DEPARTMENT OF CITY PLANNING

RECOMMENDATION REPORT

City Planning Commission

Date: February 26, 2026
Time: After 8:30 a.m.
Place: Van Nuys City Hall
Council Chamber, Second Floor
14410 Sylvan Street
Van Nuys, CA 91401

Public Hearing: February 10, 2026
Appeal Status: Appealable to City Council
Expiration Date: March 18, 2026
Multiple Approval: Yes

Case No.:	CPC-2025-537-CU3-ZV-SPPC
CEQA No.:	ENV-2025-538-CE
Incidental Cases:	N/A
Related Cases:	CPC-2016-2690-CU-SPP
Council No.:	2- Nazarian
Plan Area:	North Hollywood- Valley Village
Specific Plan:	Valley Village
Certified NC:	Valley Village
GPLU:	Neighborhood Office Commercial
Zone:	[Q]C2-1VL
Applicant:	Congregation Ner Aryeh C/O Rabbi Benjamin Lieberman
Representative:	Sarah Golden & Brad Rosenheim

PROJECT LOCATION: **12500 Burbank Boulevard (5551 Whitsett Avenue)**

PROPOSED PROJECT: The proposed project is the expansion of a private high school (Ner Aryeh), which will result in an increase in the maximum number of enrolled students from 57 to 80 students, and an increase in classrooms from four (4) to six (6) classrooms. The project involves a 5,494 square-foot addition to the existing two-story 5,210 square-foot school building, which will become a three-story building with a total area of 10,704 square feet, on a 10,659 square-foot lot. The project will result in a Floor Area Ratio of 1.2:1 and a lot coverage of 75.9%. The height of the existing building is 18 feet and 8 inches, and the proposed height will be 41 feet and 6 inches. The project requests a waiver from transitional height requirements (LAMC Section 12.21.1) as part of the Class 3 CUP to allow a height of 41 feet and 6 inches in lieu of the required 33 feet within 99 feet of the R1 zone, which affects a small portion of the proposed project. The project will provide a total of 22 automobile parking spaces: 10 spaces on-site and 12 spaces off-site, to be accessed by shuttle. There will be a total of 34 bicycle parking spaces: 32 short-term spaces and 2 long-term spaces. The project includes the maintenance of 12 existing on-site non-protected trees.

REQUESTED ACTION:

1. An Exemption from California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15303, Class 3 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 Los Angeles Municipal Code (LAMC) Section 13B.2.3 and 12.24 U.24, a **Class 3 Conditional Use** to allow the expansion, use and maintenance of a private high school in the [Q]C2-1VL Zone with the following requests:

    a. Pursuant to LAMC Section 13B.2.3.5.B, a waiver of transitional height requirements (LAMC Section 12.21.1) for a proposed height of 41 feet and 6 inches in lieu of a maximum height of 33 feet within 99 feet of the R1 Zone;

3. Pursuant to LAMC Section 13B.5.3, a **Variance** from LAMC Section 12.21 A.4 to allow 12 off-site automobile parking spaces to be provided more than 750 feet away from the subject site; and,

4. Pursuant to LAMC Section 13B.4.2 and the Valley Village Specific Plan, **Project Compliance** to allow the construction, use, and maintenance of a 5,494 square-foot addition to an existing 5,210 square-foot private high school building, for a total building area of 10,704 square feet, on a 10,659 square-foot lot.

RECOMMENDED ACTIONS:

1. Approve an exemption from California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15303, Class 3, based on the whole of the record, that the project is Categorically Exempt from the California environmental Quality Act (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. Approve a **Class 3 Conditional Use** pursuant to Los Angeles Municipal Code (LAMC) Section 13B.2.3 and 12.24 U.24. to allow the expansion, use and maintenance of a private high school in the [Q]C2-1VL Zone with the following requests:

    a. Pursuant to LAMC Section 13B.2.3.5.B, a waiver of transitional height requirements (LAMC Section 12.21.1) for a proposed height of 41 feet and 6 inches in lieu of a maximum height of 33 feet within 99 feet of the R1 Zone;

3. Approve a **Variance** from LAMC Section 12.21 A.4, pursuant to LAMC Section 13B.5.3, to allow 12 off-site automobile parking spaces to be provided more than 750 feet away from the subject site; and,

4. Approve a **Project Compliance,** pursuant to LAMC Section 13B.4.2 and the Valley Village Specific Plan, to allow the construction, use, and maintenance of a 5,494 square-foot addition to an existing 5,210 square-foot private high school building, for a total building area of 10,704 square feet, on a 10,659 square-foot lot.

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PROJECT ANALYSIS

Project Summary

Ner Aryeh, a private, faith-based boys' high school, has been operating since 2008 and moved to its current location at 12500 Burbank Boulevard in 2017. The site was originally a 4,399 square-foot, one-story commercial building with a mezzanine. City Planning Case No. CPC-2016-2690-CU-SPP approved the conversion of this structure into a 5,109 square-foot, two-story school. The school currently serves a maximum enrollment of 57 students across grades 9 through 12. Its facilities include four classrooms, a library, two offices, and a lounge. While previously approved for 10 automobile parking spaces, the site currently has 11 parking spaces.

The project proposes expansion of Ner Aryeh to increase the maximum number of enrolled students to 80 students and add two classrooms to the school for a total of six classrooms. The project also includes the addition of four offices, a lunchroom, sports court, an increase in the size of the library, and an upgrade of one classroom to become a science classroom with a science prep room. The expansion involves a 5,494 square-foot addition to the existing two-story 5,210 square-foot school building, which will become a three-story building with a total area of 10,704 square feet. The project will result in a Floor Area Ratio of 1.2:1 and a lot coverage of 75.9%.



Figure 1. Proposed project rendering.

The height of the existing building is 18 feet and 8 inches, and the proposed height will be 41 feet and 6 inches. Pursuant to LAMC Section 13B.2.3.5.B, in conjunction with the Conditional Use request, the project also seeks a waiver from transitional height requirements (LAMC Section 12.21.1) to allow a height of 41 feet and 6 inches in lieu of the required 33 feet within 99 feet of the R1 zone, which affects only a small portion of the proposed project as shown in Figure 1.



Figure 2. Portion of the building where transitional height requirements apply per LAMC 12.21.1, shown overlayed onto the proposed 3rd floor plan.

With the new addition, the school is required to provide 22 automobile parking spaces. Two automobile parking spaces are proposed to be replaced with bicycle parking spaces pursuant to LAMC Section 12.21 A.16. Therefore, the project is required to provide 20 automobile parking spaces. The project proposes 10 on-site parking spaces and 12 off-site spaces to be accessed by a shuttle service provided by Ner Aryeh, for a total of 22 spaces. The project is requesting a Variance to allow off-site parking for student and staff use to be located more than 750 feet away from the subject property. The school has obtained a lease agreement for off-site spaces and a shuttle, in perpetuity, at 12800 Chandler Blvd. (Shaarey Zedek Congregation), for use between the hours of 7:45 a.m. to 6:00 p.m., Sunday through Friday. The off-site parking lot is approximately 2,200 feet away from the project site. Pursuant to LAMC Section 12.26 C.5, automobile parking spaces are required to record an agreement in the Office of the County Recorder of Los Angeles County, California, as a covenant running with the land for the benefit of the City of Los Angeles, providing that such owner or owners shall continue to maintain said parking spaces so long as the building or use they are intended to serve is maintained. The project is not required to record a covenant as the perpetual lease agreement will guarantee that the parking requirement is fulfilled.



Figure 3. Location of proposed off-site parking lot in relation to the subject site.

The project is required to provide a minimum of 30 short-term bicycle parking spaces and 2 long-term spaces. The project proposes a total of 34 bicycle parking spaces: 32 short-term spaces and 2 long-term spaces.

The project includes the maintenance of 12 existing on-site non-protected trees, which are all located on the southern portion of the site, between the parking lot and rear property line. There are no protected trees on-site. No trees are proposed for removal.

The project is required by the Bureau of Engineering to provide dedication and improvement to meet standards of Mobility Plan 2035. A 5-foot wide dedication along Burbank Boulevard, a designated Boulevard II, and a 1-foot wide dedication along Whitsett Avenue, a designated Avenue II, are required to meet Mobility Plan 2035 standards for the streets. However, the project cannot provide those dedications as the school's footprint is not moving back. Bureau of Engineering recommended not requiring dedications where the building footprint is not moving. The project proposes an 18-foot wide dedication along the southern lot of the site to meet Mobility Plan 2035 standards for an Avenue II.

The project was reviewed pursuant to the provisions of the California Environmental Quality Act (CEQA) and was found to qualify for an Exemption from CEQA pursuant to CEQA Guidelines Section 15303, Class 3 and that there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies.

