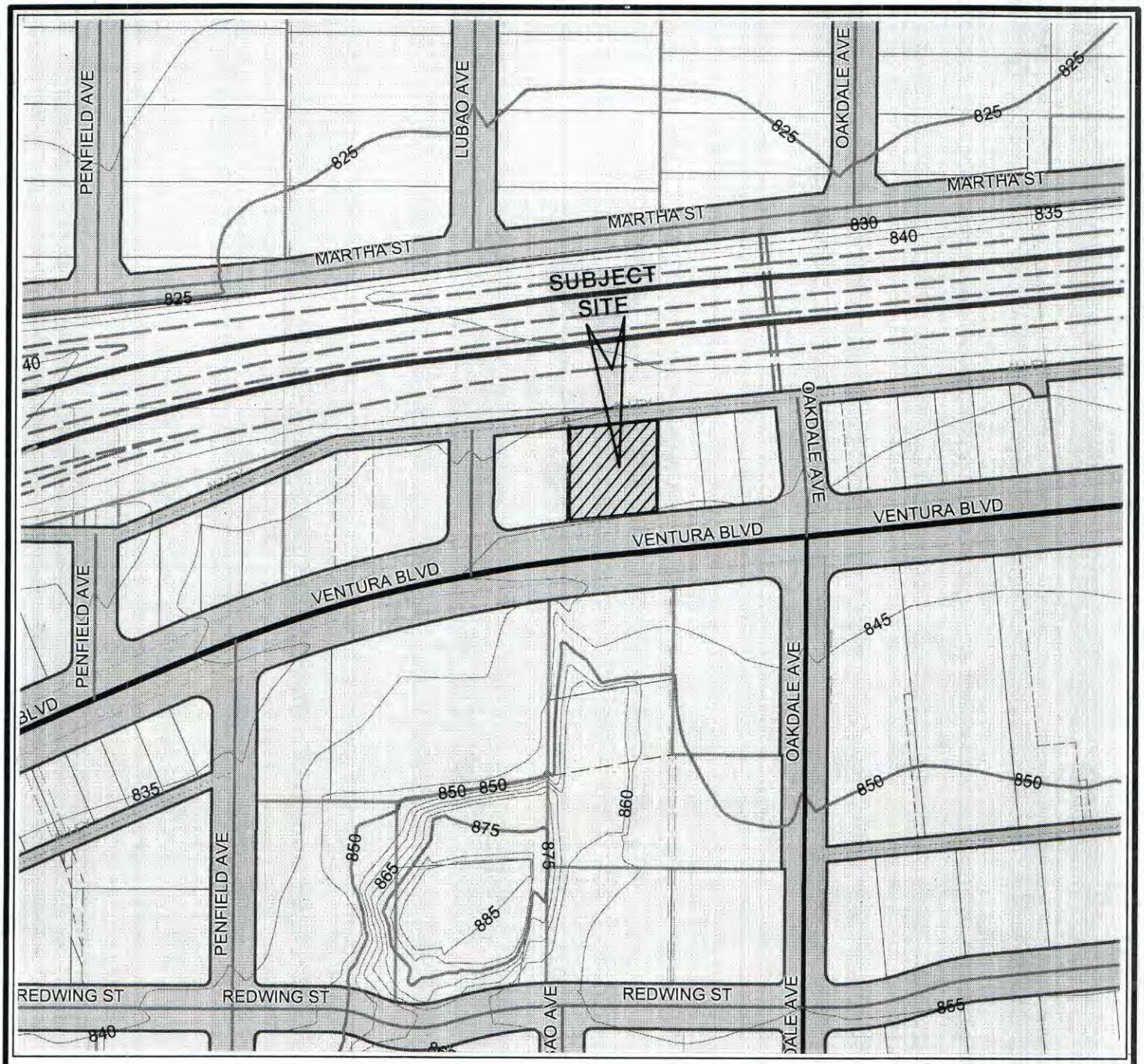
Proposed Medical Office Building Project

19923 Ventura Boulevard, Woodland Hills, California

FOR	DATE	PROJECT No.
19923 Ventura Boulevard, LLC	2 / 4 / 2013	12-424-02

APPLIED EARTH SCIENCES
GEOTECHNICAL . GEOLOGY . ENVIRONMENTAL ENGINEERING CONSULTANTS

FIGURE No. 3



Scale: 1" = 200'

Reference: From Navigate LA Los Angeles City

200 0 200 400 600

N

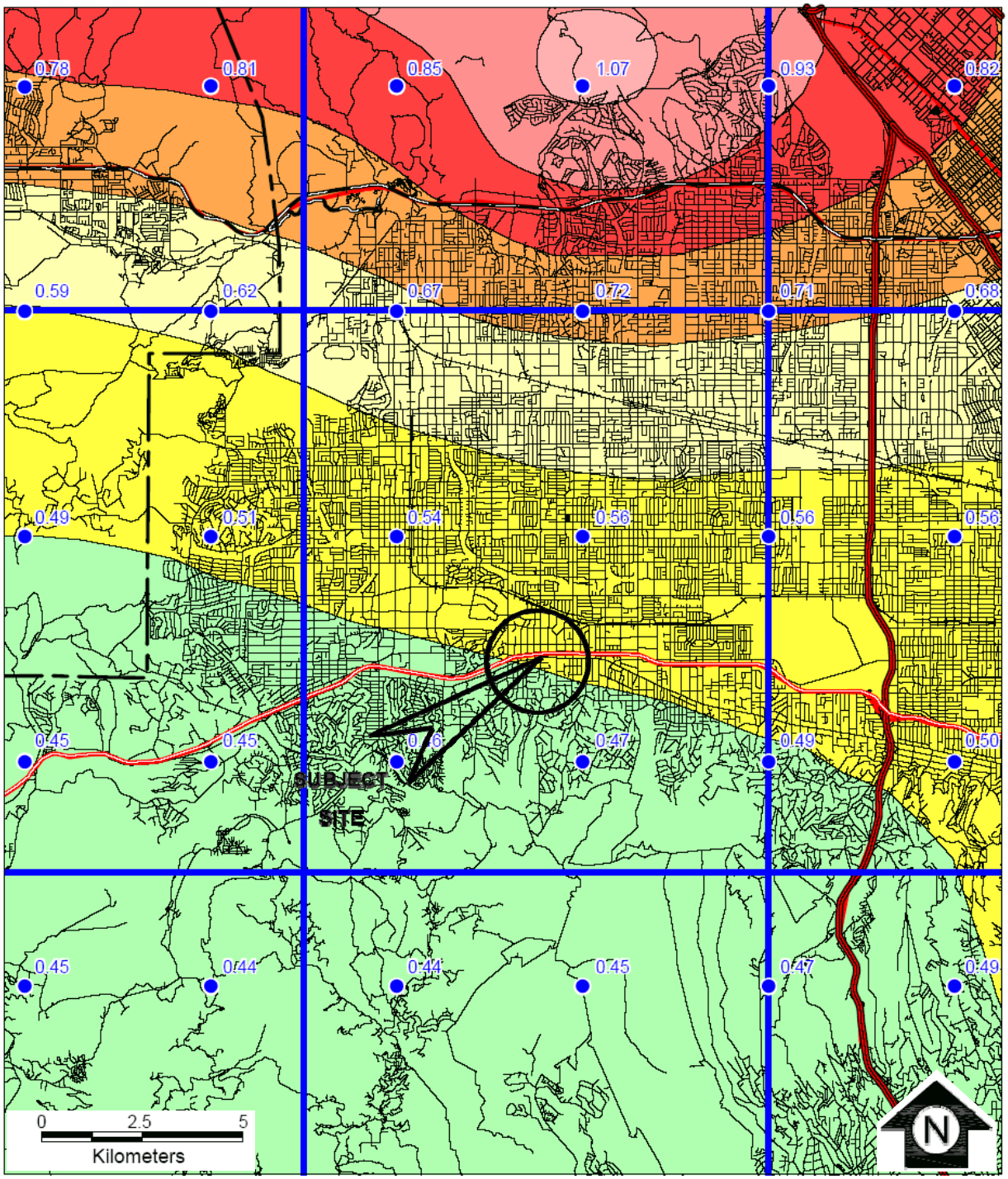
SITE LOCATION

Proposed Medical Office Building Project

19923 Ventura Boulevard, Woodland Hills, California

FOR. 19923 Ventura Boulevard, LLC	DATE 2 / 4 / 2013	PROJECT No. 12-424-02
APPLIED EARTH SCIENCES GEOTECHNICAL . GEOLOGY . ENVIRONMENTAL ENGINEERING CONSULTANTS		FIGURE No. 4

ALLUVIUM CONDITIONS



Reference: Canoga Park 7.5 Minute Quadrangle

SEISMIC HAZARD MAP (Alluvium Conditions)

Proposed Medical Office Building Project

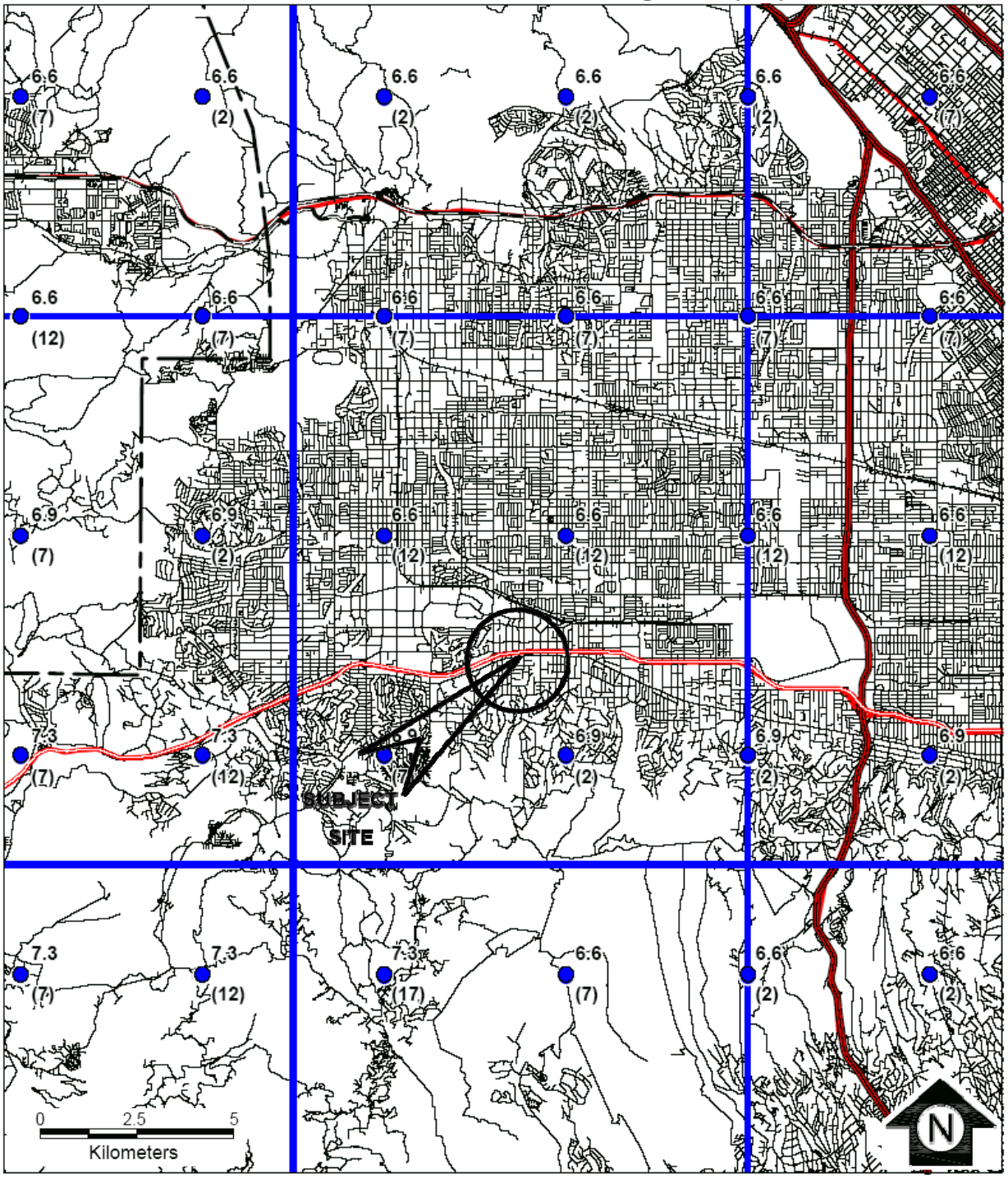
19923 Ventura Boulevard, Woodland Hills, California

FOR	DATE	PROJECT No.
19923 Ventura Boulevard, LLC	2 / 4 / 2013	12-424-02

APPLIED EARTH SCIENCES
GEOTECHNICAL . GEOLOGY . ENVIRONMENTAL ENGINEERING CONSULTANTS

FIGURE No. 5

PREDOMINANT EARTHQUAKE Magnitude (Mw)



Reference: Canoga Park 7.5 Minute Quadrangle

SEISMIC HAZARD MAP (Predominant Earthquake)

Proposed Medical Office Building Project

19923 Ventura Boulevard, Woodland Hills, California

FOR	DATE	PROJECT No.
19923 Ventura Boulevard, LLC	2 / 4 / 2013	12-424-02

APPLIED EARTH SCIENCES
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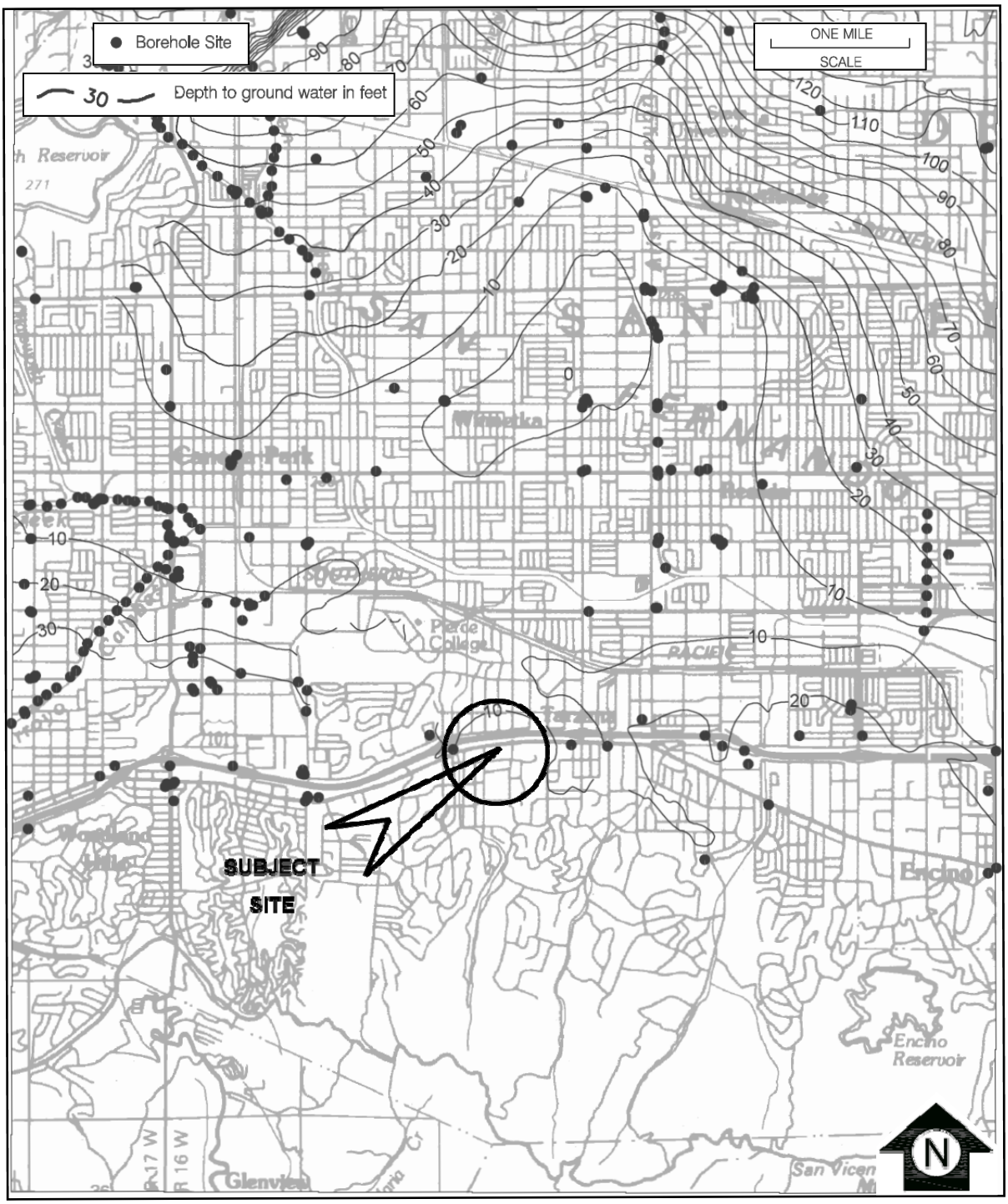
FIGURE No. 6



Reference: Canoga Park 7.5 Minute Quadrangle

HISTORICALLY HIGHEST GROUNDWATER (Contour Map)

Proposed Medical Office Building Project

19923 Ventura Boulevard, Woodland Hills, California

FOR	DATE	PROJECT No.
19923 Ventura Boulevard, LLC	2 / 4 / 2013	12-424-02

APPLIED EARTH SCIENCES
GEOTECHNICAL . GEOLOGY . ENVIRONMENTAL ENGINEERING CONSULTANTS

FIGURE No. 7

APPENDIX I

METHOD OF FIELD EXPLORATION

In order to define the subsurface conditions, five borings were drilled on the site. The approximate location of the drilled borings are shown on the enclosed Site Plan. Borings were extended to maximum depth of about 51 feet below the existing grades. Borings were drilled with a hollow stem drilling machine.