Background

Project Site

The project site is comprised of two adjoining lots on southwest corner of Burbank Boulevard and Whitsett Avenue, which contain a total of 10,659 square feet (0.25 acres) of net lot area. The site has a street frontage of approximately 64 feet along the south side of Burbank Boulevard and a

street frontage of approximately 109 feet along the west side of Whitsett Avenue. The site is currently developed with the subject school (Ner Aryeh) and the associated surface parking lot.

The project site is located within the North Hollywood – Valley Village Community Plan with a land use designation of Neighborhood Office Commercial, and is zoned [Q]C2-1VL.The site's Q Conditions are established in Ordinance 165,108 and state that the use of the property shall be limited to the uses of the C1.5-1VL Zone.



Figure 4. Subject Site and Surrounding Properties Zoning.

Surrounding Properties

The project site is located within a predominantly residential and commercial area. The properties to the north of the subject site (across Burbank Boulevard) are developed with a one-story multi-tenant commercial plaza in the [Q]C2-1VL zone. The properties to the east of the subject site (across Whitsett Avenue) are also developed with a one-story multi-tenant commercial plaza and other commercial uses in the [Q]C2-1VL zone. The properties to the south of the subject site are developed with two-story multi-family residential dwellings in RD1.5-1 zone. The properties to the west are developed with various commercial uses, such as restaurant, salon, and grocery, in the [Q]C2-1VL zone.

Streets and Circulation

Burbank Boulevard, adjoining the subject property to the north, a designated Boulevard II is required to have a 110-foot right-of-way. It is currently dedicated to a right-of-way width of 102 feet, and has roadway width of 77 feet. It is improved with an asphalt roadway, concrete curb, gutter and sidewalk.

Whitsett Avenue, adjoining the subject property to the east, a designated Avenue II, is required to have an 86-foot right-of-way. It is currently dedicated to a right-of-way width of 87 feet along the site's northern lot and 70 feet along the site's southern lot, and has a roadway width of 60 feet. It is improved with an asphalt roadway, concrete curb, gutter and sidewalk.

Relevant Cases

Subject Property:

Case No. CPC-2016-2690-CU-SPP - On July 28, 2017, the City Planning Commission approved a Conditional Use and a Specific Plan Project Permit Compliance Review plan approval to allow the conversion of an existing 4,399 square-foot commercial building into a private, faith-based high school with up to 57 students and 11 staff. The project included interior remodel of the existing mezzanine into a second story and an addition to the second floor of approximately 750 square feet, for a total of 5,109 square feet. The school was approved to operate Sunday through Friday with proposed hours of operation from 7:45 a.m. to varied closing hours of 12:30 p.m. (Friday), 1:45 p.m. (Sunday), 6:45 p.m. (Tuesday and Wednesday), and 8:15 p.m. (Monday and Thursday). A total of 10 automobile parking spaces were provided.

Ordinance 165,108 – On September 24, 1989, City Council approved an ordinance which changed the site's zoning from C2-1VL to [Q]C2-1VL and applied the following Q Condition to the site under SA 4710: "the use of the property shall be limited to the uses existing upon the effective date of this ordinance and thereafter to those of the C1.5-1VL Zone."

Surrounding Properties:

None

Issues

During the Hearing Officer hearing on February 10, 2026, five (5) members of the public provided testimony regarding the project. There was no opposition to the project as a whole, but two (2) commenters raised the following issues:

- The proposed sports court will be noisy. Students playing sports at the school are already noisy.
- Students cause traffic issues by riding scooters recklessly and blocking driveways.
- On-site eucalyptus tree branches are falling off.
- Project height will block the view of the adjacent multi-family residence.

Conclusion

Based on the information submitted, the surrounding uses, and the proposed project's compliance with the North Hollywood – Valley Village Community Plan and the Valley Village Specific Plan, the Planning Department recommends that the City Planning Commission approve the requested Class 3 Conditional Use, Variance, and Specific Plan Project Compliance for the expansion and continued operation of Ner Aryeh. The school has generally adhered to the Conditions of Approval imposed in the previously approved Case No. CPC-2016-2690-CU-SPP. The school provides essential academic and faith-based education that will continue to be an asset to the Valley Village community.

CONDITIONS OF APPROVAL

Entitlement Conditions

1. **Use**. Use of the subject property shall be limited to a private high school with a maximum enrollment of 80 students.

2. **Site Plan.** The use and development of the subject property shall be in substantial conformance with the attached plans labeled as Exhibit A, stamped, signed and dated by Department of City Planning Staff, attached to the subject case file, and except as modified by this action.

3. **Floor Area.** The project floor area shall be limited to 10,704 square feet and a 1.2:1 FAR. Any future expansion or increase in floor area to any school facilities shall be subject to a new entitlement application pursuant to LAMC Section 13B.2.3.

4. **Height.** The project shall be limited to a maximum height of 41 feet and 6 inches in lieu of the required maximum height of 33 feet for the portion of the project within 99 feet of the R1 zone pursuant to LAMC Section 12.21.1.

5. **Parking**.

    a. **Automobile Parking.** The project shall provide a minimum of 20 automobile parking spaces pursuant to LAMC Section 12.21 A.4 and Section 12.21 A.16. A minimum of 10 spaces shall be provided on-site and the remainder of required parking shall be provided by lease off-site, in lieu of recorded covenant.

    b. **Bicycle Parking.** Long-term and short-term bicycle parking shall be provided pursuant to LAMC Section 12.21 A.16(a)(2). The project shall provide a minimum of 32 bicycle parking spaces.

6. **Construction Parking.** Throughout the construction/remodeling phase of the site and building, all construction vehicles (including vehicles used by persons involved with the construction) shall park on site only and not on the adjacent streets.

7. **Signs.** Signs shall comply with the Valley Village Specific Plan and Los Angeles Municipal Code.

8. **Landscaping.**

    a. Landscaping shall be in substantial conformance with the attached plans labeled as Exhibit A, stamped, signed and dated by Department of City Planning Staff, attached to the subject case file.

    b. All landscaped areas shall be equipped with an automatic sprinkler system to water trees.

9. **Lighting.** Outdoor lighting shall be designed and installed with shielding, such that the light source does not illuminate any adjacent properties, the public right-of-way, or the above night skies.

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

11. The property shall be secured when not in use.

School Administration Conditions

12. All school administrators, faculty and school board members shall be provided a copy of the subject determination.

13. **Hours of Operation.**

a. Monday and Thursday – 7:45 a.m. - 8:15 p.m.
Tuesday and Wednesday – 7:45 a.m. - 6:45 p.m.
Friday – 7:45 a.m. - 12:30 p.m.
Sunday – 7:45 a.m. - 1:45 p.m.
(Closed Saturday)

b. Extended hours until 10:30 p.m. will be permitted for three Thursday evenings per year, for study purposes only.

c. Teacher preparations, normal school maintenance, parent conferences with teachers, school board meetings and similar customary school activities may extend beyond the hours set forth above.

14. **Special Events.**

a. Not more than five (5)) Special Events per year are authorized. The Special events approved herein are a Meet & Greet, Parent/Teacher Conference, Open House, and Graduation.

b. Special events shall not exceed the maximum occupancy allowed in the building established by the Fire Department, and the building shall be so posted.

c. A copy of the Calendar and List of Special Events shall be posted online on the school's website, and prominently at the school visible from the public right-of-way 10 days prior to the beginning of each school year for public reference.

15. **Loading and Unloading.**

a. Student drop-off and pick-up activities shall be permitted only within the rear parking lot. Under no circumstances shall student drop-off or loading from privately owned vehicles be permitted on any public street.

b. At least one staff member shall be placed in the student drop-off/pick-up area to monitor vehicle queues.

c. The school shall inform parents, students, faculty and staff in writing on an annual basis of all the rules regulating school traffic such as drop-off and pick-up location and parking.

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

17. Emergency Procedures Plan. An Emergency Procedures Plan shall be established identifying guidelines and procedures to be utilized in the event of fire, medical urgency, earthquake or other emergencies to the satisfaction of the Police Department and Fire Department prior to the issuance of a certificate of occupancy. A copy of such document shall be submitted to the City Planning Department upon its approval.

18. Security Plan. A security plan shall be developed in consultation with the Police Department, outlining security features to be provided in conjunction with the operation of the school, prior to the issuance of a certificate of occupancy. In addition, the property owner shall provide to the North Hollywood Police Station Commanding Officer a diagram of the site indicating access routes and any additional information to facilitate police response.

19. Dedication(s) and Improvement(s). Prior to the issuance of any building permits, public improvements and dedications for streets and other rights of way adjoining the subject property shall be guaranteed to the satisfaction of the Bureau of Engineering.

Administrative Conditions of Approval

20. **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.

21. **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.

22. **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.

23. **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.

24. **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.

25. **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.

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

27. **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.

28. **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 (ii).

d. Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does

not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).

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

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

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

For purposes of this condition, the following definitions apply:

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

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

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

FINDINGS

Entitlement Findings

CONDITIONAL USE PERMIT FINDINGS

1. **The project will enhance the built environment in the surrounding neighborhood or will perform a function or provide a service that is essential or beneficial to the community, city, or region.**

   The project site is comprised of two lots with a total of 10,659 square feet (0.25 acres) of area, at the southwest corner of Burbank Boulevard and Whitsett Avenue. The site has a street frontage of approximately 64 feet along the south side of Burbank Boulevard and a street frontage of approximately 109 feet along the west side of Whitsett Avenue. The site is currently developed with the existing 5,210 square-foot subject school (Ner Aryeh) and a surface parking lot.

   The expanded school will retain 10 of the site's existing on-site automobile parking spaces, and add 12 off-site spaces to be accessed by shuttle, for a total of 22 automobile parking spaces. There will be a total of 34 bicycle parking spaces: 32 short-term spaces and 2 long-term spaces. The site's 12 on-site existing trees will be retained and maintained.

   The applicant is proposing to expand the school with an addition of 5,494 square feet for a total area of 10,704 square feet. The existing building is two stories with 18 feet and 8 inches of height, and the proposed addition will result in a three-story building with 41 feet and 6 inches of height. The proposed increase in floor area and height will allow the school to provide two additional classrooms, including a science classroom with a science prep, a lunchroom, teacher's lounge and administrative offices, a remodeled library, and an outdoor sports court.

   The existing school provides an essential and beneficial service to the community, city and region by providing a private, faith-based education to students in the community. The proposed project will expand that essential and beneficial service to more students than the school can currently serve, with upgraded classrooms and facilities. The additional office space and teacher's lounge will support the school's staff and operation, and the new sports court will allow students to engage in outdoor physical activity during the school day.

   The proposed school expansion will enhance the built environment by providing an attractive building with visually interesting materials and architectural elements, such as glass and offset planes. Therefore, the project will enhance the built environment of the surrounding neighborhood and will serve an educational function that is essential and beneficial to the community.

2. **The project's location, size, height, operations and other significant features will be compatible with and will not adversely affect or further degrade adjacent properties, the surrounding neighborhood, or the public health, welfare, and safety.**

   The proposed project is for a 5,494 square-foot addition to an existing two-story 5,210 square-foot school, which will become a three-story school with a total area of 10,704 square feet, on a 10,659 square-foot lot. All surrounding properties are of a similar size and height as the project, or they are buffered by Burbank Boulevard or Whitsett Avenue.

The proposed FAR of the project is 1.2:1, which is well within the maximum FAR requirement of 1.5:1 for the [Q]C2-1VL zone.

The proposed project height is 41 feet and 6 inches. The project is requesting a waiver of transitional height requirements that require the project to have a maximum height of 33 feet within 99 feet of the R1 zone. However, transitional height requirements are only applicable to small portions of the rear of the site, so a waiver of transitional height requirements will not change the project size significantly. The purpose of transitional height requirements is to buffer single-family residential zones from commercial zones. The proposed project is an institutional use on a commercially zoned lot. Requiring transitional height for this project would not make a substantial difference in buffering the project from single-family uses, and would significantly reduce the school's ability to operate as proposed. It would not allow the school to provide a sports court and make the sixth classroom infeasible.

The school has been operating at the subject site since 2017 without any previously reported issues. The maximum number of enrolled students will increase from 57 to 80 students. The project will increase the school's number of automobile parking spaces. The existing site has 11 automobile parking spaces. This project will remove one on-site parking space, and add 10 more parking spaces at a secured, off-site location. The school has obtained a lease agreement for off-site spaces and a shuttle, in perpetuity, at 12800 Chandler Blvd. (Shaarey Zedek Congregation), for use between the hours of 7:45 a.m. to 6:00 p.m., Sunday through Friday. According to the applicant, the parking lot will also be available for use during extended school hours and special events. The off-site parking lot is approximately 2,200 feet (0.4 miles) away from the project site. Ner Aryeh will provide a shuttle service to the off-site parking lot, which will alleviate traffic congestion and improve student and staff safety.

The project will provide a right-of-way dedication along Whitsett Avenue.. Therefore, the Project's location, size, height, and operations will be compatible with and will not further degrade adjacent properties, the surrounding community, or the public health, welfare and safety.

3. **The project substantially conforms with the purpose, intent, and provisions of the General Plan, the applicable community plan, and any applicable specific plan.**

Ner Aryeh has been in operation at this location since 2017. The Mobility Element designates Burbank Boulevard as a Boulevard II and it is currently dedicated with a 102-foot right-of-way, and Whitsett Avenue is designated as an Avenue II and it is currently dedicated with an 87-foot right-of-way along the site's northern lot and a 70-foot right-of-way along the site's southern lot.

The site is located within a predominantly residential and commercial area. The properties to the north of the site (across Burbank Boulevard) are developed with a one-story multi-tenant commercial plaza in the [Q]C2-1VL zone. The properties to the east (across Whitsett Avenue) are also developed with a one-story multi-tenant commercial plaza and other commercial uses in the [Q]C2-1VL zone. The properties to the south are developed with two-story multi-family residential dwellings in RD1.5-1 zone. The properties to the west are developed with various commercial uses, such as restaurant, salon, and grocery, in the [Q]C2-1VL zone.

The subject site is zoned [Q]C2-1VL and the site's Q conditions limit uses to uses allowed in the C1.5 zone. School uses are allowed in the C1.5 zone with the approval of a Conditional Use Permit. With frontage along a Boulevard II, the subject location is

appropriate given the context of the community. The Floor Area Ratio (FAR) allowed in the zones ranging from [Q]C2-1VL zone is 1.5:1. The FAR for the proposed project is 1.2:1 (as referenced in Condition No. 3), which is within the maximum allowed FAR for the zone.

The Framework Element of the General Plan of the City of Los Angeles encourages public resources, such as educational uses, to be dispersed evenly throughout the City's various communities so as to prevent overcrowding of resources. Quality educational facilities are necessary in the City, and therefore existing institutions should be supported.

The General Plan utilizes Community and Specific Plans as a tool to implementing a neighborhood-specific Framework for development. As noted, the subject property is located within the North Hollywood-Valley Village Community Plan and Valley Village Specific Plan areas.

The Valley Village Specific Plan is silent with respect to schools and other institutional uses. The North Hollywood – Valley Village Community Plan outlines several provisions supporting the expansion of educational facilities within the community. An objective listed in the North Hollywood – Valley Village Community Plan is:

> *"To provide a basis for the location and programming of public facilities and utilities and to coordinate the phasing of public facilities with private development by… modernizing and enlarging school facilities."*

Thus, the expansion of school facilities, new and existing, is identified as a priority within the Community Plan.

The purpose of the Mobility Element of the General Plan of the City of Los Angeles is:

> *"To present a guide to the further development of a citywide transportation system which provides for the efficient movement of people and goods… In addition, the Plan sets forth street designations and related standards"*

The dedication proposed as a part of this project will ensure that the rights-of-way adjacent to the site are consistent with the street designations and standards set forth in the Mobility Element.

Aside from minor height deviations and off-site parking that is farther than generally permitted, all other aspects related to the development of the site comply with the Zoning Code, General Plan, Community Plan, and Specific Plan requirements. The project is requesting a waiver of transitional height for a small portion of the site as part of the Class 3 Conditional Use and a Variance to allow off-site parking that is more than 750 feet away from the site. Both entitlements are proper in relation to the context of the site and will not result in any detriment to the community. Therefore, the proposed project is in strict conformance with the provisions and intent of the General Plan through the Framework Element and Mobility Element, North Hollywood-Valley Village Community Plan, and Valley Village Specific Plan.

VARIANCE FINDINGS

4. **The strict application of the provisions of the zoning ordinance would result in practical difficulties or unnecessary hardships inconsistent with the general purposes and intent of the zoning regulations.**

The school building was originally constructed in 1965 and served commercial uses. In 2017, the building was approved for conversion into a school with 10 automobile parking spaces on-site (Case No. CPC-2016-2690-CU-SPP). The proposed expansion is required to provide 22 parking spaces pursuant to LAMC Section 12.21 A.4. Two automobile parking spaces are proposed to be replaced with bicycle parking spaces pursuant to LAMC Section 12.21 A.16. Therefore, the project is required to provide 20 automobile parking spaces. The project will retain the 10 parking spaces that were previously approved on-site, and provide 12 additional parking spaces off-site, for a total of 22 automobile parking spaces. Pursuant to LAMC 12.21 A.4(g), off-site parking is not more than 750 feet distant from the property. All lots within 750 feet of the subject site are currently developed.