Continuous logs of the subsurface conditions, as encountered in the test borings, were recorded during the field work and are presented on Figure Nos. I-1 through I-5 within this Appendix. These figures also show the number and approximate depths of each of the recovered soil samples.

With hollow stem drilling, relatively undisturbed samples of the subsoil were obtained by driving a steel sampler with successive drops of a 140-pound sampling hammer free-falling a vertical distance of about 30 inches. The number of blows required for one foot of sampler penetration was recorded at the time of drilling and are shown on the log of exploratory borings. The relatively undisturbed soil samples were retained in brass liner rings 2.5 inches in diameter and 1.0 inch in height.

Field investigation for this project were performed on January 15, 2013. The materials excavated from the test borings were placed back and compacted upon completion of the field work. Such materials may settle. The owner should periodically inspect these areas and notify this office if the settlements create a hazard to person or property.

BORING No. 1

DATE EXCAVATED: 01/15/13 **LOGGED BY: Graeson**

DEPTH IN FEET	DRY DENSITY (PCF)	FIELD MOISTURE (%DRY WEIGHT)	% PASSING #200	BLOWS PER FOOT	MATERIAL TYPE	MATERIAL SYMBOL	MATERIAL DESCRIPTION
					SAND (SM)		**Fill:** Moderately compact, slightly moist, dark brown, silty sand.
	98	22	70	14	SILT (ML)		Stiff, moist, medium brown, sandy silt, some gravel.
5	104	20	59	16	(ML)		Grades to stiff, dark brown, sandier.
10	100	17	62	19 (SPT)	(ML)		Grades to medium brown.
15	107	11	25	21 (SPT)	SAND (SM)		Dense, moist, medium brown, silty, fine grained sand.
20	97	22	58	16 (SPT)	SILT (ML)		Stiff, moist, tan, sandy silt.
25	90	31	68	17 (SPT)	(ML)		Grades to very moist, medium brown.
30	100	26	73	20 (SPT)	(ML)		Grades to moist, tan, gravelly.

LOG OF BORING

JOB NAME: 19923 Ventura Boulevard, Woodland Hills, CA, JOB No. 12-424-02

APPLIED EARTH SCIENCES
GEOTECHNICAL ENGINEERING CONSULTANTS

FIGURE NO : I-1.1

BORING No. 1 (continued)

DATE EXCAVATED: 01/15/12 **LOGGED BY: Graeson**

DEPTH IN FEET	DRY DENSITY (PCF)	FIELD MOISTURE (%DRY WEIGHT)	% PASSING #200	BLOWS PER FOOT	MATERIAL TYPE	MATERIAL SYMBOL	MATERIAL DESCRIPTION
							Continued from previous page
35	96	33	76	23 (SPT)	(ML)		Grades to very moist to wet, no gravel.
40	105	26	83	27 (SPT)	(ML)		Grades to wet, slightly sandy, tan to light brown.
45	99	30	73	23 (SPT)	(ML)		Grades to sandy, trace of clay.
50	96	29	81	24 (SPT)			End of Boring @ 51 feet Water @ 35 feet

LOG OF BORING

JOB NAME: 19923 Ventura Boulevard, Woodland Hills, CA, JOB No. 12-424-02

APPLIED EARTH SCIENCES
GEOTECHNICAL ENGINEERING CONSULTANTS

FIGURE NO : I-1.2

BORING No. 2

DATE EXCAVATED: 01/15/13 **LOGGED BY: Graeson**

DEPTH IN FEET	DRY DENSITY (PCF)	FIELD MOISTURE (%DRY WEIGHT)	% PASSING #200	BLOWS PER FOOT	MATERIAL TYPE	MATERIAL SYMBOL	MATERIAL DESCRIPTION
					SAND (SM)		**Fill:** Moderately compact, slightly moist, medium brown, silty sand.
	116	13		24	SILT (ML)		Firm, moist, medium brown, sandy silt, with fine gravel.
5	96	10		25	(ML)		Grades to stiff, slightly moist, less sandy.
10	108	4		30	SAND (SM)		Dense, slightly moist, medium brown, silty, fine to medium grained sand.
15	91	14		35	SILT (ML)		Stiff, moist, medium brown, sandy silt with some gravel.
20	110	15		38	(ML)		Grades to tan to light brown, sandier, little gravel.
25							End of Boring @ 21 feet No Water
30							

LOG OF BORING

JOB NAME: 19923 Ventura Boulevard, Woodland Hills, CA, JOB No. 12-424-02

APPLIED EARTH SCIENCES
GEOTECHNICAL ENGINEERING CONSULTANTS

FIGURE NO : I-2

BORING No. 3

DATE EXCAVATED: 01/15/13 **LOGGED BY: Graeson**

DEPTH IN FEET	DRY DENSITY (PCF)	FIELD MOISTURE (%DRY WEIGHT)	% PASSING #200	BLOWS PER FOOT	MATERIAL TYPE	MATERIAL SYMBOL	MATERIAL DESCRIPTION
					SAND (SM)		**Fill:** Moderately compact, slightly moist, brown, silty sand.
	77	16		21	SILT (ML)		Firm, moist, light to medium brown, sandy silt with fine gravel.
5	82	13		28	(ML)		Grades to stiff, slightly moist, sandier.
10	88	16		32	SAND (SM)		Dense, slightly moist, medium brown, silty, fine to medium grained sand.
15	105	16		31	SILT (ML)		Stiff, moist, brown, sandy silt with some gravel.
20	110	14		32	(ML)		Grades to light brown, sandier, little gravel.
25	111	15		34	(ML)		Gredes to medium brown,.
30	114	16		36	(ML)		Grades to tan, gravelly.
							End of Boring @ 30 feet No Water

LOG OF BORING

JOB NAME: 19923 Ventura Boulevard, Woodland Hills, CA, JOB No. 12-424-02

APPLIED EARTH SCIENCES
GEOTECHNICAL ENGINEERING CONSULTANTS

FIGURE NO : I-3

BORING No. 4

DATE EXCAVATED: 01/15/13

LOGGED BY: Graeson

DEPTH IN FEET	DRY DENSITY (PCF)	FIELD MOISTURE (%DRY WEIGHT)	% PASSING #200	BLOWS PER FOOT	MATERIAL TYPE	MATERIAL SYMBOL	MATERIAL DESCRIPTION
					CLAY (CL)		**FILL:** Moderately compact, moist, dark brown, sandy with gravel
	100	23		25	SAND (SM)		Dense, moist, brown, silty, clayey, fine grained, some gravel
5	98	20		38	SILT (ML)		Stiff, moist, dark brown,slightly sandy, clayey
10	104	16		40	(ML)		Grades to sandy
15	103	25		42	(ML)		Grades to olive brown, very sandy
20	106	22		46	(ML)		Grades to brown, sandy
25	108	24		48	(ML)		Grades to medium brown.
30							End of Boring @ 30 feet No Water

LOG OF BORING

JOB NAME: 19923 Ventura boulevard, Woodland Hills, CA,

JOB No. 12-424-02

APPLIED EARTH SCIENCES
GEOTECHNICAL & ENVIRONMENTAL ENGINEERING CONSULTANTS

FIGURE NO : I-4

BORING No. 5

DATE EXCAVATED: 01/15/13 **LOGGED BY: Graeson**

DEPTH IN FEET	DRY DENSITY (PCF)	FIELD MOISTURE (%DRY WEIGHT)	% PASSING #200	BLOWS PER FOOT	MATERIAL TYPE	MATERIAL SYMBOL	MATERIAL DESCRIPTION
					SILT (ML)		**Fill:** Moderately compact, moist, brown, clayey silt, with gravel
	90	18	71	30	(ML)		Grades to light brown, clayey, sndy silt, fragments of bedrock wilth gravel
5	98	20	60	35	SILT (ML)		Stiff, moist, olive brown, slightly clayey, sandy silt
10	107	13	61	20 (SPT)			
15	112	21	76	23 (SPT)	(ML)		Grades to slightly sandy.
20	110	18	73	18 (SPT)	(ML)		Grades to brown , clayey, sandy.
25	112	18	76	25 (SPT)	(ML)		Grades to light brown, sandy.
30	111	24	74	3,626 (SPT)	(ML)		Grades to very most .

LOG OF BORING

JOB NAME: 19923 Ventura Boulevard, Woodland hills, CA, JOB No. 12-424-02

APPLIED EARTH SCIENCES
GEOTECHNICAL & ENVIRONMENTAL ENGINEERING CONSULTANTS

FIGURE NO : I-5.1

BORING No. 5 (Continued)

DATE EXCAVATED: 01/15/13 **LOGGED BY: Graeson**

DEPTH IN FEET	DRY DENSITY (PCF)	FIELD MOISTURE (%DRY WEIGHT)	% PASSING #200	BLOWS PER FOOT	MATERIAL TYPE	MATERIAL SYMBOL	MATERIAL DESCRIPTION
							Continued from previous page
35	95	33	63	24 (SPT)	(ML)		Grades to wet, very sandy.
40	99	29	68	27 (SPT)	(ML)		Grades to sandy with gravel.
45	102	28	59	25 (SPT)	(ML)		Grades to very sandy.
50	98	29	77	27 (SPT)	(ML)		Grades to slightly sandy, little gravel.
							End of Boring @ 51 feet Water @ 32 feet

LOG OF BORING

JOB NAME: 19923 Ventura Boulevard, woodland hills, CA, JOB No. 12-424-02

APPLIED EARTH SCIENCES
GEOTECHNICAL & ENVIRONMENTAL ENGINEERING CONSULTANTS

FIGURE NO : I-5.2

MAJOR DIVISIONS			GROUP SYMBOLS	TYPICAL NAME
COARSE GRAINED SOILS (More than 50% of material is LARGER than No. 200 sieve size)	GRAVELS (More than 50% of coarse fraction is LARGER than the No. 4 sieve size)	CLEAN GRAVELS (Little or no fines)	GW	Well graded gravels, gravel - sand mixtures, little or no fines.
			GP	Poorly graded gravels or gravel-sand mixtures, little or no fines.
		GRAVELS WITH FINES (Appreciable amt. of fines)	GM	Silty gravels, gravel-sand-silt mixtures.
			GC	Clayey gravels, gravel-sand-clay mixtures.
	SANDS (More than 50% of coarse fraction is SMALLER than the No. 4 sieve size)	CLEAN SANDS (Little or no fines)	SW	Well graded sands, gravelly sands, little or no fines.
			SP	Poorly graded sands or gravelly sands, little or no fines.
		SANDS WITH FINES (Appreciable amt. of fines)	SM	Silty sands, sand-silt mixtures.
			SC	Clayey sands, sand-clay mixtures.
FINE GRAINED SOILS (More than 50% of material is SMALLER than No. 200 sieve size)	SILTS AND CLAYS (Liquid limit LESS than 50)		ML	Organic silts and very fine sands, rock flour, silty or clayey fine sands or clayey silts with slight plasticity.
			CL	Organic clay of low to medium plasticity, gravelly clays, sandy clays, silty clays, lean clays.
			OL	Organic silts and organic silty clays of low plasticity.
	SILTS AND CLAYS (Liquid limit GREATER than 50)		MH	Organic silts, micaceous or diatomaceous fine sandy or silty soils, elastic silts.
			CH	Organic clays of high plasticity, fat clays.
			OH	Organic clays of medium to high plasticity, organic silts.
HIGHLY ORGANIC SOILS			Pt	Peat and other highly organic soils.

BOUNDARY CLASSIFICATIONS: Soils possessing characteristics of two groups are designated by combinations of group symbols.

PARTICLE SIZE LIMITS

SILT OR CLAY	SAND			GRAVEL		COBBLES	BOULDERS
	FINE	MEDIUM	COARSE	FINE	COARSE		

NO. 200 NO. 40 NO. 10 NO. 4 3/4 in. 3 in. (12 in.)

U. S. STANDARD SIEVE SIZE

UNIFIED SOIL CLASSIFICATION SYSTEM

JOB NAME : Proposed Medical Office Building Project
19923 Ventura Boulevard, Woodland Hills, California

JOB No. 12-424-02

FIGURE No. I-6

APPLIED EARTH SCIENCES
GEOTECHNICAL . GEOLOGY . ENVIRONMENTAL ENGINEERING CONSULTANTS

APPENDIX II

LABORATORY TESTING PROCEDURES

Moisture Density

The moisture-density information provides a summary of soil consistency for each stratum and can also provide a correlation between soils found on this site and other nearby sites. The tests were performed using ASTM D 2216 Laboratory Determination of water content Test Method. The dry unit weight and field moisture content were determined for each undisturbed sample, and the results are shown on log of exploratory borings.

Shear Tests

Shear tests were made with a direct shear machine at a constant rate of strain. The machine is designed to test the materials without completely removing the samples from the brass rings. The rate of shear was determined through determination of the rate of consolidation of the foundation bearing materials. For the proposed project, a rate of 0.05 was selected.

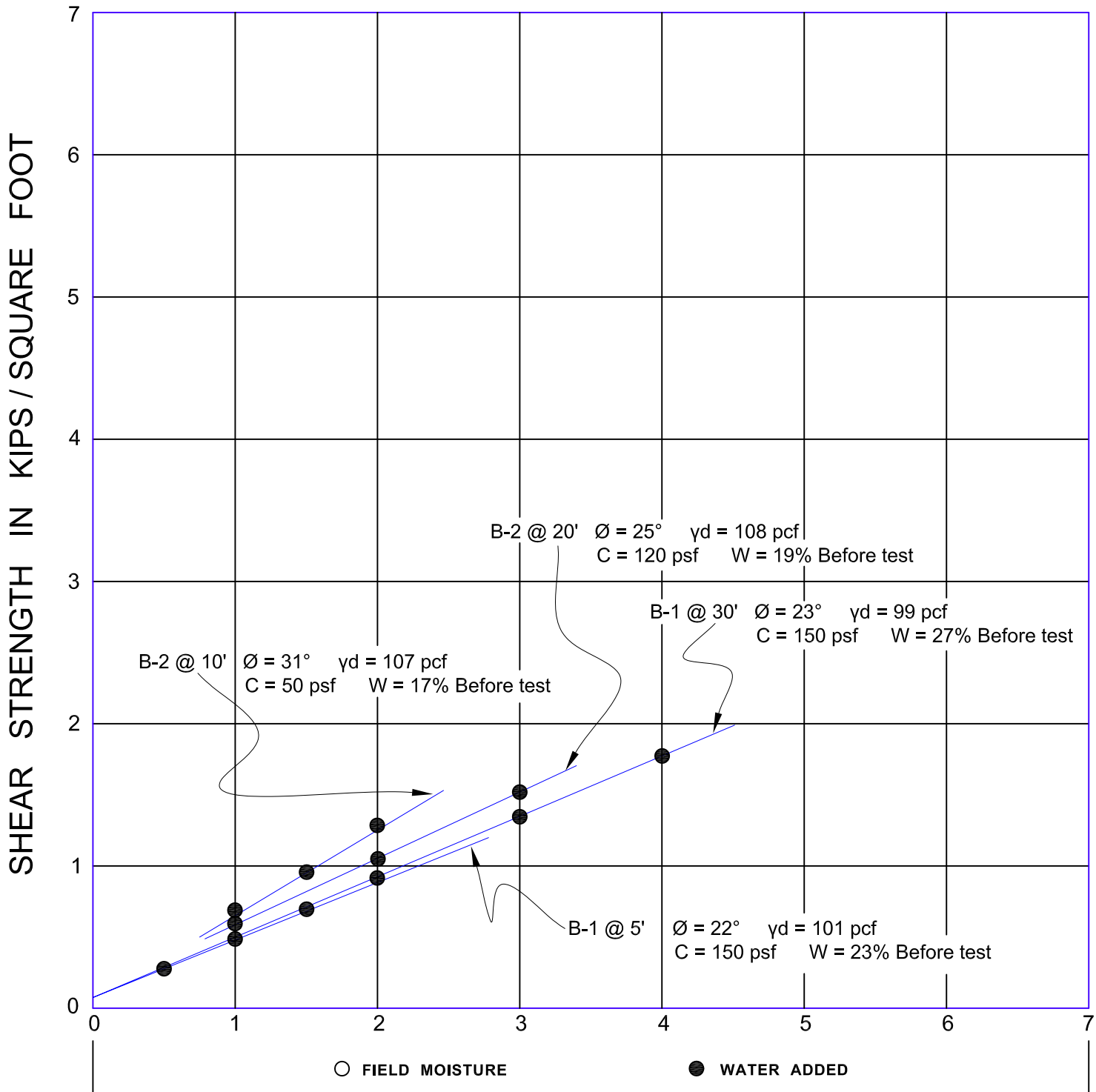
A range of normal stresses was applied vertically, and the shear strength was progressively determined at each load in order to determine the internal angle of friction and the cohesion. The tests were performed using ASTM D 3080-03 Laboratory Direct Shear Test Method. The Ultimate shear strength results of direct shear tests are presented on Figure No. II-1 within this Appendix.

Consolidation

The apparatus used for the consolidation tests is designed to receive the undisturbed brass ring of soil as it comes from the field. Loads were applied to the test specimen in several increments, and the resulting deformations were recorded at time intervals. Porous stones were placed in contact with the top and bottom of the specimen to permit the ready addition or release of water. ASTM D 2435-03 Laboratory Consolidation Test Method

Undisturbed specimens were tested at the field and added water conditions. The test results are shown on Figure No. II-2 within this Appendix.

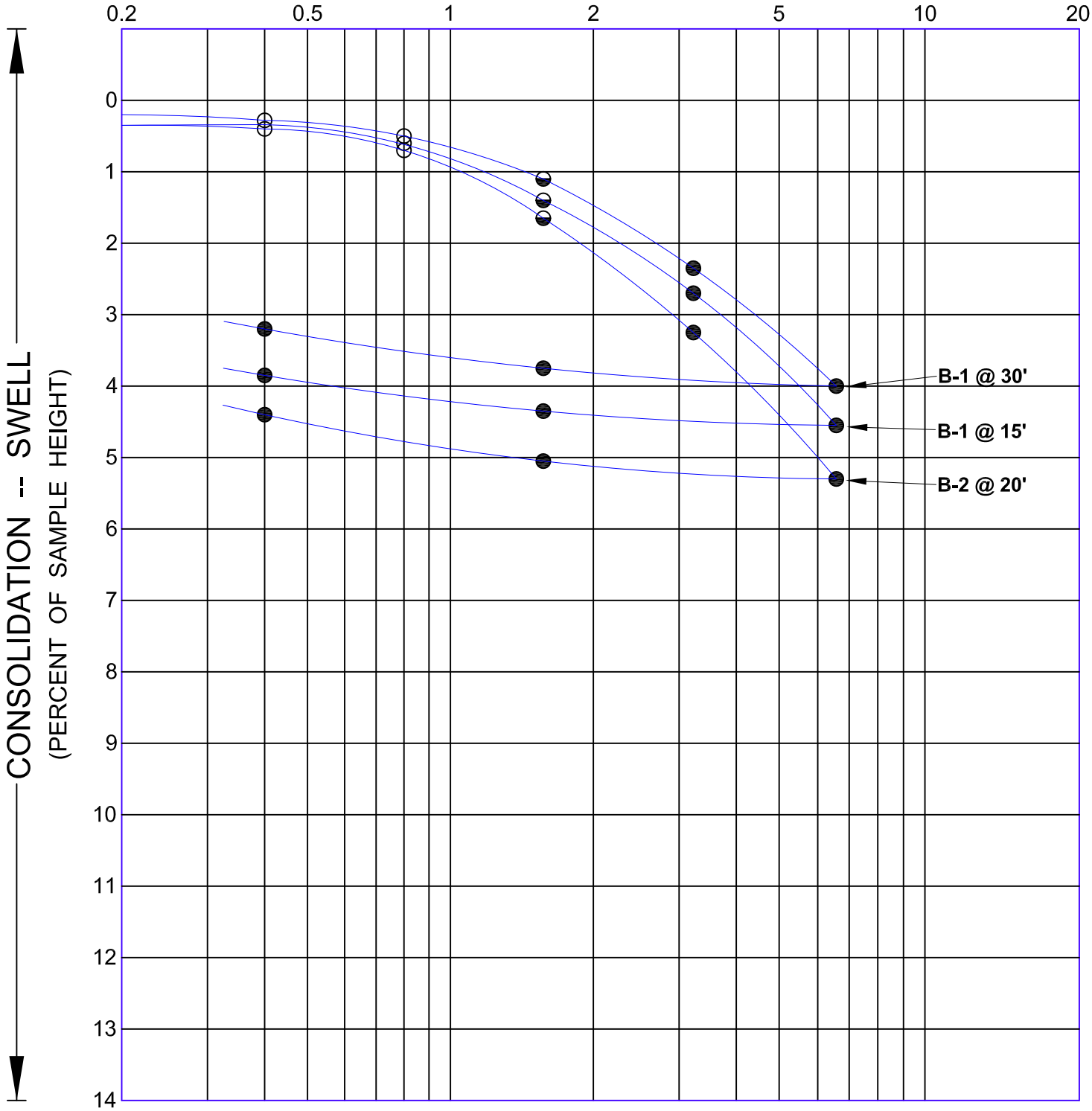
NORMAL STRESS IN KIPS / SQUARE FOOT



DIRECT SHEAR TESTS

JOB NAME	Proposed Medical Office Building Project 19923 Ventura Boulevard, Woodland Hills, California	JOB No.	12-424-02
APPLIED EARTH SCIENCES GEOTECHNICAL . GEOLOGY . ENVIRONMENTAL ENGINEERING CONSULTANTS		FIGURE No.	II - 1

PRESSURE IN KIPS PER SQUARE FOOT



○ FIELD MOISTURE ● WATER ADDED

SWELL - CONSOLIDATION TESTS

JOB NAME Proposed Medical Office Building Project
19923 Ventura Boulevard, Woodland Hills, California

JOB No. 12-424-02

APPLIED EARTH SCIENCES
GEOTECHNICAL . GEOLOGY . ENVIRONMENTAL ENGINEERING CONSULTANTS

FIGURE No. II - 2

APPENDIX III

CONSTRUCTION PROCEDURE FOR ANCHOR SHAFTS
AND
OBSERVATION AND TESTING REQUIREMENTS DURING THE INSTALLATION OF THE TIEBACK ANCHORS

STANDARD CONSTRUCTION PROCEDURE FOR TEMPORARY SHORING

INTRODUCTION

This section presents a description of the normal construction procedure for installation and testing of concrete anchor shafts against vertical soldier piles. For design of the anchor shafts, refer to the body of the report for the recommended skin friction values.

EXCAVATION PROCEDURE

After the vertical soldier piles are installed, the initial excavation will be extended some 3 feet below the levels of the first rows of tiebacks. After the anchor shafts are installed and tested, the excavation will be extended to the next level of anchor shafts. This procedure will continue until the last phase of excavation reaches the lowest basement level, some 40 feet below grade.

TIEBACK CONSTRUCTION

Tieback anchors are normally designed to take loads through skin friction. The portion of the anchor shaft that is considered to be effective in taking pull out loads is the length of the member beyond the potential wedge of the failure. Refer to the body of the report for the recommended inclination of the potential wedge of the failure.

Installation and testing of the tieback anchors should be done under continuous observation and testing of the Soil Engineer. Should significant variations in the soil conditions be encountered during the installation of the anchor shafts, the Soil Engineer will modify the skin friction values to reflect the actual soil conditions.

During the course of our field exploration caving was not detected, due to the method of drilling. However, it should be noted that, if caving is experienced during the excavation of the tieback anchors, it would be necessary to modify the construction procedure (use of casing, etc.).

CONCRETING

After each of the anchors are drilled, foundation grade concrete is placed in the excavated holes using a pump. The concrete is placed only to the level of the potential wedge of failure. After the anchor is tested and approved, the portion of the anchor between the face of the excavation and potential wedge of failure is filled with sand slurry mixture to help maintain the excavation.

SURFACE LOADS

The temporary shoring are designs for lateral earth pressure an any surcharge loads imposed by the existing improvements around the site. In addition, the temporary shoring system should be designed for future loads such as crane and other equipment which operate at close proximity of the top of excavation.

TESTING

The recommended shoring pressures in the report are based on a factor of safety of 1.5. If the anchors are successfully loaded to about 150 percent of the design loads, the overall factor of safety of the shoring system would be on the order of 2. It is customary to test at least one anchor per face of excavation per rows of anchors, for long term loading conditions (24 -hour loading). Load-deflection data for each anchor should be maintained during the testing. Pull out loads are normally applied in increments of 50%, 100% and 150% of the design loads. Once the full 150% design load is applied, the test load is maintained and the deflection of the anchor is recorded. During this stage of testing, the deflection of the anchor during a 15 minute period should not exceed 1/10 of one inch. The total deflection of the anchor should be less than 12 inches, although larger deflections may be accepted provided that both the shoring Engineer and the Soil Engineer approve each such anchors. For long term anchor testing, the 150 percent of the design load is normally applied for a period of 24 hours. If the deflection of the anchor, under 150 percent of the design load, is less than 1/10 of one inch for a period of 4 hours, the test may be considered satisfactory provided that the 150% load has been applied for at least 8 hours.

FAILED ANCHORS

The anchors which do not pass the required pull out test as indicated above are considered to be failed anchors. The modified capacity of the failed anchors would be 2/3 of the available pull out force of the anchors. Additional resistance in a form of supplemental anchors or rakers should then be installed to compensate for the difference between the design and available loads. The failed anchors would then be locked off at 2/3 of the available capacity of the anchor which results a deflection of no more than 1/10 of one inch during a 15 minute period. Since it will be necessary to extend the excavation below the row of anchor in order to install a replacement anchor, it would be advisable to lock off the failed anchor at some value between 2/3 and full available capacity of the anchor. The Soil Engineer and the Shoring Engineer are to provide specific recommendations for the lock off loads for each failed anchor.

LOCK OFF LOADS

After each anchor has been tested and approved by the Soil Engineer, the anchor should be locked off at the design load. The lock off load should be maintained within 90 to 110 percent of the designed load.

CONTINUED EXCAVATION

After each any every anchor in a given face is tested and approved, the excavation can then be extended below the drill bench levels. The Soil Engineer may permit local excavations to be extended below the drill bench elevation where it would be required for construction of replacement anchors.

MONITORING

It is important that an accurate monitoring of the shoring system be maintained during basement construction. Both the horizontal and vertical deflections of the soldier piles should be recorded.

The vertical and horizontal movement of the shoring system should be recorded on a weekly basis and the results be submitted to Soil and Shoring Engineers for review and comment . The accuracy of the reading should be within 0.01 of a foot. The record should be produced in a readily understandable form. The surveyor should submit to the Soil Engineer, prior to the start of excavation, a plan which would indicate the method selected for monitoring of the excavation.

Monitoring of the excavation performance should be initiated from the beginning of the initial excavation. The weekly monitoring may be modified as the job progresses. Once the subterranean garage has been constructed and the tieback have been de-tensioned, monitoring of the performance will no longer be required.

DEFLECTIONS

The maximum depth of excavation is expected to be an the order of 30 feet. Considering the factor of safety of the overall shoring system, it is anticipated that horizontal deflections at the top the soldier piles may reach about one inch. Where off-site buildings are present, the deflection at the top of the piles should be limited to ¼ of one inch.

It is possible that, locally, deflections at the top of the soldier piles may exceed the anticipated values. Should this occur, the Soil and Shoring Engineers should be consulted to provide remedial measures such as installation of additional support system.

TECHNICAL MEMORANDUM

TO: CITY OF LOS ANGELES

FROM: Bryan Crawford, Giancarlo Ganddini | GANDDINI GROUP, INC.

DATE: December 6, 2024

SUBJECT: 19923 West Ventura Boulevard Project Vehicle Miles Traveled (VMT) Analysis
GGI Project No. 19779

Ganddini Group, Inc. is pleased to provide this transportation screening assessment for the proposed 19923 West Ventura Boulevard Project in the City of Los Angeles. We trust the findings of this analysis will aid the City of Perris in assessing whether preparation of a transportation study will be required for the proposed project.

PROJECT DESCRIPTION

The approximately 0.36-acre project site is located at 19923 West Ventura Boulevard in the City of Los Angeles, California (APN: 2164-001-015). The project site is currently developed as a parking lot. The project location map is shown on Figure 1.

The proposed project involves demolishing the parking lot and constructing a mixed-use development consisting of a 54-dwelling unit apartment complex with 1,250 square feet of commercial retail. The project is proposing an access driveway at West Ventura Boulevard. The proposed site plan is illustrated in Attachment A.

CEQA ANALYSIS OF TRANSPORTATION IMPACTS

This section presents evaluation of potential transportation impacts resulting from development of the proposed Project in the context of the California Environmental Quality Act (CEQA). The following impact assessment has been prepared in accordance with the City of Los Angeles Department of Transportation (LADOT) Transportation Assessment Guidelines (August 2022), which establish the following thresholds of significance:

- **Threshold T-2.1:** For a land use project, would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)(1)?

THRESHOLD T-2.1: CAUSING SUBSTANTIAL VEHICLE MILES TRAVELLED

This threshold relates to the potential for land use projects to cause a substantial impact in terms of Vehicle Miles Travelled (VMT).

Senate Bill 743 mandated that California Environmental Quality Act (CEQA) Guidelines be amended to provide an alternative to Level of Service for evaluating transportation impacts. The amended CEQA Guidelines,

specifically Section 15064.3, identify VMT as the most appropriate metric for evaluation of transportation impacts under CEQA. All agencies and projects State-wide are required to utilize the updated CEQA guidelines recommending use of VMT for evaluating transportation impacts as of July 1, 2020. Attachment B contains detailed VMT analysis worksheets.

Screening Criteria

The City-established screening for this threshold consists of a preliminary assessment relating to net increases in daily vehicle trips or daily VMT. If the project requires a discretionary action, and the answer is "no" to any of the following questions, further analysis is not required for Threshold T-2.1 and a "no impact" determination can be made:

- Would the land use project generate a net increase of 250 or more daily vehicle trips?
  Answer: Yes. The Project is estimated to result in a net increase of 328 net daily vehicle trips based on the City of Los Angeles VMT Calculator Project Screening Criteria module.

- Would the project generate a net increase in daily VMT?
  Answer: Yes. The Project is estimated to result in a net increase of 2,716 daily VMT based on the City of Los Angeles VMT Calculator Project Screening Criteria module.

Additionally, if a project includes retail uses that do not exceed a net 50,000 square feet, a no impact determination can be made. Independent of the above screening criteria, further analysis is required if the project is located within one-half mile of a fixed-rail or fixed-guideway transit station and replaces an existing number of residential units with a smaller number of residential units. Since the proposed project will not displace any existing residential units, this criterion does not apply.

Based on the City-established screening criteria, the retail component of the proposed project is less than 50,000 square feet and therefore satisfies the Tier 2 Screening Criteria; however, the residential component of the proposed project exceeds the screening criteria for this threshold and therefore requires further VMT analysis.

Evaluation of Threshold T-2.1

Threshold T-2.1: For a land use project, would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)(1)?

A development project will have a potentially significant impact if the project meets the following criteria:

- For residential projects, the project would generate household VMT per capita exceeding 15% below the existing average household VMT per capita for the Area Planning Commission (APC) area in which the project is located.
- For office projects, the project would generate work VMT per employee exceeding 15% below the existing average work VMT per employee for the APC in which the project is located.
- For regional serving projects including retail projects, entertainment projects, and/or event centers, the project would result in a net increase in VMT.
- For other land use types, measure VMT impacts for the work trip element using the criteria for office projects above.

Table 1 below shows the City-established VMT impact criteria for each APC.

Table 1.
VMT Impact Criteria (15% Blow APC Average)

Area Planning Commission	Daily Household VMT per Capita	Daily Work VMT per Employee
Central	6.0	7.6
East LA	7.2	12.7
Harbor	9.2	12.3
North Valley	9.2	15.0
South LA	6.0	11.6
South Valley	9.4	11.6
West LA	7.4	11.1

Source: *Transportation Assessment Guidelines* (LADOT, August 2022)

As shown in Table 1, the VMT impact criteria for the South Valley APC in which the Project site is located is 9.4 daily household VMT per capita.

In accordance with the LADOT Transportation Assessment Guidelines, Project VMT was calculated using the City of Los Angeles VMT Calculator (Version 1.5); see worksheets in Attachment B. Based on the City of Los Angeles VMT Calculator, the proposed Project is forecast to generate 9.4 household VMT per capita, which does not exceed the applicable VMT impact criteria of 9.4 average household VMT per capita for the South Valley APC in which the project is located; therefore, the Project VMT impact is less than significant without mitigation.

CONCLUSION

The proposed Project is forecast to result in a less than significant VMT impact based on the City-established thresholds of significance; no mitigation is necessary.