The strict application of this zoning ordinance would not allow the school to provide the required automobile parking. In order to allocate required parking on-site, portions of the building, including the lobby, offices, and the library, would have to be substantially reduced or demolished. The school has obtained a lease agreement for 12 parking spaces and parking lot shuttle in perpetuity at 12800 Chandler Blvd. (Shaarey Zedek Congregation), for use between the hours of 7:45 a.m. to 6:00 p.m., Sunday through Friday. According to the applicant, the parking lot will also be available for use during extended school hours and special events. The off-site parking lot is approximately 2,200 feet (0.4 miles) away from the project site. Pursuant to LAMC Section 12.26 C.5, automobile parking spaces are required to record an agreement in the Office of the County Recorder of Los Angeles County, California, as a covenant running with the land for the benefit of the City of Los Angeles, providing that such owner or owners shall continue to maintain said parking spaces so long as the building or use they are intended to serve is maintained. The project is not required to record a covenant as the perpetual lease agreement will guarantee that the parking requirement is fulfilled. As such, the requirement to provide parking on-site or off-site within 750 feet of the site presents an unnecessary hardship that is inconsistent with the intent of the zoning regulations. The intent of the regulation is to provide parking for the use. The required parking will be provided at an off-site location with a shuttle service to transport people to and from the school.

5. **There are special circumstances applicable to the subject property such as size, shape, topography, location or surroundings that do not apply generally to other property in the same zone and vicinity.**

The subject property is presently improved with the school building, which was originally constructed in 1965 for commercial uses. In 2017, the building was approved for conversion into a school (Case No. CPC-2016-2690-CU-SPP). The subject school (Ner Aryeh) is the only school within 500 feet of the subject site, surrounded by commercial and multi-family uses. Surrounding commercial and multi-family properties are generally larger than the subject site and are more able to accommodate parking requirements. Demolition of portions of the building to accommodate parking would remove portions of the school building, including the lobby, offices, and the library, and negatively affect the school's operations. Thus, the site is physically constrained due to the existing improvements and cannot physically accommodate the parking needs of the school on-site. The zoning regulations require parking to be provided at specified ratios and such

regulations are written on a citywide basis and cannot take into account individual unique characteristics of a site or the specific characteristics of an individual use.

LAMC Section 12.21 A.4(g) permits parking to be provided off-site, so long as the lot is located not more than 750 feet from the subject site. All lots within 750 feet of the subject site are currently developed. 10 parking spaces are proposed on-site and 12 spaces are proposed off-site. The school has obtained a lease agreement for off-site spaces and a shuttle, in perpetuity, at 12800 Chandler Blvd. (Shaarey Zedek Congregation), for use between the hours of 7:45 a.m. to 6:00 p.m., Sunday through Friday. According to the applicant, the parking lot will also be available for use during extended school hours and special events. The off-site parking lot is approximately 2,200 feet (0.4 miles) away from the project site. Pursuant to LAMC Section 12.26 C.5, automobile parking spaces are required to record an agreement in the Office of the County Recorder of Los Angeles County, California, as a covenant running with the land for the benefit of the City of Los Angeles, providing that such owner or owners shall continue to maintain said parking spaces so long as the building or use they are intended to serve is maintained. The project is not required to record a covenant as the perpetual lease agreement will guarantee that the parking requirement is fulfilled.

6. **The Variance is necessary for the preservation and enjoyment of a substantial property right or use generally possessed by other property in the same zone and vicinity but which, because of the special circumstances and practical difficulties or unnecessary hardships, is denied to the property in question.**

   The subject school (Ner Aryeh) is the only school within 500 feet of the subject site, surrounded by commercial and multi-family development on larger lots that are more able to accommodate for parking requirements. As the school is faith-based, there are special circumstances that necessitate higher security measures than other schools. The school has obtained a lease agreement for off-site spaces and the parking lot shuttle, in perpetuity, at 12800 Chandler Blvd. (Shaarey Zedek Congregation), for use between the hours of 7:45 a.m. to 6:00 p.m., Sunday through Friday. According to the applicant, the parking lot will also be available for use during extended school hours and special events. This off-site parking lot is secured and the parking lot shuttle will safely transport students school staff to the school, which addresses the property's safety concerns. Therefore, the granting of the variance is necessary for the preservation and enjoyment of the use because of unique security concerns.

7. **The granting of the Variance will not be materially detrimental to the public welfare, or injurious to the property or improvements in the same zone or vicinity in which the property is located.**

   In 2017, the building was approved for conversion into a school with 10 automobile parking spaces on-site (Case No. CPC-2016-2690-CU-SPP). The proposed expansion is required to provide 22 parking spaces pursuant to LAMC Section 12.21 A.4. Two automobile parking spaces are proposed to be replaced with bicycle parking spaces pursuant to LAMC Section 12.21 A.16. Therefore, the project is required to provide 20 automobile parking spaces. The project proposes to retain the 10 parking spaces that were previously

approved on-site, and provide 12 additional parking spaces off-site, for a total of 22 automobile parking spaces. Pursuant to LAMC 12.21 A.4(g), off-site parking is not more than 750 feet distant from the property. All lots within 750 feet of the subject site are currently developed. The school has obtained a lease agreement for off-site spaces and a shuttle, in perpetuity, at 12800 Chandler Blvd. (Shaarey Zedek Congregation), for use between the hours of 7:45 a.m. to 6:00 p.m., Sunday through Friday. According to the applicant, the parking lot will also be available for use during extended school hours and special events. The off-site parking lot is approximately 2,200 feet away from the project site. Pursuant to LAMC Section 12.26 C.5, automobile parking spaces are required to record an agreement in the Office of the County Recorder of Los Angeles County, California, as a covenant running with the land for the benefit of the City of Los Angeles, providing that such owner or owners shall continue to maintain said parking spaces so long as the building or use they are intended to serve is maintained. The project is not required to record a covenant as the perpetual lease agreement will guarantee that the parking requirement is fulfilled.

The proposed project will provide 12 more parking spaces than what is existing and 2 more spaces than what is required. The additional parking spaces that this project provides will alleviate the need for off-street parking in the vicinity of the subject site. The parking lot shuttle that will transport students and staff to the school from the off-site parking lot will alleviate traffic congestion by reducing the number of automobiles that are parking and queuing at the subject site. As conditioned in Condition No. 15, student drop-off and pick-up will only be permitted in the rear parking lot. Under no circumstances shall student drop-off or loading from privately owned vehicles be permitted on any public street. Therefore, the granting of the variance will not be materially detrimental to public welfare.

8. **The granting of the Variance will not adversely affect any element of the General Plan.**

Ner Aryeh has been in operation at this location since 2017. The Mobility Element designates Burbank Boulevard is designated as a Boulevard II with a102-foot right-of-way, and Whitsett Avenue is designated as an Avenue II with an 87-foot right-of-way along the site's northern lot and a 70-foot right-of-way along the site's southern lot.

The site is located within a predominantly residential and commercial area. The properties to the north of the site (across Burbank Boulevard) are developed with a one-story multi-tenant commercial plaza in the [Q]C2-1VL zone. The properties to the east (across Whitsett Avenue) are also developed with a one-story multi-tenant commercial plaza and other commercial uses in the [Q]C2-1VL zone. The properties to the south are developed with two-story multi-family residential dwellings in the RD1.5-1 zone. The properties to the west are developed with various commercial uses, such as restaurant, salon, and grocery, in the [Q]C2-1VL zone.

The subject site is zoned [Q]C2-1VL and the site's Q conditions limit uses to uses allowed in the C1.5 zone. School uses are allowed in the C1.5 zone with the approval of a Conditional Use Permit. With frontage along a Boulevard II, the subject location is appropriate given the context of the community. The Floor Area Ratio (FAR) allowed in

the zones ranging from [Q]C2-1VL zone is 1.5:1. The FAR for the proposed project is 1.2:1 (as referenced in Condition No. 3), which is within the maximum allowed FAR for the zone.

The Framework Element of the General Plan of the City of Los Angeles encourages public resources, such as educational uses, to be dispersed evenly throughout the City's various communities so as to prevent overcrowding of resources. Quality educational facilities are necessary in the City, and therefore existing institutions should be supported.

The General Plan utilizes Community and Specific Plans as a tool to implement a neighborhood-specific Framework for development. As noted, the subject property is located within the North Hollywood-Valley Village Community Plan and Valley Village Specific Plan areas.

The Valley Village Specific Plan is silent with respect to schools and other institutional uses. The North Hollywood – Valley Village Community Plan outlines several provisions supporting the expansion of educational facilities within the community. An objective listed in the North Hollywood – Valley Village Community Plan is:

> "To provide a basis for the location and programming of public facilities and utilities and to coordinate the phasing of public facilities with private development by… modernizing and enlarging school facilities."

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The purpose of the Mobility Element of the General Plan of the City of Los Angeles is:

> "To present a guide to the further development of a citywide transportation system which provides for the efficient movement of people and goods… In addition, the Plan sets forth street designations and related standards"

The dedication proposed as a part of this project will ensure that the rights-of-way adjacent to the site are consistent with the street designations and standards set forth in the Mobility Element.

Aside from minor height deviations and off-site parking that is farther than generally permitted, all other aspects related to the development of the site comply with the Zoning Code, General Plan, Community Plan, and Specific Plan requirements. The project is requesting a waiver of transitional height for a small portion of the site as part of the Class 3 Conditional Use and a Variance to allow off-site parking by lease in lieu of recorded covenant that is more than 750 feet away from the site. Both entitlements are proper in relation to the context of the site and will not result in any detriment to the community.

The subject property is located within the Valley Village Specific Plan. The proposed development is considered a Project under the provisions of the Specific Plan as it includes construction of a building on a commercially zoned property. However, the Plan is silent with respect to schools and other institutional uses. The school has proposed

design features that are in conformance with the intent of the Specific Plan as expanded upon in Finding No. 12. Therefore, the proposed project is in strict conformance with the provisions and intent of the General Plan through the Framework Element and Mobility Element, North Hollywood-Valley Village Community Plan, and Valley Village Specific Plan.

PROJECT COMPLIANCE FINDINGS

9. **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 Valley Village Specific Plan, as follows:

a. **Section 5: Uses.** Section 5.B of the Specific Plan prohibits 17 specific uses in commercial zoned areas such as drive through restaurants, massage parlors, hotels and motels, and trade schools, universities, and barber and beauty colleges. The proposed private high school use is not a prohibited use per the Specific Plan.

b. **Section 6.A: General Provisions.** Section 6.A.2 requires that all lighting for a project be low-illumination safety lighting of a color similar to incandescent light which is shielded and directed onto the property on which the project is located. The project is not proposing any lighting, and any future lighting will be required to comply with this section, as conditioned in Condition No. 9.

c. **Section 6.B: Building Height.** Section 6.B.2 establishes height limits on commercial projects in commercially zoned lots when the project is located within the distances specified from a lot classified in the RW1 or more restrictive zone:

Distances	Height
0 to 49 feet	25 feet
more than 49 feet to 99 feet	33 feet
more than 99 feet to 199 feet	45 feet

The project is an institutional use, not a commercial use, therefore this regulation does not apply to the project.

d. **Section 6.E: Yard Requirements for Commercial Projects.** Section 6.E sets forth yard requirements for commercial projects:

i. Front yard: The area of the front yard shall be no less than five percent of the total lot area, but shall not extend to a depth of greater than 15 feet. The existing building does not have a front yard. As the project is an addition to the existing building, the front portion of the building footprint will not be changing.

ii. Side yard: The side yard shall be 10 feet for a project adjacent to an RW1 or more restrictively zoned lot on the side lot line. The project is not adjacent to an RW1 or more restrictively zoned lot.

iii. Rear yard: The rear yard shall be 20 feet measured from the rear lot line for a Project which is adjacent to an RW1 or more restrictively zoned lot on

the rear lot line. The project is not adjacent to an RW1 or more restrictively zoned lot.

iv. Where there is an alley, the setback shall be measured from the centerline of the alley for a Project adjacent to an RW1 or more restrictively zoned lot. There is no alley and the project is not adjacent to an RW1 or more restrictively zoned lot.

e. **Section 7.A and B: Signs.** Section 7.A and B prohibits off-site signs or sign support structures and roof signs. The project does not include either type of sign. The project is proposing one new wall sign that is subject to the regulations in LAMC Section 14.4.10, as conditioned in Condition No. 7, as the Valley Village Specific Plan does not regulate wall signs.

f. **Section 9.A: Landscape Standards - General Requirements.** Section 9.A requires a landscape plan prepared by a person licensed to prepare landscape plans under state law indicating; requires the plan to show plant location, approximate size at maturity, and type; prohibits artificial plants; requires a variety of plant materials including shrubs, trees and ground cover; that all landscape areas be equipped with an automatic sprinkler or drip irrigation; and that all plants and trees be drought resistant. The landscape plan shows all of the required information except for the proposed irrigation system. Condition No. 8 requires that the landscape plan demonstrates compliance with irrigation requirements to ensure the landscape plan is in compliance with the Specific Plan.

g. **Section 9.C: Existing Trees and Replacement Trees.** Section 9.C.1 requires that all existing non-fruit bearing mature trees that are at least five feet in height shall be incorporated into a multi-family or commercial project, except within the building area or driveway access. The site has 12 existing trees and all existing trees will remain.

h. **Section 9.E: Landscaping Requirements.** Section 9.E.2 requires that at least one 24-inch box shade tree shall be planted for every four surface parking spaces, trees shall be dispersed within the parking area so as to shade the surface parking area at maturity and shall be protected by curbing or other suitable measures, and an automatic sprinkler system shall be installed to water the trees. The project will provide 10 surface parking spaces and retain 12 existing trees. The existing trees are already located at the rear of the site and shade 7 of the parking spaces. As conditioned in Condition No. 8, the project will be required to provide an automatic sprinkler system.

While the proposed development is considered a "Project" under the provisions of the Specific Plan as it includes an addition to a building on a commercially zoned property, the Plan is silent with respect to schools and other institutional uses. As discussed above, the proposed project fully complies with the intent of the Valley Village Specific Plan.

10. **The project complies with CEQA.**

Based on the whole of the administrative record as supported by the justification prepared and found in the environmental case file, the project is exempt from the California

Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15303 (Class 3, New Construction or Conversion of Small Structures), there is no substantial evidence demonstrating that any exceptions contained in Section 15300.2 of the State CEQA Guidelines regarding location, cumulative impacts, significant effects or unusual circumstances, scenic highways, or hazardous waste sites, or historical resources applies.

Class 3 consists of the construction and location of a limited number of new, small facilities or structures; installation of small new equipment and facilities in small structures; and the conversion of existing small structures from one use to another where only minor modifications are made in the exterior of the structure, including: In urbanized areas, the exemption also applies to up to four such commercial buildings not exceeding 10,000 square feet in floor area on sites zoned for such use, if not involving the use of significant amounts of hazardous substances where all necessary public services and facilities are available and the surrounding area is not environmentally sensitive.

The proposed project is a 5,494 square-foot addition to the existing two-story 5,210 square-foot school building, which will become a three-story building with a total area of 10,704 square feet. As a project on a commercially zoned lot involving an addition of less than 10,000 square feet and not involving the use of significant amounts of hazardous substances in a zone allowing the use of a school, the project qualifies for the Class 3 Categorical Exemption.

15300.2 Exceptions.

(a) Location. Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located – a project that is ordinarily insignificant in its impact on the environment may in a particularly sensitive environment be significant. Therefore, these classes are considered to apply to all instances, except where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.

The project is located in an urbanized area and is an expansion of an existing use. While the subject site is located within a Liquefaction zone and is approximately 4.9 km away from the Hollywood Fault, specific Regulatory Compliance Measures (RCMs) in the City of Los Angeles regulate the grading and construction of projects in these particular types of “sensitive” locations and will reduce any potential impacts to less than significant. These RCMs have been historically proven to work to the satisfaction of the City Engineer to reduce any impacts from the specific environment the project is located. Therefore, the location of the project will not result in a significant impact based on its location.

(b) Cumulative Impacts. All exemptions for these classes are inapplicable when the cumulative impact of successive projects of the same type in the same place, over time is significant.

There are no other private high schools in the immediate vicinity, and the project is surrounded by commercial and residential uses. Therefore, expansion of the use does not result in cumulative impacts as there is not a succession of project of the same type in the same place over time.

(c) Significant Effect. A categorical exemption shall not be used for an activity where there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances.

The project proposes a 5,594 addition to an existing private high school building for a total building area of 10,704 square feet in an area zoned and designated for such development. All adjacent lots are developed with one-story strip malls that contain retail, restaurant, and other commercial uses, two-story multi-family dwellings, and one- to two-story single-family dwellings, and the subject site is of a similar size and slope to nearby properties. The height is proposed to be three stories, whereas the surrounding area is characterized by one- to two-story commercial and residential uses, however, the multi-family dwellings adjacent to the subject site are a similar height to the proposed project. The project proposes a Floor Area Ratio (FAR) of 1.2:1 on a site that is permitted to have a maximum FAR of 1.5:1. Therefore, the project size 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. Therefore, there are no unusual circumstances which may lead to a significant effect on the environment.

(d) Scenic Highways. A categorical exemption shall not be used for a project which may result in damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway. This does not apply to improvements which are required as mitigation by an adopted negative declaration or certified EIR.

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 project site is approximately 12 miles from the Topanga Canyon State Scenic Highway. Therefore, the subject site will not create any impacts within a designated as a state scenic highway.