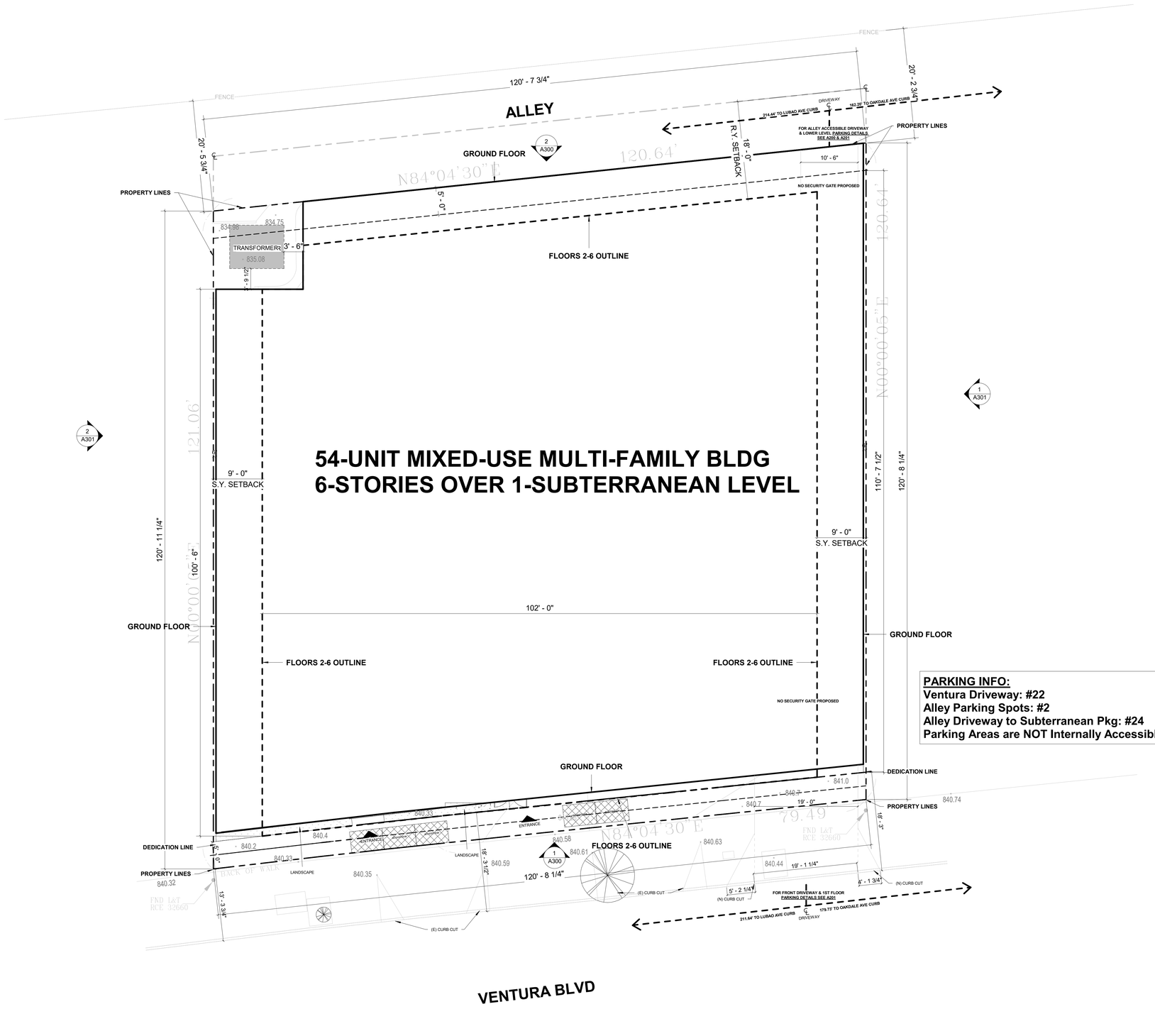
We appreciate the opportunity to assist you on this project. Should you have any questions or if we can be of further assistance, please do not hesitate to call at (714) 795-3100 x 104.

Sincerely,

GANDDINI GROUP, INC.
Bryan Crawford, Senior Transportation Planner
Giancarlo Ganddini, TE, PTP, Principal

ATTACHMENT A

PROJECT SITE PLAN



KEYNOTES

LEGEND

SHEET NOTES

PARKING INFO:
Ventura Driveway: #22
Alley Parking Spots: #2
Alley Driveway to Subterranean Pkg: #24
Parking Areas are NOT Internally Accessible to Each Other

N

1 SITE PLAN
1/8" = 1'-0"

ARCHITECT:
Aaron Brumer & Assoc, Architects
10999 Riverside Drive, Suite 300
North Hollywood, CA 91602
(310) 422-9234

STRUCTURAL:

CIVIL:

LANDSCAPE:

OWNER:
19923 Ventura, LLC
11040 Santa Monica Blvd Suite 210
Los Angeles, CA 90025

PROJECT:
54-UNIT MIXED-USE MULTIFAMILY BUILDING
19923 Ventura Blvd
Woodland Hills, CA 91364

ISSUE	DATE	DESCRIPTION
1	03/29/2024	PZA SUBMITTAL #1
2	05/24/2024	PZA SUBMITTAL #2
3	06/24/2024	PZA SUBMITTAL #3
4	07/09/2024	PZA SUBMITTAL #4

ISSUE	DATE	DESCRIPTION

STAMP
LICENSED ARCHITECT
AARON BRUMER
No. C-30005
REN. 11-30-2025
STATE OF CALIFORNIA

DRAWING TITLE
SITE PLAN

A100

19923 VENTURA

ATTACHMENT B

VMT CALCULATOR WORKSHEETS

CITY OF LOS ANGELES VMT CALCULATOR Version 1.5

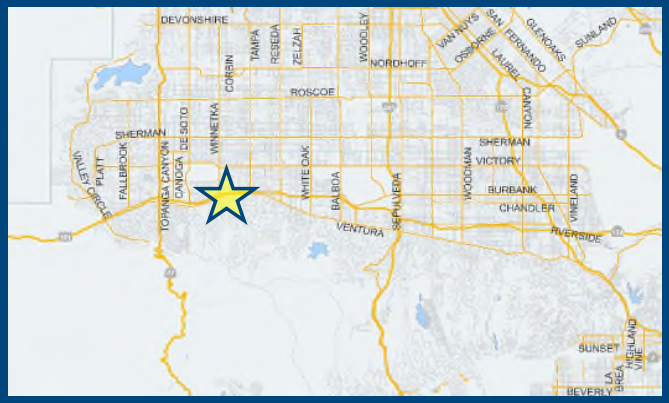
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: 19923 West Ventura Boulevard PRoject

Scenario:

Address: 19923 W VENTURA BLVD, 91364



Is the project replacing an existing number of residential units with a smaller number of residential units AND is located within one-half mile of a fixed-rail or fixed-guideway transit station?

○ Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
Housing | Single Family		DU

☐ Click here to add a single custom land use type (will be included in the above list)

Proposed Project Land Use

Land Use Type	Value	Unit
Retail | General Retail	1.25	ksf
Housing | Affordable Housing - Family	6	DU
Housing | Multi-Family	48	DU
Retail | General Retail	1.25	ksf

☐ Click here to add a single custom land use type (will be included in the above list)

Project Screening Summary

Existing Land Use	Proposed Project
0 Daily Vehicle Trips	328 Daily Vehicle Trips
0 Daily VMT	2,716 Daily VMT

Tier 1 Screening Criteria

Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. ☐

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	328 Net Daily Trips
The net increase in daily VMT ≤ 0	2,716 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	1.250 ksf

The proposed project is required to perform VMT analysis.

Measuring the Miles

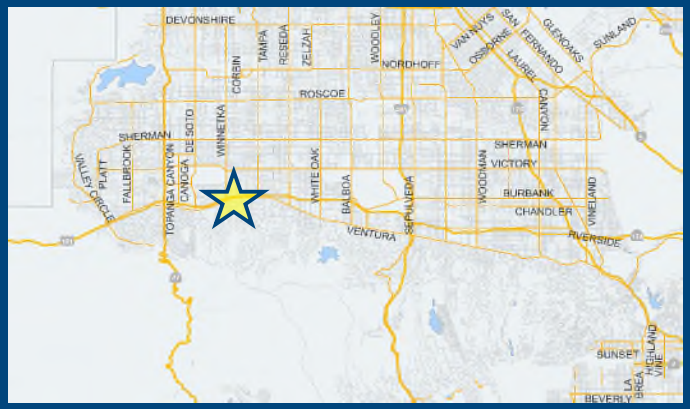
CITY OF LOS ANGELES VMT CALCULATOR Version 1.5

Project Information

Project: 19923 West Ventura Boulevard PRoject

Scenario:

Address: 19923 W VENTURA BLVD, 91364



Proposed Project Land Use Type	Value	Unit
Housing | Affordable Housing - Family	6	DU
Housing | Multi-Family	48	DU
Retail | General Retail	1.25	ksf

TDM Strategies

Select each section to show individual strategies

Use ☑ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	**No**	**No**
Max Work Based TDM Achieved?	**No**	**No**

A Parking

Reduce Parking Supply
☐ Proposed Prj ☐ Mitigation
100 city code parking provision for the project site
74 actual parking provision for the project site

Unbundle Parking
☐ Proposed Prj ☐ Mitigation
175 monthly parking cost (dollar) for the project site

Parking Cash-Out
☐ Proposed Prj ☐ Mitigation
50 percent of employees eligible

Price Workplace Parking
☐ Proposed Prj ☐ Mitigation
6.00 daily parking charge (dollar)
50 percent of employees subject to priced parking

Residential Area Parking Permits
☐ Proposed Prj ☐ Mitigation
200 cost (dollar) of annual permit

B Transit

C Education & Encouragement

D Commute Trip Reductions

E Shared Mobility

F Bicycle Infrastructure

G Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
328 Daily Vehicle Trips	**328** Daily Vehicle Trips
2,716 Daily VMT	**2,716** Daily VMT
9.4 Household VMT per Capita	**9.4** Household VMT per Capita
N/A Work VMT per Employee	**N/A** Work VMT per Employee

Significant VMT Impact?

Proposed Project	With Mitigation
Household: No Threshold = 9.4 15% Below APC	**Household: No** Threshold = 9.4 15% Below APC
Work: N/A Threshold = 11.6 15% Below APC	**Work: N/A** Threshold = 11.6 15% Below APC

Measuring the Miles

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: December 3, 2024
Project Name: 19923 West Ventura Boulevard PRoject
Project Scenario:
Project Address: 19923 W VENTURA BLVD, 91364

Version 1.5

Project Information			
Land Use Type		**Value**	**Units**
Housing	*Single Family*	*0*	*DU*
	Multi Family	48	DU
	Townhouse	*0*	*DU*
	Hotel	*0*	*Rooms*
	Motel	*0*	*Rooms*
Affordable Housing	Family	6	DU
	Senior	*0*	*DU*
	Special Needs	*0*	*DU*
	Permanent Supportive	*0*	*DU*
Retail	General Retail	1.250	ksf
	Furniture Store	*0.000*	*ksf*
	Pharmacy/Drugstore	*0.000*	*ksf*
	Supermarket	*0.000*	*ksf*
	Bank	*0.000*	*ksf*
	Health Club	*0.000*	*ksf*
	High-Turnover Sit-Down Restaurant	*0.000*	*ksf*
	Fast-Food Restaurant	*0.000*	*ksf*
	Quality Restaurant	*0.000*	*ksf*
	Auto Repair	*0.000*	*ksf*
	Home Improvement	*0.000*	*ksf*
	Free-Standing Discount	*0.000*	*ksf*
	Movie Theater	*0*	*Seats*
Office	*General Office*	*0.000*	*ksf*
	Medical Office	*0.000*	*ksf*
Industrial	*Light Industrial*	*0.000*	*ksf*
	Manufacturing	*0.000*	*ksf*
	Warehousing/Self-Storage	*0.000*	*ksf*
School	*University*	*0*	*Students*
	High School	*0*	*Students*
	Middle School	*0*	*Students*
	Elementary	*0*	*Students*
	Private School (K-12)	*0*	*Students*
Other		*0*	*Trips*

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: December 3, 2024
Project Name: 19923 West Ventura Boulevard PRoject
Project Scenario:
Project Address: 19923 W VENTURA BLVD, 91364

Version 1.5

Analysis Results			
Total Employees: 3 Total Population: 127			
Proposed Project		***With Mitigation***	
328	**Daily Vehicle Trips**	**328**	**Daily Vehicle Trips**
2,716	**Daily VMT**	**2,716**	**Daily VMT**
9.4	**Household VMT per Capita**	**9.4**	**Household VMT per Capita**
N/A	**Work VMT per Employee**	**N/A**	**Work VMT per Employee**

Significant VMT Impact?			
APC: South Valley			
Impact Threshold: 15% Below APC Average Household = 9.4 Work = 11.6			
Proposed Project		***With Mitigation***	
VMT Threshold	**Impact**	**VMT Threshold**	**Impact**
Household > 9.4 Work > 11.6	No N/A	Household > 9.4 Work > 11.6	No N/A

TDM Strategy Inputs

Strategy Type		Description	Proposed Project	Mitigations
Parking	*Reduce parking supply*	*City code parking provision (spaces)*	*0*	*0*
		Actual parking provision (spaces)	*0*	*0*
	Unbundle parking	*Monthly cost for parking ($)*	*$0*	*$0*
	Parking cash-out	*Employees eligible (%)*	*0%*	*0%*
	Price workplace parking	*Daily parking charge ($)*	*$0.00*	*$0.00*
		Employees subject to priced parking (%)	*0%*	*0%*
	Residential area parking permits	*Cost of annual permit ($)*	*$0*	*$0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Transit	*Reduce transit headways*	*Reduction in headways (increase in frequency) (%)*	*0%*	*0%*
		Existing transit mode share (as a percent of total daily trips) (%)	*0%*	*0%*
		Lines within project site improved (<50%, >=50%)	*0*	*0*
	Implement neighborhood shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees and residents eligible (%)	*0%*	*0%*
	Transit subsidies	*Employees and residents eligible (%)*	*0%*	*0%*
		Amount of transit subsidy per passenger (daily equivalent) ($)	*$0.00*	*$0.00*
Education & Encouragement	*Voluntary travel behavior change program*	*Employees and residents participating (%)*	*0%*	*0%*
	Promotions and marketing	*Employees and residents participating (%)*	*0%*	*0%*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Commute Trip Reductions	*Required commute trip reduction program*	*Employees participating (%)*	*0%*	*0%*
	Alternative Work Schedules and Telecommute	*Employees participating (%)*	*0%*	*0%*
		Type of program	*0*	*0*
	Employer sponsored vanpool or shuttle	*Degree of implementation (low, medium, high)*	*0*	*0*
		Employees eligible (%)	*0%*	*0%*
		Employer size (small, medium, large)	*0*	*0*
	Ride-share program	*Employees eligible (%)*	*0%*	*0%*
Shared Mobility	*Car share*	*Car share project setting (Urban, Suburban, All Other)*	*0*	*0*
	Bike share	*Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)*	*0*	*0*
	School carpool program	*Level of implementation (Low, Medium, High)*	*0*	*0*

(cont. on following page)

TDM Strategy Inputs, Cont.

Strategy Type		Description	Proposed Project	Mitigations
Bicycle Infrastructure	*Implement/Improve on-street bicycle facility*	*Provide bicycle facility along site (Yes/No)*	*0*	*0*
	Include Bike parking per LAMC	*Meets City Bike Parking Code (Yes/No)*	*0*	*0*
	Include secure bike parking and showers	*Includes indoor bike parking/lockers, showers, & repair station (Yes/No)*	*0*	*0*
Neighborhood Enhancement	*Traffic calming improvements*	*Streets with traffic calming improvements (%)*	*0%*	*0%*
		Intersections with traffic calming improvements (%)	*0%*	*0%*
	Pedestrian network improvements	*Included (within project and connecting off-site/within project only)*	*0*	*0*

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: December 3, 2024
Project Name: 19923 West Ventura Boulevard PRoject
Project Scenario:
Project Address: 19923 W VENTURA BLVD, 91364

Version 1.5

TDM Adjustments by Trip Purpose & Strategy

Place type: Suburban Center

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Parking cash-out	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Price workplace parking	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Residential area parking permits	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	
Transit	Reduce transit headways	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Transit subsidies	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Education & Encouragement	Voluntary travel behavior change program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Commute Trip Reductions	Required commute trip reduction program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Employer sponsored vanpool or shuttle	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
	Ride-share program	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	
Shared Mobility	Car-share	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	*0.00%*	
	School carpool program	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Suburban Center

		Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*		*Source*
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Bicycle Infrastructure sections 1 - 3
	Include Bike parking per LAMC	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
	Include secure bike parking and showers	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	
Neighborhood Enhancement	Traffic calming improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2
	Pedestrian network improvements	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	

Final Combined & Maximum TDM Effect

	Home Based Work Production		*Home Based Work Attraction*		*Home Based Other Production*		*Home Based Other Attraction*		*Non-Home Based Other Production*		*Non-Home Based Other Attraction*	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
COMBINED TOTAL	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*
MAX. TDM EFFECT	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*

= Minimum (X%, 1-[(1-A)*(1-B)…])

where X%=

PLACE TYPE MAX:	*urban*	*75%*
	compact infill	*40%*
	suburban center	*20%*
	suburban	*15%*

Note: (1-[(1-A)*(1-B)…]) reflects the dampened combined effectiveness of TDM Strategies (e.g., A, B,...). See the TDM Strategy Appendix (*Transportation Assessment Guidelines Attachment G)* for further discussion of dampening.

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: December 3, 2024
Project Name: 19923 West Ventura Boulevard PRoject
Project Scenario:
Project Address: 19923 W VENTURA BLVD, 91364

Version 1.5

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	48	-12.5%	42	11.8	566	496
Home Based Other Production	133	-19.5%	107	6.5	865	696
Non-Home Based Other Production	74	-1.4%	73	9.2	681	672
Home-Based Work Attraction	4	-25.0%	3	11.2	45	34
Home-Based Other Attraction	90	-15.6%	76	7.5	675	570
Non-Home Based Other Attraction	27	0.0%	27	9.2	248	248

MXD Methodology with TDM Measures

	Proposed Project			*Project with Mitigation Measures*		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	0.0%	42	496	0.0%	42	496
Home Based Other Production	0.0%	107	696	0.0%	107	696
Non-Home Based Other Production	0.0%	73	672	0.0%	73	672
Home-Based Work Attraction	0.0%	3	34	0.0%	3	34
Home-Based Other Attraction	0.0%	76	570	0.0%	76	570
Non-Home Based Other Attraction	0.0%	27	248	0.0%	27	248

MXD VMT Methodology Per Capita & Per Employee

Total Population: 127
Total Employees: 3
APC: South Valley

	Proposed Project	*Project with Mitigation Measures*
Total Home Based Production VMT	**1,192**	**1,192**
Total Home Based Work Attraction VMT	**34**	**34**
Total Home Based VMT Per Capita	**9.4**	**9.4**
Total Work Based VMT Per Employee	**N/A**	**N/A**

EXHIBIT D
Public Communications

Attention: Abraham Lamontagne Sent via email: abraham.lamontagne@lacity.com

RE: CPC-2024-4893-DB-SPPC-HCA and ENV-2024-4894-EAF

19923 W. Ventura Blvd., Woodland Hills, 91367

On January 23, 2025, the board of the Woodland Hills-Warner Center Neighborhood Council (WHWCNC) reviewed a project application that pertains to Case: CPC-2024-4893-DB-SPPC-HCA, 19923 W. Ventura Blvd., Woodland Hills, CA 91367.