(e) Hazardous Waste Sites. A categorical exemption shall not be used for a project located on a site which is included on any list compiled pursuant to Section 65962.5 of the Government Code.

The project site is not on any list compiled pursuant to Section 65962.5 of the Government Code.

(f) Historical Resources. A categorical exemption shall not be used for a project which may cause a substantial adverse change in the significance of a historical resource.

The project site is not a historic cultural monument or any other historic resource identified by the city, or on a list of state and national historic resources, and it is not located near any historic cultural monuments or any other historic resource identified by the city, or on a list of state and national historic resources.

Therefore, there is no substantial evidence demonstrating that any exceptions contained in Section 15300.2 of the State CEQA Guidelines regarding location, cumulative impacts, significant effects or unusual circumstances, scenic highways, or hazardous waste sites, or historical resources applies.

Additional Findings

11. The National Flood Insurance Program rate maps, which are a part of the Flood Hazard Management Ordinance adopted by the City Council by Ordinance No. 186952, have been reviewed and it has been determined that this project is located in Zone C, outside the flood hazard area.

PUBLIC HEARING AND COMMUNICATIONS

Public Hearing

On February 10, 2026, the City Planning Department conducted a hearing officer meeting.

There were eight attendees at the meeting with public comment from the following:

Unnamed
- Neighbor on Whitsett Avenue. The basketball court will be extremely noisy. Kids speed on scooters without paying attention to automobile or pedestrian traffic. The on-site eucalyptus tree is dirty and branches are falling off. No objection to school expanding but they have to be better neighbors.

Tamarah Yuz
- Valley Village resident. In support of the project. Students in the neighborhood are very respectful and the school is an asset to the community.

David Striks
- Member of Ner Aryeh board of directors. The school is a needed asset and the expansion would make it easier for students to learn. There are more students who want to attend the school but can't currently be accommodated. Project is beneficial to the community

Rose Bochner
- Neighbor on Whitsett Avenue. The expansion will block apartment view and obstruct natural lighting. Students block apartment driveway and school driveway, causing traffic issues. Students can be heard shouting and cursing as they play basketball. How long will construction take?

(Rep) Sarah Golden responded to Rose Bochner comment: the construction period will be 15 months and the sports court insulation will muffle noise.

Rabbi Benjamin Lieberman (Owner)
- Owner of the project site. Ner Aryeh would like to remove the on-site eucalyptus tree but the City wouldn't allow them to in their previous approval. The boys don't play basketball too early or too late, only within school hours of operation. Buffer on the proposed sports court will help with noise. We will talk to the boys and make announcements about scooters.

City Planning Staff response to Rabbi Benjamin Lieberman comment: The eucalyptus tree is not conditioned under this approval, so the property owner may maintain or remove nuisance tree as is fitting.

Aryeh Davidowitz
- Community resident. The school is an asset to the community and the expansion will address points that are raised by neighbors by giving students larger spaces indoors and the outdoor basketball court. Strongly in favor of the expansion.

Communications

On February 5, 2026 the City Planning Department received an email from the Representative which contained the following:

- Two letters of support from residents on Whitsett Avenue which state they support the project and it will enhance the neighborhood.
- A letter from the Valley Village Neighborhood Council which states they voted in support of the project.

No other communication outside of the public hearing has been provided regarding the project as of the date of the staff report.

NER ARYEH SCHOOL PROJECT

KALBAN ARCHITECTS

12500 Burbank Blvd.
Valley Village, CA 91607

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EXHIBITS (E-#):

E-1.1 COLORED RENDERINGS
E-1.2 COLORED RENDERINGS
E-1.3 COLORED RENDERINGS
E-1.4 COLORED RENDERINGS
E-1.5 COLORED RENDERINGS

E-2 MATERIAL BOARD

E-3.0 EXISTING PLOT PLAN
E-3.1 PROPOSED PLOT PLAN
E-3.2 FIRST FLOOR PLAN
E-3.3 SECOND ANF THIRD FLOOR PLANS
E-3.4 DEMOLITION PLANS

E-4.1 BUILDING ELEVATIONS
E-4.2 BUILDING ELEVATIONS
E-4.3 BUILDING ELEVATIONS
E-4.4 BUILDING ELEVATIONS

E-5.1 DIAGRAMMATIC SECTION

E-6.1 TRANSITIONAL HEIGHT EXHIBIT

L-1 LANDSCAPE
L-2 LANDSCAPE
L-3 LANDSCAPE

Scope of Work:

Add classrooms, lunch area and outdoor recreation space to the existing building. Remodel and enlarge the existing library, classrooms and offices.



Project Data:

12500 Burbank Blvd., 5551 Whitsett Ave., Valley Village, CA 91607
APN: 2346007009, 2346007010
Zoning: (Q)C2-1VL

Pre-Dedication Lot Area = 14,494.54 S.F.
Post-Dedication Lot Area = 9,946.54 S.F.
Buildable Area = 8,285.72 S.F.
Lot Coverage = 8,092.76 S.F. (75.9%)
Floor Area Ratio (FAR) = 9,946.54 S.F. ÷ 8.285.72 S.F. = 1.20
Allowable FAR = 1.5

Existing Building = 5,210 Square Feet
Addition = 5,494 Square Feet
Total = 10,704 Square Feet

Building Height:

Existing Building = 18 Feet 8 inches
Allowable height = 45 Feet (see E-6.1 for Transitional Height Exhibit)
Proposed Height = 41 Feet 6 Inches

Parking:

Ratio Formula = 1 space/500 S.F.

Existing = 11 Spaces

Required by LAMC = 20 Spaces + 2 replaced by bicycle parking
Provided = 10 provided on-site + 10 provided off-site

Parking Calculation:
10,704 S.F/500 S.F. = 21.4 Parking Spaces
\- 2.0 Replaced by Bike Parking
\- 10.0 Off-Site Parking
10.0 Required Spaces

Bike Parking:

Short Term 4/Classroom = 24, Provided = 32
Long Term 1/10 Classrooms = 2 (Minimum) Provided = 2

Requested Entitlements:

CONDITIONAL USE PERMIT per Los Angeles Municipal Code ("LAMC") Section 13.B.2 to permit the continued operation of the school inclusive of the proposed building addition and increase in student enrollment and a waiver of the Transitional Height Requirements; PROJECT COMPLIANCE per LAMC Section 13.B.4.2 with the Valley Village Specific Plan;

ZONE VARIANCE per LAMC Section 13.B.5.3 from LAMC Section 12.21.A.4 to permit the reduced on-site parking and off-site parking in excess of 750 feet from the Subject Property to serve the school use.