The full board voted to Not Support the project.

The motion approved by the board with board recommendations and the board vote are on the following pages.

Thank you for your help with this matter.

Best regards,

Woodland Hills-Warner Center Neighborhood Council

Dena Weiss, President

Cc: Seth Samuels, Councilmember Bob Blumenfield
Elizabeth Ene, Councilmember Bob Blumenfield
Jeff Jacobberger, Councilmember Bob Blumenfield

Woodland Hills -Warner Center Neighborhood Council

MOTION – Case: CPC-2024-4893-DB-SPPC-HCA and ENV-2024-4894-CE, located at 19923 Ventura Blvd, Woodland Hills, CA 91367

As pertaining to Case CPC-2024-4893-DB-SPPC-HCA and ENV-2024-4894-CE, located at 19923 Ventura Blvd, Woodland Hills, CA 91367, after having held three (3) in person or virtual zoom public meetings for review of the application filed by Dan Hosseini/19923 Ventura LLC.

Project Description: The project is a New Mixed-Use Residential Apartment Complex over Commercial:
The Lot Size is 14,484.9 feet. The applicant proposes a 54-unit (7) story building with 1st floor parking area and first floor 1,249.8 SF commercial space with (1) floor of subterranean parking.
The project includes a (5) story 39 feet by 27 feet open interior courtyard with walkway surrounding the open space that is open to above.
The project will have per AB 1287 (6) very low-income apartments which allows the applicant to request from the City various bonuses, waivers, exemptions and incentives to maximize profit.
The lot is zoned for C1-1VLD Neighborhood Office Commercial with Very Low Density.
The project's residential portion will provide (44) automobile parking spaces, (60) long-term bicycle parking stalls and five (5) short-term bicycle parking stalls.
The open space is primarily located in a second-floor courtyard, a roof top deck, and on private balconies.
The project proposes grading and exporting up to 3,365 cubic yards of earth to create a basement parking lot.

Whereas the developer is requesting the following Bonus, Exemptions, Waivers and Incentives.

1. Pursuant to California Environmental Quality Act (CEQA) Guidelines Section 15311, Class 11, and Section 15332, Class 32, **an exemption from CEQA** 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(g)(3) of the Los Angeles Municipal Code (LAMC), a **Density Bonus** for a project totaling 54 dwelling units (six (6) units as Restricted Affordable Housing Units for very low income households and 48 market-rate units.

The Density Bonus for zone C1-1VLD (very low density) properties allows one unit for every 800 square feet of lot area. The applicant seeks a density bonus per AB 1287 (6) low income housing units and requesting lot area calculations to include ½ of the back alley to allow for a larger project.

1) additional height from 30 feet to 85 feet 5 inches, an approximate 160% increase
2) increase in Floor Area Ratio from 1 to 1 to 4.03 to 1, an approximate 365% increase
3) reduction of LAMC required parking from 89 spaces to 44 spaces

with the following Incentives and Waivers:

a. **Off-Menu Incentive** to allow a (FAR) floor area ratio of 4.03:1 instead of the permitted 1.0:1 per the Ventura/Cahuenga Boulevard Corridor Specific Plan Section 6.B.3;

b. **Off-Menu Incentive** to allow a height of 85 feet and 5 inches instead of the permitted 30 feet per the Ventura/Cahuenga Boulevard Corridor Specific Plan Section 7.E.1.e.1;

c. **Off-Menu Incentive** to allow 44 automobile parking spaces for the residential portion of the development instead of the required 89 spaces per the LAMC Code Section 12.21 A.4(a);

d. **Waiver of Development Standards** from the Ventura/Cahuenga Boulevard Corridor Specific Plan lot coverage standard as required by Specific Plan Section 7.B.2 to allow a lot coverage of 88 percent instead of the permitted 60 percent;

e. **Waiver of Development Standards** from the Ventura/Cahuenga Boulevard Corridor Specific Plan height setback standard as required by the Specific Plan Section 7.E.1.g to allow the building to exceed 45 feet in height without providing at least a 10 foot setback for each 10 foot increment above 45 feet;

f. **Waiver of Development Standards** from the compact parking stall standard as required by LAMC Section 12.21 A.5(c) to allow seven (7) compact parking stalls to be provided without first providing one standard parking stall per dwelling unit;

3. Pursuant to Section 13B.4.2 of Chapter 1A of the LAMC and Section 9 of the Ventura-Cahuenga Boulevard Corridor Specific Plan, **Project Compliance to permit** the construction of a mixed-use development comprising 54 dwelling units and 1,250 square feet of commercial floor area and a sign.

THEREFORE, the WHWCNC PLUM Committee finds the proposed project vastly does not comply with the standard construction requirements of the City of Los Angeles and the Ventura-Cahuenga Boulevard Corridor Specific Plan and for the following findings:

Whereas, Parking.

- The Applicant requests a reduction from 89 required parking spaces to 44 parking spaces and a waiver to allow (7) compact parking spaces without providing the required 54 standard parking spaces or (1) standard parking space per unit.
- The car park has tandem parking, which is problematic as there is no onsite parking attendant to move cars that could be blocked by another car.
- The project appears to provide only (1) exterior parking space located at the back of the building.
- The applicant does not address where the majority of the residents will park, as Ventura Blvd. has metered parking and the project residents cannot park on side streets, in adjacent business parking lots or on residential streets as this would cause a hardship for businesses and stakeholders.
- The Applicant does not address Guest Parking.

- The Project provides (25) two-bedroom units but does not provide (25) tandem parking spaces.
- The lower parking ramp is 8'- 2" which may not provide headroom for trucks.
- Driveway Access – The driveway access for two-way traffic does not meet the (35) feet wide requirement.
- The Applicant does not address required ingress and egress for the Fire Department.
- The street access entry ramp = 19'- 0" therefore the alley should meet the same width requirements

LADOT has determined there does not need to be a traffic study as of August 2024.
The WHWCNC PLUM Committee requests LADOT to conduct a traffic study as the reduced parking will have an extremely negative effect on project residents, adjacent businesses and single-family neighborhoods and also address required street entrances and exits for fire trucks and ambulances.
Whereas, the Applicant requests a Lot Size increase to 15,691.3 sq. ft. when the ACTUAL Lot Size is 14, 484.9 sq. ft.
The applicant is requesting City Planning to allow the inclusion of ½ of the alley air space behind the project to be able to reach the requested 15,691.3 s. ft. which allows the applicant to build a larger project than normally allowed and receive a greater density bonus.

Whereas, the project can be built only if the City allows numerous off menu Exemptions, Waivers and Incentives which may cause unnecessary harm to the surrounding neighborhoods and businesses**.**
The Density Bonus for zone C1-1VLD (very low density) properties allows one unit for every 800 square feet of lot area. The applicant seeks to take advantage of the density bonus per AB 1287 by providing (6) low-income housing units in order to vastly overbuild the site

The applicant has made other various Categorical Exemption Findings that can be questioned as for example he states there are other high rise commercial/residential buildings in the area. There is only one four story building in the area, which is a commercial office building.

The applicant does not provide any proof that the maximized design of the building and the site is "needed" "necessary" or "required" nor does the Applicant provide any proof that the design benefits or improves low-income housing concerns in the area or Los Angeles.

Whereas, the applicant is requesting an Environmental Categorical Exemption (CE) Class 32 CE (CP-7828). However, the project is within five hundred (500) feet of the 101 Freeway and the applicant is proposing a roof top deck, balconies and an open air five story courtyard where residents could be subjected to health risks from freeway pollution ultrafine particulate matter. Single family neighborhoods are located North and South of the project and will be subjected loss of privacy and noise pollution from the roof top deck.

Whereas, the Project is located within five hundred feet of the 101Freeway. The project has (6) low-income units but the project also has (48) market value units. However, the Applicant does not provide any indoor amenities found in other NEW market value projects in Woodland Hills.

Whereas, the applicant does not provide mitigation measures per the Los Angeles Public Health Report and City Zoning ZI No. 227 and Best Practice Mitigation Measures to Reduce Exposure to Road Pollution

1. Building design measures:
   a. Site apartment units as far as possible from the source of air pollution.
   b. Double-glaze all windows in the housing units to reduce exposure to air pollution.
   c. Avoid or limit the placement of balconies on the side of the building facing the freeway/high volume roadway.
   g. Design buildings with varying shapes and heights to help break up air pollution emission plumes, increase air flow, and help reduce pollutants such as particulates and noise.

2. Site-related measures:
   a. Where possible, erect a sound wall between the development and the freeway to help serve as a noise and air pollution barrier.
   b. Plant vegetation barriers between the freeway/high volume roadway and the housing site to help with pollution reduction.
   c. Plant additional trees surrounding the housing development to further mitigate air pollution.

Whereas the PLUM Committee finds the Applicant has also not provided mitigation measures for the following:

Balconies - The Applicant has defined the balconies as being part of the Open Space calculation. However, balconies should not face the 101 freeway and should not be allowed on the sides of the building as the project is within 500 feet of the 101 freeway.
Furthermore, the balconies cannot be counted as open space as the balconies have a roof.

The Roof Top Deck is defined as Open Space and designed to be used as a recreational space for residents.
The roof top deck is open air and is within 500 feet of the 101 freeway. The deck will expose all residents to freeway road pollution which is hazardous to the health of the residents.
Furthermore, the roof top deck cannot be counted as open space nor landscaped green space as there is mechanical equipment on the roof.

The Roof Top Deck is open air and therefore noise coming from the deck cannot be mitigated. Unmitigated noise pollution such as loud parties, loud conversations and loud music will affect the wellbeing of the neighbors and the property values of the surrounding single-family neighborhoods and businesses.

Interior Five Story Courtyard

- The applicant defines the 39 x 27 feet **FIVE STORY** Inner Courtyard as Open Space. However, this "open space" is in fact a **FIVE STORY AIR SPACE** which could be hazardous to residents, children and pets as they could fall as far as five stories.
- This air space is also open to the roof top deck.
- The rooftop deck is open to the lower courtyard but does not provide five (5) feet stepped back buffer with two (2) railings.
- A 42-inch-tall railing is not tall enough as even a child can climb over the railing and fall.
- All apartment doors and windows open onto this small ***interior*** **(5) story air space** that is 39 feet wide by 27 feet deep. This is a potential invasion of privacy and exposes residents, including children, to all smells emanating from all apartments including possible cigarette smoke, marijuana smoke, toxic fumes and all varieties of noise pollution and sound echo effect coming from other residents' apartments.

- The five-story courtyard/air shaft design is reminiscent of 1800's New York tenement inner courtyard double dumbbell air shafts that were deemed illegal and a health hazard for residents.
- The small five story "courtyard" air space will not allow for proper air circulation, air quality and proper distribution of sun light.
- The Applicant cannot count the second story courtyard as open space nor landscaped greenspace, as the area is 90% hardscape.

Therefore, IT IS HEREBY RESOLVED for the findings stated herein, the Board of the Woodland Hills-Warner Center Neighborhood Council **voted to not support** the application and plans submitted by Dan Hosseini/19923 Ventura LLC.

Furthermore, all plans that have been presented either in person or electronically to the PLUM Committee and the Board of the WHWCNC shall be submitted to Planning as a final project plan application submittal.

1. The applicant will not submit any significant, further updated plans or changes without first presenting them to the WHWCNC. Any modifications to the elevation(s)/ architecture of any other changes that are no longer in substantial conformance will be presented first to the WHWCNC before submitting them to City Planning.

The Board of the Woodland Hills-Warner Center Neighborhood Council advises the City of Los Angeles Planning Department and Council District 3 Councilmember Bob Blumenfield of its findings and recommendation.

PLUM Committee vote to not support the project:
Aye: 6 Nay: 0 Abstain: 0

Board vote to not support the project:
Aye 16 Nay 0 Abstain 0

Woodland Hills Warner Center Neighborhood Council

Planning, Land Use and Mobility Committee
Case Report and PLUM Motion

PLUM Meeting: **December 19, 2024**

Case No's: **CPC-2024-4893-DB- SPPC-HCA and ENV-2024-4894-EAF**
Authorizing Code: 12.22.A25

Site Location: **19923 W. Ventura Blvd., Woodland Hills, 91367**

Date Case Filed: **8/1/2024**
City Planner: **Abraham Lamontagne**
Hearing Date: **January 14, 2024**

Discretionary Review – LAMC 12.22.A.25 Density Bonus Off-Menu Requests

A project that includes off-menu requests, as outlined in LAMC §12.22 A.25, is reviewed by City Planning through a discretionary review process. These projects require CEQA analysis and are reviewed by the City Planning Commission (CPC). These determinations may not be appealed after the CPC acts.

The applicant requests a Density Bonus with Off-Menu Incentives, Waivers of Development Standards, Conditional Use, or Alternative Compliance for a Public Benefit Project

A public hearing is required. Applicant Notification includes contacting Property Owners and Occupants within a 500-foot radius of all contiguously owned properties of the subject site, in addition to on-site posting of the Notice of Public Hearing and for the CPC Public Meeting, when required.

NOTICE: The Applicant and the City has changed the design of the project several times. Information provided in this report, if needed, will be updated in the final report.

Applicant/Owner: Dan Hosseini – 19923 Ventura LLC
6029 Bristol Parkway
Culver City, CA 90230
Phone: 818-399-7833
Email: danhosseini@ao.com

Applicant's Rep: Heather Lee – Heather Lee Consulting
11356 Aqua Vista Streer
Studio City, CA 91602
Phone: 310-906-6880
E-Mail: heather@hleeconsulting.com

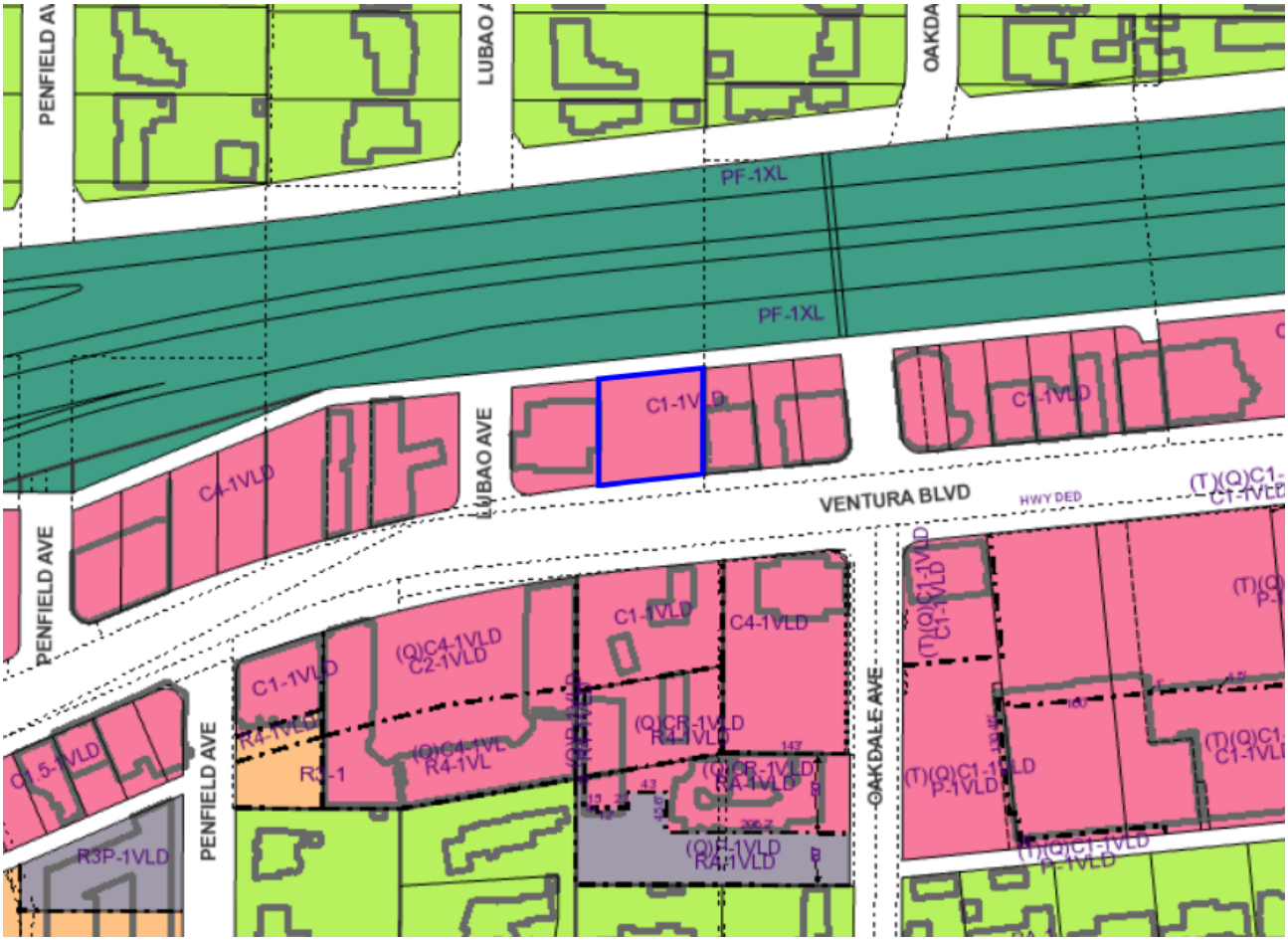
Architect: Aaron Brumer – ABA Architects
10999 Riverside Drive
North Hollywood, CA 91602
Phone: 310-962-0192
Email: aaron@aaronbrumer.com