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EXISTING



PROPOSED ADDITION

NER ARYEH
SCHOOL PROJECT
KALBAN ARCHITECTS

COLORED RENDERINGS - AERIAL VIEW E-1.1



NER ARYEH
SCHOOL PROJECT
KALBAN ARCHITECTS

COLORED RENDERINGS - BURBANK BLVD VIEW **E-1.2**

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BLUE - EXISTING REMODEL

NER ARYEH
SCHOOL PROJECT
KALBAN ARCHITECTS

COLORED RENDERINGS - ALLEY VIEW E-1.3

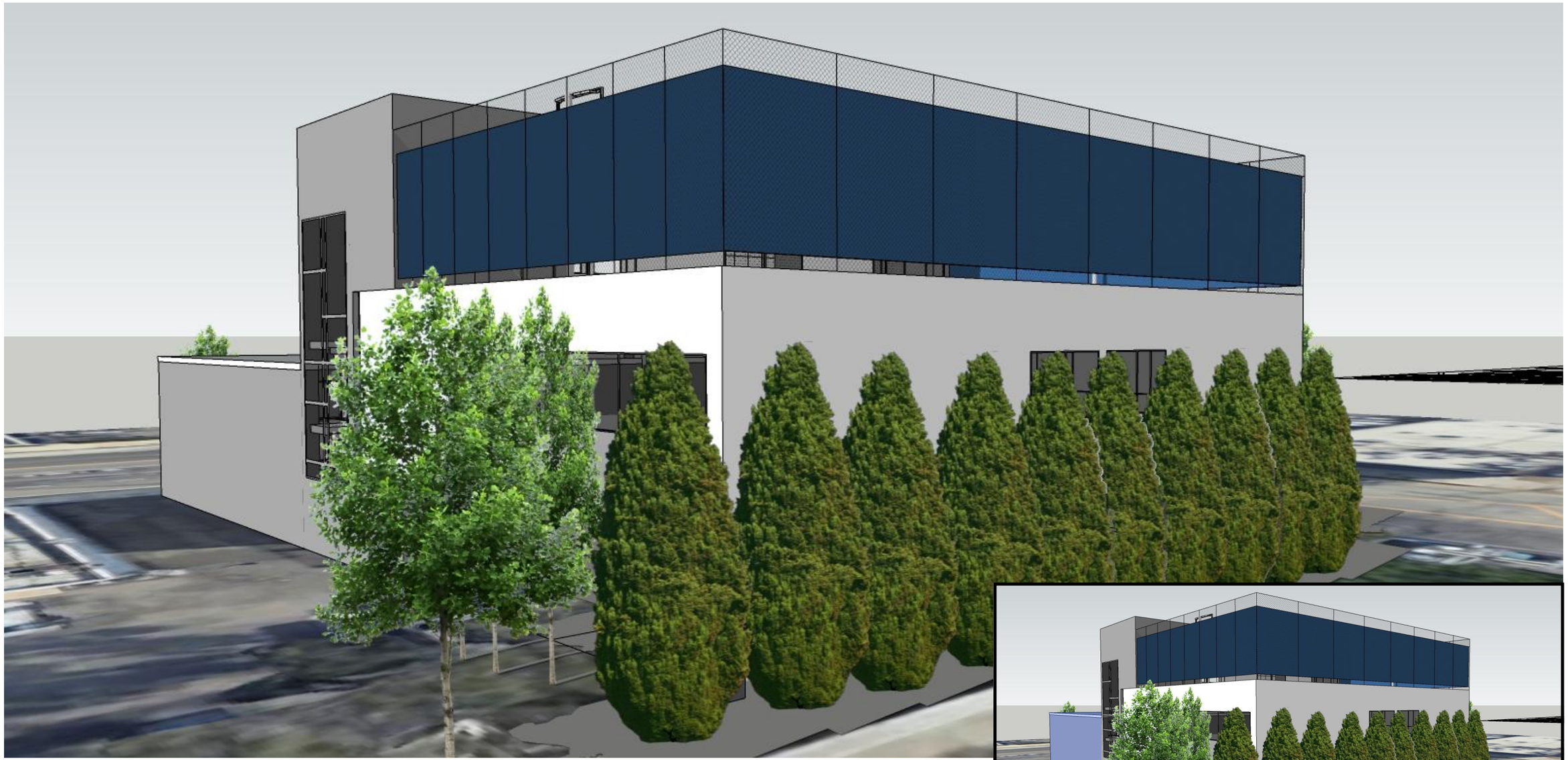
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NER ARYEH
SCHOOL PROJECT
KALBAN ARCHITECTS

COLORED RENDERINGS - WHITSETT AVE VIEW **E-1.4**

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NER ARYEH
SCHOOL PROJECT
KALBAN ARCHITECTS

COLORED RENDERINGS - EXTERIOR VIEW

E-1.5

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EXTERIOR PAINT PALETTE

DUNN-EDWARDS DEA188 BLACK BAY, PAINTED CEMENT STUCCO,
ALBEDO APPROX.: 15%

DUNN-EDWARDS DET678 DAYDREAMING, PAINTED CEMENT STUCCO,
ALBEDO APPROX.: 65%

DUNN-EDWARDS DEC790 ICE GRAY, PAINTED CEMENT STUCCO,
ALBEDO APPROX.: 50%

PAINTED MATERIAL

EXTERIOR CEMENT STUCCO

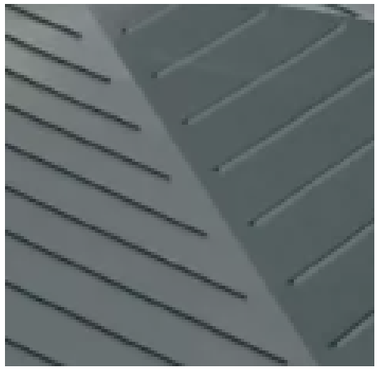
DOORS AND WINDOWS TRIMS

BLUE CANVAS AND ACOUSTICAL PADDING

SPORTS COURT

ROOFING MATERIAL

SARNAFIL ENERGY SMART DECOR
ROOF SYSTEMS,
LEAD GRAY, ALBEDO APPROX.: 15%



GLAZING

VITRO ARCHITECTURAL GLASS
SOLARGRAY SOLARBAN 60(2),
35% VISUAL LIGHT TRANSMITTANCE



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Case No. CPC-2025-537-CU3-ZV-SPPC

PROJECT DATA:
12500 Burbank Blvd., 55551 Whitsett Ave., Valley Village, CA 91607
APN: 2346007009, 2346007010
Zoning: (Q)C2-1VL

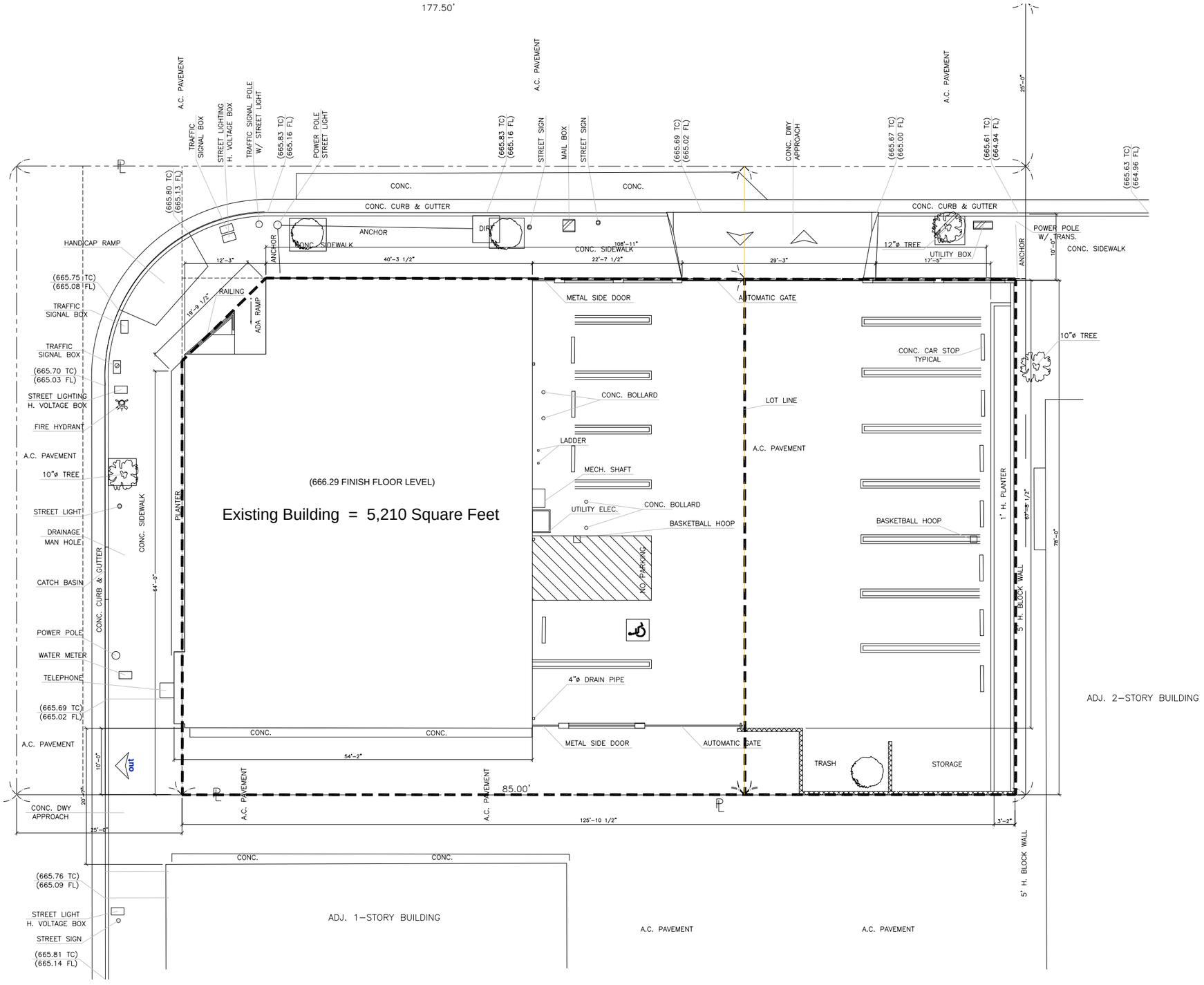
Site/Lot Area = 10,659 S.F.

Existing Building:

1st floor = 3,275 S.F.
2nd Floor = 1,935 S.F.

Total Existing Building = 5,210 S.F.