City Planner: Abraham Lamontagne
Phone: 213-978-1399
E-Mail: Abraham.lamontagne@lacity.com

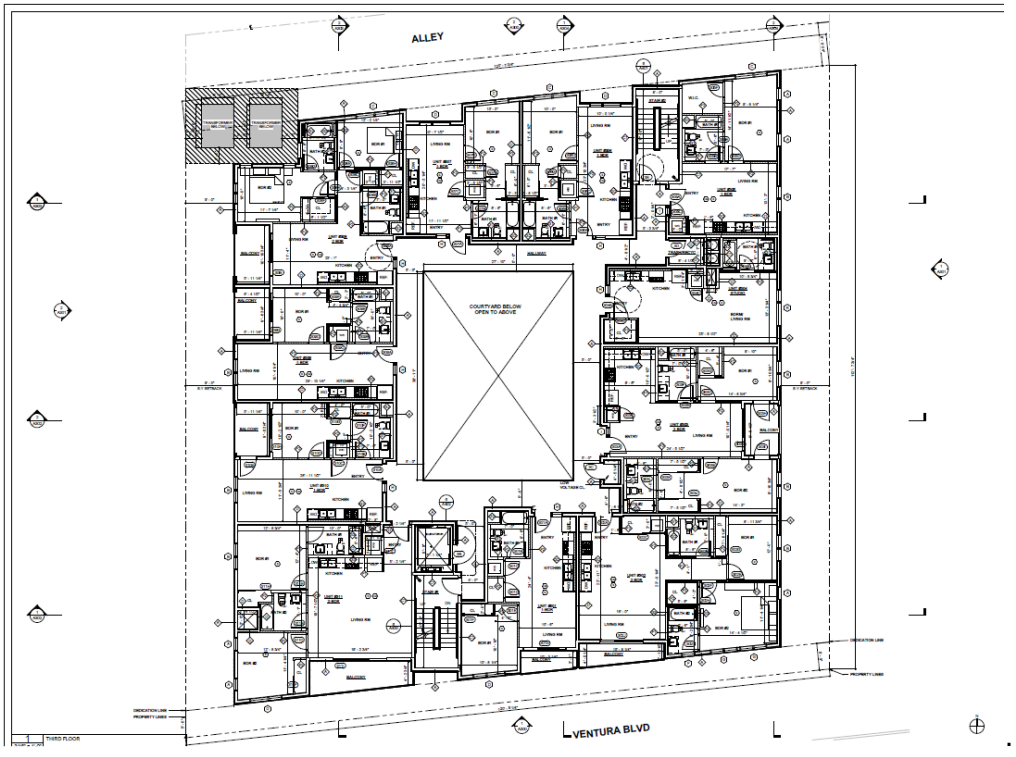
WHWCNC Case Report submitted by:
Joyce Fletcher – WHWCNC PLUM Committee

PROJECT SITE LOCATION

Location: 19923 W. Ventura Blvd. Woodland Hills, CA
Zoned: Section 12.13 Ci Limited Commercial Zone




VENTURA PLACE
VENTURA PLACE
ARCHITECT:
STRUCTURAL:
CIVIL:
LANDSCAPE:
OWNER:
PROJECT:
SOUTHEAST RENDERING
A804


ALLEY
COURTYARD BELOW
OPEN TO ABOVE
VENTURA BLVD

A Public Hearing is Required.

Joyce Fletcher contacted the Applicant, Dan Hosseini and the Applicant's Representative, Heather Lee via email on October 3, 2024, to request they or their staff attend the next PLUM Meeting.

By telephone, Heather Lee informed Joyce Fletcher that the applicant did not want to meet with the Woodland Hills-Warner Center Neighborhood Council (WHWCNC). Therefore, he would allow members of his staff to attend only (1) meeting of the WHWCNC PLUM Committee prior to the City Planning Hearing. Ms. Lee did not know the City Hearing date, however Ms. Lee, on request, submitted to Joyce Fletcher updated plans on (2) occasions.

Joyce Fletcher contacted the City Planner Abraham Lamontagne who also did not know when the Hearing date was scheduled, but on request, also provided updated plans.

Ms. Lee contacted Joyce Fletcher on December 10, 2024, and notified Ms. Fletcher the case will be heard on January 14, 2024. Ms. Fletcher notified the City Planner and requested a copy of the January 14th Hearing Notice which he provided.

Prior to December 19, 2024 PLUM Meeting, Joyce Fletcher provided PLUM Meeting Notices to affected area property owners/occupants and stakeholders. The Applicant was invited to attend the meeting.
Heather Lee and Architect Aarron Brumer attended the meeting.

Woodland Hills – Warner Center Neighborhood Council (Planning Land Use and Mobility) PLUM Committee has held three (3) public held meetings to discuss and review the project.

NOTICE: The Applicant and the City has changed the application several times. Information provided in this report s based on updated information provided by Heather Lee and the City Planner.

Project Descriptions

OVERVIEW

Per the applicant this project is a New Mixed-Use Residential Apartment Complex over Commercial: The Lot Size is 14,484.9 feet. The applicant proposes a 54-unit (7) story building with 1st floor parking and first floor 1,249.8 SF commercial space with (1) floor of subterranean parking. The project includes a (5) story 39 feet by 27 feet open interior courtyard. The front door of all apartments faces the (5) story interior courtyard with walkway surrounding the open space that is open to above.
The project will have (6) very low-income apartments used to request from the City various bonus, waivers, exemptions and incentives.
The lot is zoned for C1-1VLD Neighborhood Office Commercial with Very Low Density.
The project's residential portion will provide 44 automobile parking spaces, 60 long-term bicycle parking stalls and five (5) short-term bicycle parking stalls.
The open space is primarily located in a second-floor courtyard, a roof top deck, and on private balconies.
The project proposes grading and export of up to 3,365 cubic yards of earth to create a basement parking lot.

The developer is requesting the following Bonus, Exemptions, Waivers and Incentives.

1. Pursuant to California Environmental Quality Act (CEQA) Guidelines Section 15311, Class 11, and Section 15332, Class 32, **an exemption from CEQA** 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(g)(3) of the Los Angeles Municipal Code (LAMC), a **Density Bonus** for a project totaling 54 dwelling units (six (6) units as Restricted Affordable Housing Units for Very Low Income households and 48 market-rate units.

The Density Bonus for zone C1-1VLD (very low density) properties allows one unit for every 800 square feet of lot area. The applicant seeks a density bonus per AB 1287 (6) low income housing units and requesting lot area calculations to include ½ of the back alley to allow for a larger project.

1) additional height from 30 feet to 85 feet 5 inches, an approximate 160% increase
2) increase in Floor Area Ratio from 1 to 1 to 4.03 to 1, an approximate 365% increase
3) reduction of LAMC required parking from 89 spaces to 44 spaces

with the following Incentives and Waivers:

a. Off-Menu Incentive to allow a (FAR) floor area ratio of 4.03:1 instead of the permitted 1.0:1 per the Ventura/Cahuenga Boulevard Corridor Specific Plan Section 6.B.3;

b. **Off-Menu Incentive** to allow a height of 85 feet and 5 inches instead of the permitted 30 feet per the Ventura/Cahuenga Boulevard Corridor Specific Plan Section 7.E.1.e.1;

c. **Off-Menu Incentive** to allow 44 automobile parking spaces for the residential portion of the development instead of the required 89 spaces per the LAMC Code Section 12.21 A.4(a);

d. **Waiver of Development Standards** from the Ventura/Cahuenga Boulevard Corridor Specific Plan lot coverage standard as required by Specific Plan Section 7.B.2 to allow a lot coverage of 88 percent instead of the permitted 60 percent;

e. **Waiver of Development Standards** from the Ventura/Cahuenga Boulevard Corridor Specific Plan height setback standard as required by the Specific Plan Section 7.E.1.g to allow the building to exceed 45 feet in height without providing at least a 10 foot setback for each 10 foot increment above 45 feet;

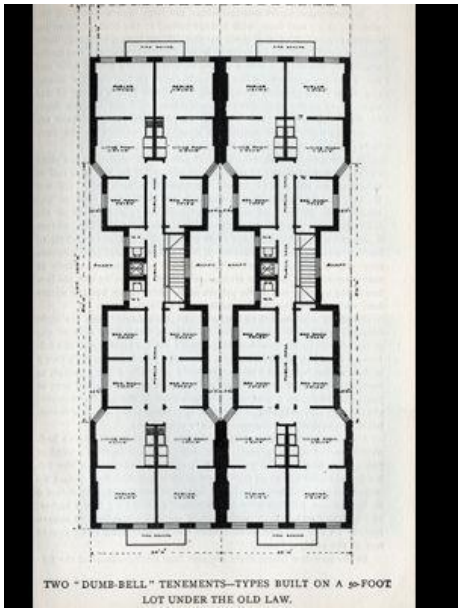
f. **Waiver of Development Standards** from the compact parking stall standard as required by LAMC Section 12.21 A.5(c) to allow seven (7) compact parking stalls to be provided without first providing one standard parking stall per dwelling unit;

3. Pursuant to Section 13B.4.2 of Chapter 1A of the LAMC and Section 9 of the Ventura-Cahuenga Boulevard Corridor Specific Plan, **Project Compliance to permit** the construction of a mixed-use development comprising 54 dwelling units and 1,250 square feet of commercial floor area and a sign.

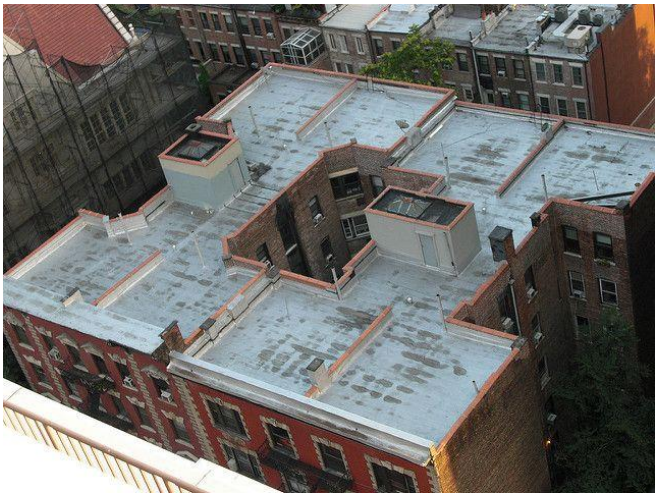
ANALYSIS – Tenement Housing in 2024

The overall design of the project is reminiscent of the tenement center dumbbell air shaft design that hasn't been in use since the 1800's. While the applicants' design may appear more modern, the concept behind the design is not, as the main goal was and is to monetize as much building space as possible to the detriment and health of the residents. Tenement style construction was outlawed in 1900 as being vastly unsafe. This project offers no amenities for the residents and children other than a roof top deck that is within 500 feet of 101 Freeway which exposes the residents to significant freeway pollution and a (5) story 37 ft by 29 ft air shaft/interior courtyard that exposes the residents to loss of privacy, falling hazards, fire hazards and significant air pollution and noise pollution created by other residents.

Early 1800-1900 Dumbbell air shaft design.



TWO "DUMB-BELL" TENEMENTS—TYPES BUILT ON A 50-FOOT LOT UNDER THE OLD LAW.



Below is an analysis of certain elements of the design.

PARKING – (1) Level Subterranean Parking and (1) Level Partial 1st Floor Parking
The project is very under-parted.
There is only metered parking on Ventura Blvd.

Applicant requests a reduction from 89 required parking spaces to 44 parking spaces.
And a waiver to allow (7) compact parking spaces without providing the required 54 standard parking spaces or (1) standard parking space per unit. Also much of the car park is tandem parking, which is very problematic as there is no onsite parking attendant to move cars that could be blocked by another car.

The project appears to provide only (1) exterior parking space located at the back of the building.

The applicant does not address where the residents will park as Ventura Blvd. has metered parking and the project residents cannot park on side streets, in adjacent business parking lots or on residential streets as this would cause hardship for businesses and stakeholders.

LADOT has determined there does not need to be a traffic study as of August 2024.
The WHWCNC PLUM Committee requests LADOT to conduct a traffic study as the reduced parking will have an extremely negative effect on adjacent businesses and single-family neighborhoods.

LOT SIZE

- Applicant requests the Lot Size to become - 15,691.3 sq. ft.
- The Actual Lot Size is - 14, 484.9 sq. ft.

The applicant is requesting the City to allow the inclusion of ½ of the alley behind the project to be able to reach the 15,691.3 s. ft. This request allows the applicant to build a larger project than normally allowed and receive a greater density bonus.

DENSITY BONUS - The project can be built only if the City allows numerous off menu Exemptions, Waivers and Incentives which will cause unnecessary harm to the surrounding neighborhood.

The Density Bonus for zone C1-1VLD (very low density) properties allows one unit for every 800 square feet of lot area. The applicant seeks to use the density bonus per AB 1287 by providing (6) low-income housing units. However, the applicant is taking advantage of AB 1287 to vastly overbuild the site and to maximize profit.

The applicant has made other Categorical Exemption Findings that can be questioned as he states there are other high rise commercial/residential buildings in the area of this specific type. There is only one four story building in the area, which is an office building

OPEN SPACE – 101 Freeway and PUBLIC HEALTH and CEQA

This residential project is located within 500 feet of the 101 Freeway.

- Applicant proposes using the roof as a deck to qualify provision of 3,635 square feet of open space and landscaping.
- The primary landscaping is located on Balconies, the Rooftop Sitting/Common Area and a five (5) Story Inner Courtyard which is open to sky.
- Lot coverage
  Building footprint: 91.8%
  Paving and hardscape: 2.7%
  Permeable hardscape: 4.5%
  Landscaping: 1%

The applicant should be required to file a California Environment Quality Act (CEQA) Impact Report as single-family homes are located on the north side of the freeway, north of the project and south of Ventura Blvd.
However, the applicant is requesting an Environmental Categorical Exemption (CE) Class 32 CE (CP-7828)

County of Los Angeles Public Health Report – Updates March 2019
Link:
http://www.publichealth.lacounty.gov/place/docs/DPH%20Recommendations%20to%20Minimize%20Health%20Effects%20of%20Air%20Pollution%20Near%20Freeways_Final_March%202019.pdf

Per the March 2019 Public Health Report:

Best Practice Mitigation Measures to Reduce Exposure to Road Pollution

1. Building design measures:
   a. Site apartment units as far as possible from the source of air pollution.
   b. Double-glaze all windows in the housing units to reduce exposure to air pollution.
   c. Avoid or limit the placement of balconies on the side of the building facing the freeway/high volume roadway.
   g. Design buildings with varying shapes and heights to help break up air pollution emission plumes, increase air flow, and help reduce pollutants such as particulates and noise.

2. Site-related measures:
   a. Where possible, erect a sound wall between the development and the freeway to help serve as a noise and air pollution barrier.
   b. Plant vegetation barriers between the freeway/high volume roadway and the housing site to help with pollution reduction.
   c. Plant additional trees surrounding the housing development to further mitigate air pollution.

Balconies - The Applicant has defined the balconies as being part of the Open Space calculation. However, balconies cannot face the 101 freeway and should not be allowed on the sides of the building as the project is within 500 feet of the 101 freeway.

The Roof Top Deck is designed to be used as a recreational space for residents.
The roof top deck is open air and is within 500 feet of the 101 freeway. The deck will expose all residents to freeway road pollution which is hazardous to the health of the residents.

The Roof Top Deck - is open air and therefore noise coming from the deck cannot be mitigated.
This unmitigated noise pollution will affect the wellbeing of the surrounding single-family neighborhoods. Loud parties, loud conversations and loud music cannot be mitigated.

Interior Courtyard – The applicant defines the 39 x 27 feet **FIVE STORY** Inner Courtyard as Open Space. However, this "open space" is hazardous as a resident or child could fall as much as five stories.

All apartment doors and windows open onto this small interior 5 story courtyard that is 39 feet wide by 27 feet deep. This is a potential invasion of privacy, exposing residents to all smells emanating from all apartments including possible cigarette smoke, marijuana, toxic fumes and all varieties of noise pollution coming from other residents.

The small five story "courtyard" will not allow for proper air circulation, air quality and proper distribution of sun light.

Overall Design

The applicant has not designed a building to fit within the lot size of the site with the amenities normally included in market rate apartments in Woodland Hills. The project does not provide appropriate open space for outdoor activities. The project does not provide parking for all residents and does not address where residents will park outside of the project. The project does not address health and safety issues created by the location and design of the project.

Additional Analysis
PLUM Committee – Martin Lipkin
19923 Ventura Blvd
54-unit, mixed/multi-use
7 stories

The project plans for this proposed building were presented to the Woodland Hills-Warner Cent Neighborhood Council Planning, Land Use and Mobility (PLUM) Committee in October 2024 and November 2024 and on 12/15/24, an updated case file was sent to PLUM members. This Analysis and commentary reflect proposals contained in that last submission and discussed at the December 19. 2024 PLUM Committee Meeting.

Overall:

There remains a substantial number of problems, issues and failures that bring any approval of this plan into serious question due to the developer's failure to account for impacts upon residents, fire safety, adjoining properties, issues created that can and will negatively impact other businesses and residential homes in the area, and the failure to accurately investigate and assess the lack of adequate City services (bus/rail) that seriously impact parking, ease-of-travel and easy access to critical services like grocery stores, etc.

Here is an analysis and commentary on a number of the key issues:

A) Lack of adequate green open space for future residents of the structure:

* State and County agencies have made the inclusion of real and usable open space (green) mandatory for all proposed residential structures—including those that are proposed to take advantage of Sacramento's new laws that let developers to bypass former restrictions and requirements.

* The initial proposal for this property identified project "open" space as a "green roof" over the entire structure (except for the center, open-air atrium) that residents could utilize to get fresh air, sun and have a play space for children to use. However, that initial plan was disallowed because the site is adjacent to the heavily traveled 101 freeway.

* The revised plans now show that a "green space" of a planter box on the west side of the roof, with the remainder to be used for lounge chairs, tables and other "open-air" activities. There are a number of small planter boxes on several of the floors that are not an "open space" that can be enjoyed by residents and the private apartment balconies cannot be counted as open space.

* The small atrium that makes up the central airshaft shows room for only a limited amount of grass or trees—probably not usable for children wishing to play outside of their apartments. The only other green space/open spaces are the very narrow passages on both the East and West sides of the building.

Commentary: The State legislature created the new development laws for projects that would provide low, very low and affordable units for families and residents who are having difficulty finding living quarters where they and their families could thrive. The fact that "open space" in this project has been reduced to a number of spaces that are virtually unusable for children and retirees, calls into question the intent and responsibilities of the project's developer. Developers and architects must be compelled by Planning to include much more actual (and usable) open space in their plans—including no longer relying on a roof deck that would place anyone using it at hazard of inhaling noxious and unhealthful car and truck exhausts for extended periods of time. The major "open space" of the project is the atrium which is considerably smaller than can be used for recreation or relaxation and is a hazard for residents who could fall five stories from the roof to the second floor.

B.) Inadequate residential and commercial parking, and lack of current area parking opportunities:

This is one of the most egregious issues confronting and impacting this project as currently proposed.

* While the developer has opted to choose minimized parking from the "menu" that the State Legislature proposed for anyone including low/very/low/affordable units in any residential structure, he has failed to adequately estimate and make amends for the numerous problems that will be caused to both his residents, the adjacent businesses, and even numerous major area businesses of the area that will all be negatively impacted by the project's failure to study all of the impacts and make changes in a realistic fashion.

*While the new State laws do allow for parking reductions, there has been no realistic approach to parking in this proposed project. First, not only has the logical tenant parking requirement of approximately 90 spaces been ridiculously lowered to only 37 provided spaces, but half of them are indicated as being for "Compact" vehicles—which most people do not drive, and which the vast majority of auto manufacturers no longer produce. Quite the opposite, as huge SUVs and other large vehicles make up the preponderance of cars these days.

* Even if allowed to develop this site with the proposed parking, then where can/will tenants park? Street parking along Ventura Blvd. is all metered, and the sites are checked regularly. There is no additional parking in the rear alley. And both Lubao and Oakdale streets north of Ventura are already filled both day and night by patrons and employees of the adjacent businesses.

* City bus transportation is either very infrequent or too far to reach by foot. The lone bus route closest to the building site is highly infrequent and does not provide easy access to connections that can get future residents to job locations or other necessary living resources like doctors, hospitals, etc. This building would be over 2 miles away from the Orange Line route that is the Valley's only link to LA's Metro system. The new State development regulations require that low-income housing be close enough to regular bus service so that individuals can walk. This location exceeds those maximum parameters.

* With 75 bedrooms and only 37 parking spaces provided, where would half of the future tenant's park? There are no public parking lots available near this location, and any potential parking would only be available several blocks south of Ventura Blvd. along residential streets that are already being used by current homeowners.

* There is no guest parking provided and no spaces available for emergency parking for doctors, police, etc.

* While there is an allowance for parking for the small commercial space that is projected on the plans, there is not enough parking provided for either employees or customers—thus defeating the potential for success of any business that might move into that space.

Commentary: The parking issue and lack of realistic parking alternatives is one of the most compelling reasons for this project to be turned down by both the City and the State. California is a car-centric City, and despite efforts by the City, County and State, public transportation remains insufficient and poorly placed. The design and location of this project puts every tenant at hazard of having no near-by place to park their vehicle(s) during any time of day or night, and limiting tenants to the type of vehicle they might own (compact) if they have any hope of obtaining a parking space within the building's garage. This is all too much of an unsolvable problem for the residents and the neighborhood.

C.) Tiny Commercial Space is insufficient for a successful business:

* At barely 1,220 SF (including the toilet), the proposed ground floor commercial space is far too small to attract most types of businesses. Additionally, since parking is so restricted, and only one (1) non-ADA space is designated for commercial, where would customers park and where would any employees park?

Commentary: Too small. Too inaccessible. Too poorly thought-out. This will wind up costing the building owner more $ than he ever possibly could earn from rents, etc.

D.) No required step-backs from the street:

* Changes in the Ventura Blvd. planning requirements mandate that a 15-foot step-back from the street be made at the 30-foot height level. There is no step-back shown in the submitted building design.

Commentary: The step-backs are intended to keep Ventura Blvd. from becoming a faceless frontage of boxes. It is important that the Planning Department require the step-backs and at least try to support the rules they themselves installed.

E.) Possible intrusion into the alley behind the structure and access for the Fire Dept.:

* Although it is hard to see if the new submitted plans will extend into any part of the rear alleyway, Planning must be alert that no intrusion by any part of the building even comes close to restricting free passage of automobiles, large trucks (Moving Vans) or fire or police equipment along that passage.

Commentary: This is a requirement from both a legal and emergency stand-point. Fire engines must have clear and unencumbered passage through all alleys of the City.

F.) Lack of Storage:

* This is a critical issue facing new residential developments as more and more developers are removing storage options for residents—forcing tenants into using balconies and other areas of the building into storage locations for goods that cannot be accommodated inside the apartments themselves. Since almost all of the proposed balconies can be seen from either Ventura Blvd. or the 101 Freeway, this creates an unsightly and possibly dangerous situation. In most cases, building managers are not provided with the authority to force tenants to remove unsightly items, or even threaten tenants with possible evictions. And since this project is being deem "affordable" and "Low Income," it is doubtful that any of the tenants will have enough money available to pay the rent on a locker in a storage facility.

Commentary: This is a problem that State Legislators refused to even think about when they were writing new development laws and regulations. But storage needs exist, and simply are not going away. Tenants without provided options often find their own solutions—sometimes dangerous, sometimes destructive, and most times unsightly and unwanted. Balconies over-filled with storage items are a plague even in the most up-scale buildings, and in buildings aimed at the lower economic ends of the ladder, these building are taking the first steps to becoming future slums.

G.) Architecture:

*While the revised architectural plans offer a slight improvement over the original plans, the project itself remains a basic box with few architectural details to visually up-grade this portion of Ventura Blvd. The fact that this structure is slated to be erected next to a 6-story commercial building from the 1970's that does have a definite architectural design make this submission look cheap and unimaginative architecturally. Additionally, the architect(s) have failed to consider the location of this project—at the base of a hill where the rear and west sides of the building will be seen more than the front of the structure due to the fact that it will be a primary structure seen on the downgrade from the adjacent 101 Freeway. The architect(s) did attempt to give add some distinction to the rear façade by cantilevering some of the windows, but the overall "boxiness" of the structure makes that attempt minimal at best. The white coloring of the mass of the building also elevates its boxy design and flaws.
Additionally, few details are given to the roofline and the fencing that will be necessary for the roof is used as a "retreat". The numerous chimneys, elevator equipment and other extensions on the roof make this structure look clumsy and low-cost when viewed from the adjacent single-family neighborhoods and freeway traffic.

Commentary: To be blunt, this project appears to be blight waiting to happen. Not in the first few years, but soon after—especially if the building ownership changes hands. The lack of healthy design, unsafe features, no real amenities, and lack of tenant necessities like adequate parking and any storage, will doom the site to being passed over by market rate renters therefore leaving this property to fall into disrepair which will degrade the area(s) adjacent to it.

H.) Architecture: Neighborhood Impacts

Approval of this project has the potential to harm not only adjacent and near-by properties, but possibly (or probably) will cause major issues for businesses close to it and to the residential areas north of Ventura Blvd.

Most obvious will be the parking issue. Not only is the developer removing a lot now used as parking for adjacent tenants and businesses, but the lack of adequate parking within the structure for tenants, service/maintenance workers and possible customers. This is a high-traffic area of Ventura Blvd., and adjacent businesses are dependent on having spaces on Ventura Blvd. for customers—hence the meters. Removal of available parking will be disastrous for those businesses and cause employees and customers to go in futile search for a parking space. That, in turn, will cause those businesses to move and abandon Ventura Blvd—thus causing a domino effect.

Additionally, since desperate motorists often take the easiest avenue of escape, some will be tempted to park along the rear alley of this building—thus making the alley difficult to negotiate for trucks and fire vehicles.

The creation of a business in the small commercial space on the ground floor—along with non-existent parking—precludes that space being occupied by a commercial endeavor that can help elevate Ventura Blvd.'s commercial well-being.

This project will also probably lead to impacts on the residential SFD properties south of Ventura Blvd. If no adequate parking can be found at or near this project, many drivers will decide to park on the streets in those neighborhoods. That, if it becomes problematic enough, could cause the homeowners to petition the City for restricted or permit parking.

Conclusion:

There is more "bad" that comes out of approving this project as presented than "good." The gain of 6 small low income units does not out-weigh the problems that the failures of design and community consideration present if this project in its presented form offer. There needs to be greater consideration as to the impacts a project poses and not justifying the "anything to solve the affordable housing crisis" mentality that seems to have overwhelmed everyone in Sacramento. The communities of Los Angeles and California as a whole require much better designed and planned projects that show an awareness of the actual location and issues before any approval is ever granted.

PLUM MOTION – Case: CPC-2024-4893-DB-SPPC-HCA and ENV-2024-4894-CE, located at 19923 Ventura Blvd, Woodland Hills, CA 91367

As pertaining to Case CPC-2024-4893-DB-SPPC-HCA and ENV-2024-4894-CE, located at 19923 Ventura Blvd, Woodland Hills, CA 91367, after having held three (3) in person or virtual zoom public meetings for review of the application filed by Dan Hosseini/19923 Ventura LLC.

Project Description: The project is a New Mixed-Use Residential Apartment Complex over Commercial: The Lot Size is 14,484.9 feet. The applicant proposes a 54-unit (7) story building with 1st floor parking area and first floor 1,249.8 SF commercial space with (1) floor of subterranean parking.
The project includes a (5) story 39 feet by 27 feet open interior courtyard with walkway surrounding the open space that is open to above.
The project will have per AB 1287 (6) very low-income apartments which allows the applicant to request from the City various bonuses, waivers, exemptions and incentives to maximize profit.
The lot is zoned for C1-1VLD Neighborhood Office Commercial with Very Low Density.
The project's residential portion will provide (44) automobile parking spaces, (60) long-term bicycle parking stalls and five (5) short-term bicycle parking stalls.
The open space is primarily located in a second-floor courtyard, a roof top deck, and on private balconies.
The project proposes grading and exporting up to 3,365 cubic yards of earth to create a basement parking lot.

Whereas the developer is requesting the following Bonus, Exemptions, Waivers and Incentives.

1. Pursuant to California Environmental Quality Act (CEQA) Guidelines Section 15311, Class 11, and Section 15332, Class 32, **an exemption from CEQA** 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(g)(3) of the Los Angeles Municipal Code (LAMC), a **Density Bonus** for a project totaling 54 dwelling units (six (6) units as Restricted Affordable Housing Units for Very Low Income households and 48 market-rate units.

The Density Bonus for zone C1-1VLD (very low density) properties allows one unit for every 800 square feet of lot area. The applicant seeks a density bonus per AB 1287 (6) low income housing units and requesting lot area calculations to include ½ of the back alley to allow for a larger project.

1) additional height from 30 feet to 85 feet 5 inches, an approximate 160% increase
2) increase in Floor Area Ratio from 1 to 1 to 4.03 to 1, an approximate 365% increase
3) reduction of LAMC required parking from 89 spaces to 44 spaces

with the following Incentives and Waivers:

a. Off-Menu Incentive to allow a (FAR) floor area ratio of 4.03:1 instead of the permitted 1.0:1 per the Ventura/Cahuenga Boulevard Corridor Specific Plan Section 6.B.3;

b. **Off-Menu Incentive** to allow a height of 85 feet and 5 inches instead of the permitted 30 feet per the Ventura/Cahuenga Boulevard Corridor Specific Plan Section 7.E.1.e.1;

c. **Off-Menu Incentive** to allow 44 automobile parking spaces for the residential portion of the development instead of the required 89 spaces per the LAMC Code Section 12.21 A.4(a);

d. **Waiver of Development Standards** from the Ventura/Cahuenga Boulevard Corridor Specific Plan lot coverage standard as required by Specific Plan Section 7.B.2 to allow a lot coverage of 88 percent instead of the permitted 60 percent;

e. **Waiver of Development Standards** from the Ventura/Cahuenga Boulevard Corridor Specific Plan height setback standard as required by the Specific Plan Section 7.E.1.g to allow the building to exceed 45 feet in height without providing at least a 10 foot setback for each 10 foot increment above 45 feet;

f. **Waiver of Development Standards** from the compact parking stall standard as required by LAMC Section 12.21 A.5(c) to allow seven (7) compact parking stalls to be provided without first providing one standard parking stall per dwelling unit;

3. Pursuant to Section 13B.4.2 of Chapter 1A of the LAMC and Section 9 of the Ventura-Cahuenga Boulevard Corridor Specific Plan, **Project Compliance to permit** the construction of a mixed-use development comprising 54 dwelling units and 1,250 square feet of commercial floor area and a sign.

THEREFORE, the WHWCNC PLUM Committee finds the proposed project vastly does not comply with the standard construction requirements of the City of Los Angeles and the Ventura-Cahuenga Boulevard Corridor Specific Plan and for the following findings:

Whereas, Parking.

- The Applicant requests a reduction from 89 required parking spaces to 44 parking spaces and a waiver to allow (7) compact parking spaces without providing the required 54 standard parking spaces or (1) standard parking space per unit.
- The car park has tandem parking, which is problematic as there is no onsite parking attendant to move cars that could be blocked by another car.
- The project appears to provide only (1) exterior parking space located at the back of the building.
- The applicant does not address where the majority of the residents will park, as Ventura Blvd. has metered parking and the project residents cannot park on side streets, in adjacent business parking lots or on residential streets as this would cause a hardship for businesses and stakeholders.
- The Applicant does not address Guest Parking.
- The Project provides (25) two-bedroom units but does not provide (25) tandem parking spaces.
- The lower parking ramp is 8'- 2" which may not provide headroom for trucks.
- Driveway Access – The driveway access for two-way traffic does not meet the (35) feet wide requirement.
- The Applicant does not address required ingress and egress for the Fire Department.
- The street access entry ramp = 19'- 0" therefore the alley should meet the same width requirements

LADOT has determined there does not need to be a traffic study as of August 2024.
The WHWCNC PLUM Committee requests LADOT to conduct a traffic study as the reduced parking will have an extremely negative effect on project residents, adjacent businesses and single-family neighborhoods and also address required street entrances and exits for fire trucks and ambulances.

Whereas, the Applicant requests a Lot Size increase to 15,691.3 sq. ft. when the ACTUAL Lot Size is 14, 484.9 sq. ft.
The applicant is requesting City Planning to allow the inclusion of ½ of the alley behind the project to be able to reach the requested 15,691.3 s. ft. which allows the applicant to build a larger project than normally allowed and receive a greater density bonus.

Whereas, the project can be built only if the City allows numerous off menu Exemptions, Waivers and Incentives which may cause unnecessary harm to the surrounding neighborhoods and businesses**.**
The Density Bonus for zone C1-1VLD (very low density) properties allows one unit for every 800 square feet of lot area. The applicant seeks to take advantage of the density bonus per AB 1287 by providing (6) low-income housing units in order to vastly overbuild the site

The applicant has made other various Categorical Exemption Findings that can be questioned as for example he states there are other high rise commercial/residential buildings in the area.
There is only one four story building in the area, which is a commercial office building.

The applicant does not provide any proof that the maximized design of the building and the site is "needed" "necessary" or "required" nor does the Applicant provide any proof that the design benefits or improves low-income housing concerns in the area or Los Angeles.

Whereas, the applicant is requesting an Environmental Categorical Exemption (CE) Class 32 CE (CP-7828). However, the project is within five hundred (500) feet of the 101 Freeway and the applicant is proposing a roof top deck, balconies and an open air five story courtyard where residents could be subjected to health risks from freeway pollution ultrafine particulate matter. Single family neighborhoods are located North and South of the project and will be subjected loss of privacy and noise pollution from the roof top deck.

Whereas, the Project is located within five hundred feet of the 101Freeway. The project has (6) low-income units but the project also has (48) market value units. However, the Applicant does not provide any indoor amenities found in other NEW market value projects in Woodland Hills.

Whereas, the applicant does not provide mitigation measures per the Los Angeles Public Health Report and City Zoning ZI No. 227 and Best Practice Mitigation Measures to Reduce Exposure to Road Pollution

1. Building design measures:
   a. Site apartment units as far as possible from the source of air pollution.
   b. Double-glaze all windows in the housing units to reduce exposure to air pollution.
   c. Avoid or limit the placement of balconies on the side of the building facing the freeway/high volume roadway.
   g. Design buildings with varying shapes and heights to help break up air pollution emission plumes, increase air flow, and help reduce pollutants such as particulates and noise.

2. Site-related measures:
   a. Where possible, erect a sound wall between the development and the freeway to help serve as a noise and air pollution barrier.
   b. Plant vegetation barriers between the freeway/high volume roadway and the housing site to help with pollution reduction.
   c. Plant additional trees surrounding the housing development to further mitigate air pollution.

Whereas the PLUM Committee finds the Applicant has also not provided mitigation measures for the following:

Balconies - The Applicant has defined the balconies as being part of the Open Space calculation. However, balconies should not face the 101 freeway and should not be allowed on the sides of the building as the project is within 500 feet of the 101 freeway.
Furthermore, the balconies cannot be counted as open space as the balconies have a roof.

The Roof Top Deck is defined as Open Space and designed to be used as a recreational space for residents. The roof top deck is open air and is within 500 feet of the 101 freeway. The deck will expose all residents to freeway road pollution which is hazardous to the health of the residents.
Furthermore, the roof top deck cannot be counted as open space nor landscaped green space as there is mechanical equipment on the roof.

The Roof Top Deck is open air and therefore noise coming from the deck cannot be mitigated. Unmitigated noise pollution such as loud parties, loud conversations and loud music will affect the wellbeing of the neighbors and the property values of the surrounding single-family neighborhoods and businesses.

Interior Five Story Courtyard

- The applicant defines the 39 x 27 feet **FIVE STORY** Inner Courtyard as Open Space. However, this "open space" is in fact a **FIVE STORY AIR SPACE** which could be hazardous to residents, children and pets as they could fall as far as five stories.
- This air space is also open to the roof top deck.
- The rooftop deck is open to the lower courtyard but does not provide a five (5) feet stepped back buffer with two (2) railings.
- A 42-inch tall railing is not tall enough as even a child can climb over the railing and fall.
- All apartment doors and windows open onto this small ***interior*** (**5) story air space** that is 39 feet wide by 27 feet deep. This is a potential invasion of privacy and exposes residents, including children, to all smells emanating from all apartments including possible cigarette smoke, marijuana smoke, toxic fumes and all varieties of noise pollution and sound echo effect coming from other residents' apartments.
- The five-story courtyard/air shaft design is reminiscent of 1800's New York tenement inner courtyard double dumbbell air shafts that were deemed illegal and a health hazard for residents.
- The small five story "courtyard" air space will not allow for proper air circulation, air quality and proper distribution of sun light.
- The Applicant cannot count the second story courtyard as open space nor landscaped greenspace, as the area is 90% hardscape.

Therefore, IT IS HEREBY RESOLVED that the Planning Land Use and Mobility Committee for the findings stated herein, will **not support** the application and plans submitted by Dan Hosseini/19923 Ventura LLC , and recommend **non-support** of the Board of the Woodland Hills-Warner Center Neighborhood Council (WHWCNC)

Furthermore, all plans that have been presented either in person or electronically to the PLUM Committee and the Board of the WHWCNC shall be submitted to Planning as a final project plan application submittal.

1. The applicant will not submit any significant, further updated plans or changes without first presenting them to the WHWCNC. Any modifications to the elevation(s)/ architecture of any other changes that are no longer in substantial conformance will be presented first to the WHWCNC before submitting them to City Planning.

The Planning, Land Use and Mobility Committee recommends that the Board of the Woodland Hills-Warner Center Neighborhood Council advise the City of Los Angeles Planning Department and Council District 3 Councilmember Bob Blumenfield of its findings and recommendation.

Vote to not support the project: Aye: 6 Nay: 0 Abstain: 0

HANK'S TIRE SERVICE

December 17, 2024

Ms. Fletcher;

I am writing to you in my capacity as the owner/operator of Hank's Tire Service, located at 19951 Ventura Blvd., Woodland Hills. My business has is located two lots west of the proposed housing project at 19923 Ventura Blvd. My business was founded by my father in 1953 and has been located at its present location since 1973. I believe that my 50+ years working and operating a business in this neighborhood makes my opinion relevant to the conversation.

I have reviewed the proposal for the project, and I feel that the size and scope will negatively impact this already congested area. The waivers that are being sought for this project are extraordinary in that, if granted, they will not only overwhelm the building lot, they will change flow of traffic on this stretch of Ventura Boulevard and set a dangerous precedent by dwarfing every other building in the area.

Parking is already in short supply in this area, by building an additional 54 units and providing parking for only 44 automobiles, this project will negatively impact all who live and work in a large radius from the proposed building. I have personally witnessed dozens of automobile accidents over the years at the IN N Out Burger franchise located across the street from the proposed building – it is my fear that 44 automobiles trying to come in and out of the new building will make and already congested and challenging situation a real safety concern. The additional building inhabitants who do not secure a parking spot at the location will be forced to roam the area looking for parking – I speak from experience when I say that these spaces do not exist. Typically, a building of this scope would be required to provide 89 parking spaces – there are reasons that these standards exist. Halving the requirement makes the shortcomings of the development the problem of the community at large. It is not right.

Another concession being sought concerns the ally behind the lot. The ally provides an important purpose in that it allows drivers who wish to travel East on the boulevard to access the traffic light at Oakdale Ave. to do so. Without the ally, drivers will be force to make an unprotected left hand turn, crossing over 2 westbound lanes of Ventura Boulevard traffic – it is a major safety concern.

19951 Ventura Boulevard, Woodland Hills, CA 91364 • (818) 884-6514 or (818) 340-4200 • FAX (818) 340-6563

As a longtime business owner in the area, I am all for the development and revitalization of this corridor. I just fear that the scope and the exceptions that would need to be granted for this project to move forward make this the wrong project for this property.

I appreciate your time, and I thank you for your service to our community.

Sincerely;

Steven Goldberg

Hank's Tire Service, INC.

(818)340-4200, hanktire@aol.com

EXHIBIT E
Agency Communications

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

19923 Ventura Boulevard
LADOT Case No. Ven24-117596
LADOT Project ID No. 57986

Date: February 4, 2025

To: Adrineh Melkonian, City Planner
Department of City Planning

Vicente Cordero

From: Vicente Cordero, Acting Senior Transportation Engineer
Department of Transportation

Subject: **UPDATED TRANSPORTATION ASSESSMENT FOR THE PROPOSED MIXED-USE PROJECT AT 19923 WEST VENTURA BOULEVARD**

The Los Angeles Department of Transportation (LADOT) has completed its transportation assessment review for the proposed mixed-use project located at 19923 West Ventura Boulevard in the Woodland Hills Planning Area of the City of Los Angeles. This transportation analysis is based on a transportation assessment report from Ganddini Group, Inc., dated December 6, 2024. Previously LADOT issued a traffic assessment report dated September 11, 2013, to the Department of City Planning.

DISCUSSION AND FINDINGS

A. Project Description

The proposed project will remove the 351-square-foot drive-thru restaurant to construct a new development. The development will consist of 54 residential apartments (48 market-rate and 6 very low-income units), and 1,228 square feet of retail use. The trip generation estimates are based on the City of Los Angeles Vehicle Miles Traveled (VMT) Calculator 1.5 tool, which draws upon trip rate estimates published in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition, as well as applying trip generation adjustments when applicable, based on sociodemographic data and the built environment factors of the project's surroundings. A copy of the VMT calculator-screening pages are provided in **Attachment A**.

B. CEQA Screening Thresholds

A trip generation analysis was conducted to determine if the project would exceed the net 250 daily vehicle trips screening threshold using the City of Los Angeles VMT Calculator tool, which draws upon trip rate estimates published in the Institute of Transportation Engineers (ITE's) Trip Generation Manual, 9th Edition, as well as applying trip generation adjustments when applicable, based on sociodemographic data and the built environment factors of the project's

surroundings. It was determined that the project does exceed the net 250 daily vehicle trips threshold. The transportation assessment concluded that the project's implementation would not significantly impact the surrounding roadways, intersections, or pedestrian and bicycle facilities. However, this project falls within the area governed by the Ventura/Cahuenga Boulevard Corridor Specific Plan; therefore, this development must abide by its requirements.

1. Threshold T-1: Conflicting with the City's plans, programs, ordinances, or policies
The transportation assessment evaluated the proposed project for conformance with the adopted City's transportation plans and policies for all travel modes. It was determined that the proposed project does not obstruct or conflict with the City development policies and standards for the transportation system.

2. Threshold T-2.1: Causing a substantial vehicle mile traveled (VMT)
Using the VMT Calculator, the assessment determined that the project would generate a 328 net increase in DVT and a 2,716 net increase in daily VMT; therefore, further analysis was required. The analysis concluded that the project would not have a significant VMT impact as discussed below under Section C, CEQA Transportation Analysis.

3. Threshold T-3: Substantially increasing hazards due to a geometric design feature or incompatible use
The project does not involve any design features that are unusual for the area or any incompatible use.

C. <u>CEQA Transportation analysis</u>

The new LADOT Transportation Assessment Guidelines (TAG) provide instructions on preparing transportation assessments for land use proposals and define the significant impact thresholds. The LADOT VMT Calculator tool measures project impact in terms of Household VMT per capita and Work VMT per employee. LADOT identified distinct thresholds for significant VMT impacts for the City's seven Area Planning Commission (APC) areas. For the South Valley APC area, in which the project is located, the following threshold has been established:

- Daily Household VMT per Capita: 9.4
- Daily Work VMT per Employee: 11.6

As cited in the VMT analysis report prepared by Ganddini Group, Inc., the VMT generated by the project would result in a 9.4 Household VMT per Capita and the Work VMT per Employee is not applicable. Therefore, it is concluded that the implementation of the proposed project will not result in a significant CEQA impact.

PROJECT REQUIREMENTS

A. <u>CEQA-Related Requirements</u>

No CEQA-related mitigation measures are required for this project.

B. <u>Non-CEQA Related Requirements and Considerations</u>

To comply with transportation and mobility goals and provisions of adopted City plans and ordinances, the applicant should be required to implement the following:

1. **Highway Dedication and Street Widening Requirements**
   Pursuant to Section 10 of the Specific Plan, the applicant shall make certain street and highway dedications and improvements to the satisfaction of LADOT and the Department of Public Works, Bureau of Engineering.

   The dedications and improvements, as indicated below, are required for this project. Ventura Boulevard is a designated Boulevard II in the Street and Highways Element of the Mobility Plan. The north side of Ventura Boulevard currently consists of a 50 half right-of-way with a 37-foot half roadway a 13-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 right-of-way to 55 feet.

   The applicant should check with BOE's Land Development Group for all required street improvements and shall be guaranteed through the BOE B-permit process before issuing any building permit for this project.

2. **TDM Ordinance Requirements**
   The Applicant shall comply with the Transportation Demand Management (TDM) Program (L.A.M.C. 12.26J). The updated ordinance, which is currently progressing through the City's approval process, will:

   - Expand the reach and application of TDM strategies to more land uses and neighborhoods.
   - Rely on a broader range of strategies that can be updated to keep pace with technology.
   - Provide flexibility for developments and communities to choose strategies that work best for their neighborhood context.

   The TDM program would be subject to review and approval by the City of Los Angeles (Department of City Planning and Department of Transportation).

3. **Construction Impacts**
   LADOT recommends submitting a construction worksite traffic control plan to LADOT's Citywide Temporary Traffic Control Section for review and approval before the start of any construction work. Refer to http://ladot.lacity.org/what-we-do/plan-review to determine which section to coordinate the review of the worksite traffic control plan. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs, and access to abutting properties. LADOT also recommends that construction-related traffic be restricted to off-peak hours to the extent possible.

4. Driveway Access and Circulation

Vehicle access to the project would be via one single two-way driveway on Ventura Boulevard located near the eastern boundary of the subject site, and one access from the alley as illustrated in the conceptual site plan in **Attachment B**. Final LADOT approval shall be obtained before the issuance of any building permits. This determination does not include approval of the project's driveways, internal circulation, or parking scheme. These elements require separate review and approval and should be coordinated with LADOT's Valley Planning Coordination Section (6262 Van Nuys Boulevard, Room 320, @ 818-374-4699). To minimize and prevent last-minute design changes, the applicant should contact LADOT before building or parking layout design efforts for driveway width and internal circulation requirements.

5. Project Impact Assessment (PIA) Fee

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

Proposed Project (Woodland Hills)

Residential Floor Area	=	45,506 square-feet
PIA Fee Rate (Category A)		
	=	$1.57 per square foot of floor area
Project PIA Fee	=	45,506x $1.57
	=	$71,444
Retail Floor Area	=	1,228 square-feet
PIA Fee Rate (Category C)		
	=	$5.30 per square foot of floor area
Project PIA Fee	=	1,228x $5.30
	=	$6,508
Total PIA Fee	**=**	**$77,952**

Existing Use

Restaurant Floor Area	=	351 square-feet
PIA Fee Rate (Category C)	=	$5.97 per square foot of floor area

PIA Fee Credit	=	351 x $5.97
Total Credit	**=**	**$2,095**
Previously Paid PIA Fee	=	$19,431+ $41,789
	=	**$61,220**
Net PIA Fee	=	$77,952 - $2,095-$61,220
	=	**$14,637**

If you have any further questions, please contact Albert Isagulian, one of my staff members, at (818) 374-4691.

Attachments
VC: AI

j:19923VenturaBlvdNewVMT2025.wpd

C: Jenny Portillo, Council District 3
Steve Rostam, LADOT East Valley District
Sue Chen, LADOT Accounting,
Ali Nahass, BOE Valley District
Quyen Phan, BOE Land Development Group
Bryan Crawford, Ganddini Group, Inc.

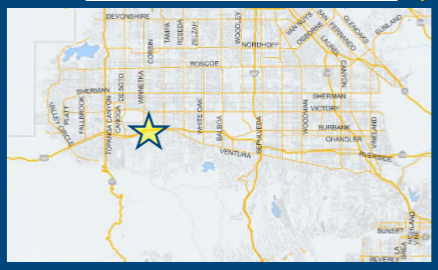
Attachment A
City of LA VMT Calculator Results

CITY OF LOS ANGELES VMT CALCULATOR Version 1.5

Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: 19923 West Ventura Boulevard PRoject
Scenario:
Address: 19923 W VENTURA BLVD, 91364



Is the project replacing an existing number of residential units with a smaller number of residential units AND is located within one-half mile of a fixed-rail or fixed-guideway transit station?

○ Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
Housing | Single Family		DU

Click here to add a single custom land use type (will be included in the above list)

Proposed Project Land Use

Land Use Type	Value	Unit
Retail | General Retail	1.25	ksf
Housing | Affordable Housing - Family	6	DU
Housing | Multi-Family	48	DU
Retail | General Retail	1.25	ksf

Click here to add a single custom land use type (will be included in the above list)

Project Screening Summary

Existing Land Use	Proposed Project
0 Daily Vehicle Trips	328 Daily Vehicle Trips
0 Daily VMT	2,716 Daily VMT

Tier 1 Screening Criteria

Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. ☐

Tier 2 Screening Criteria

The net increase in daily trips < 250 trips	328 Net Daily Trips
The net increase in daily VMT ≤ 0	2,716 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	1.250 ksf

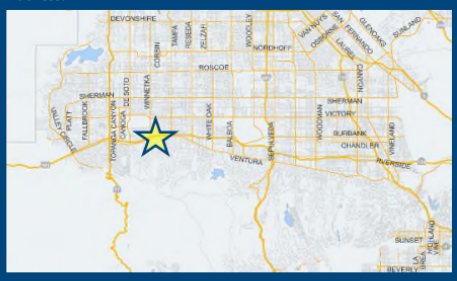
The proposed project is required to perform VMT analysis.

Measuring the Miles

CITY OF LOS ANGELES VMT CALCULATOR Version 1.5

Project Information

Project: 19923 West Ventura Boulevard PRoject
Scenario:
Address: 19923 W VENTURA BLVD, 91364



Proposed Project Land Use Type	Value	Unit
Housing | Affordable Housing - Family	6	DU
Housing | Multi-Family	48	DU
Retail | General Retail	1.25	ksf

TDM Strategies

Select each section to show individual strategies
Use ☑ to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

	Proposed Project	With Mitigation
Max Home Based TDM Achieved?	No	No
Max Work Based TDM Achieved?	No	No

A Parking

Reduce Parking Supply	100	city code parking provision for the project site
☐ Proposed Prj ☐ Mitigation	74	actual parking provision for the project site
Unbundle Parking	175	monthly parking cost (dollar) for the project site
☐ Proposed Prj ☐ Mitigation		
Parking Cash-Out	50	percent of employees eligible
☐ Proposed Prj ☐ Mitigation		
Price Workplace Parking	6.00	daily parking charge (dollar)
☐ Proposed Prj ☐ Mitigation	50	percent of employees subject to priced parking
Residential Area Parking Permits	200	cost (dollar) of annual permit
☐ Proposed Prj ☐ Mitigation		

B Transit
C Education & Encouragement
D Commute Trip Reductions
E Shared Mobility
F Bicycle Infrastructure
G Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
328 Daily Vehicle Trips	328 Daily Vehicle Trips
2,716 Daily VMT	2,716 Daily VMT
9.4 Household VMT per Capita	9.4 Household VMT per Capita
N/A Work VMT per Employee	N/A Work VMT per Employee

Significant VMT Impact?

Household: No Threshold = 9.4 15% Below APC	**Household: No** Threshold = 9.4 15% Below APC
Work: N/A Threshold = 11.6 15% Below APC	**Work: N/A** Threshold = 11.6 15% Below APC

Measuring the Miles

Attachment B
Project Site Plan