Height of Existing Building = 18 Feet 8 inches

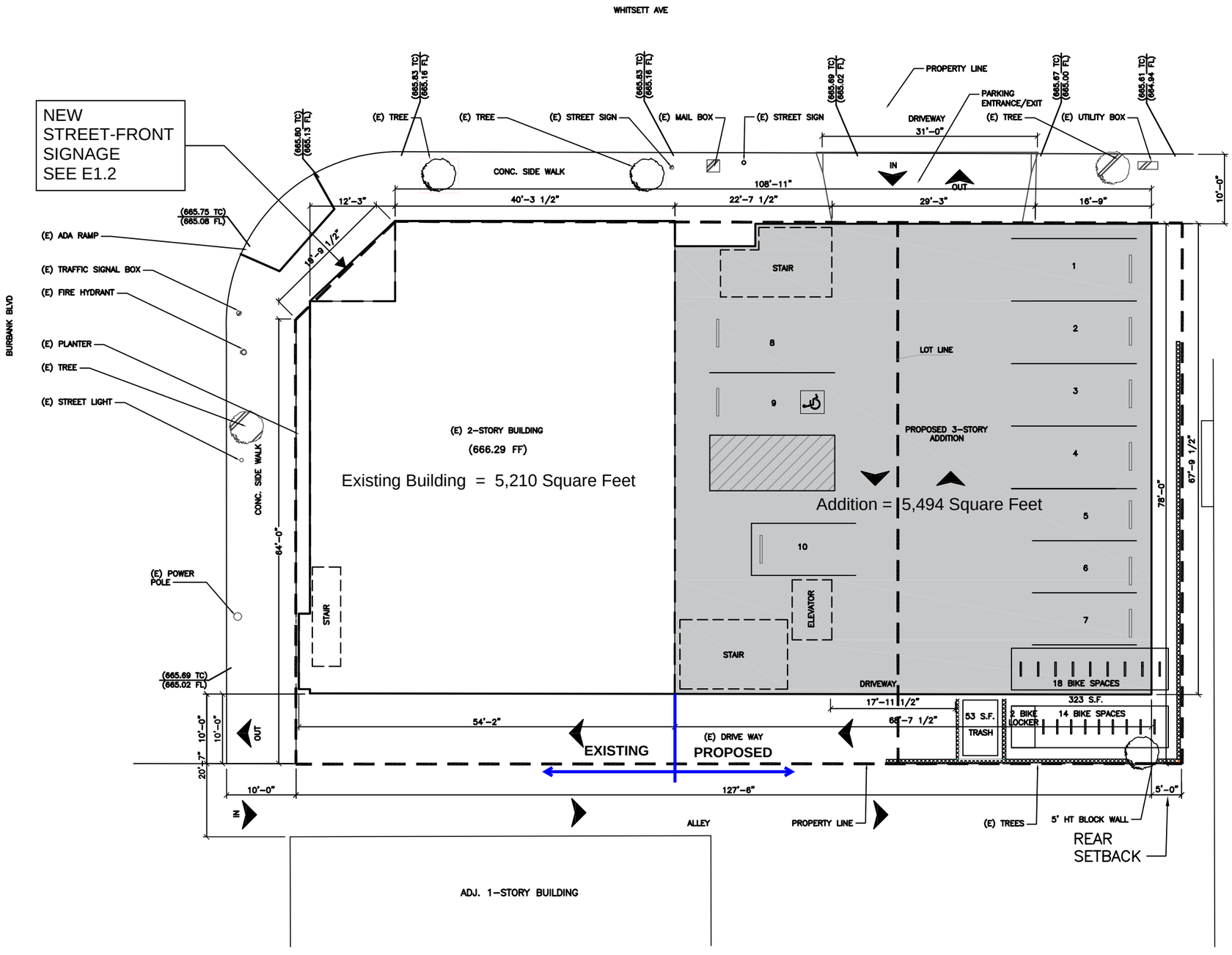


PLOT PLAN
SCALE: 1/16" = 1'-0"

0' 4' 8' 16' 32'

NER ARYEH
SCHOOL PROJECT
KALBAN ARCHITECTS

EXISTING PLOT PLAN **E-3.0**



PROJECT DATA:
12500 Burbank Blvd., 55551 Whitsett Ave., Valley Village, CA 91607
APN: 2346007009, 2346007010

Zoning: (Q)C2-1VL

Site Area = 10,659 S.F.

Proposed Addition:

1st Floor = 384 S.F.
2nd Floor = 3,404 S.F.
3rd Floor = 1,706 S.F. (not including 2,680 S.F. rooftop sports court)
Total Addition = 5,494 Square Feet

Total Proposed Building (Existing + Addition):

1st Floor = 3,659 S.F.

2nd Floor = 5,339 S.F.

3rd Floor = 1,706 S.F.
Total Proposed Building = 10,704 Square Feet

Height = Existing Building = 18 Feet 8 inches Addition = 41 Feet 6 Inches (42 Feet 8 Inches from the lowest point 5 Feet from the building)

Bike Parking = 323 S.F.

Short Term 4/Classroom = 24, Provided = 32
Long Term 1/10 Classrooms = 2 (Minimum) Provided = 2

Trash Area = 53 S.F.

Scope of Work:
Add classrooms, lunch area and outdoor recreation area to the existing building. Remodel and enlarge the existing library, classrooms and offices.

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

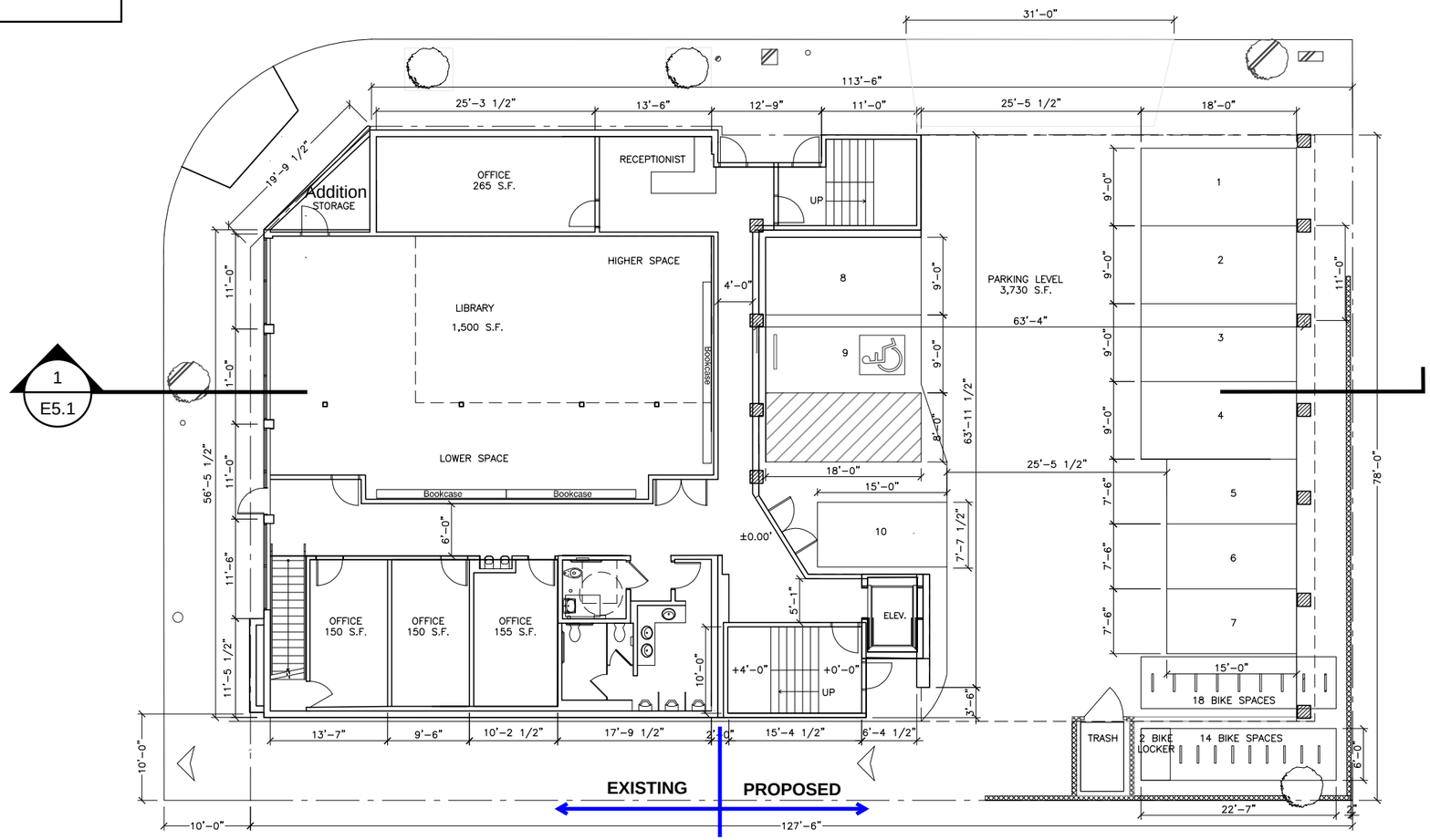
0' 4' 8' 16' 32'

NER ARYEH
SCHOOL PROJECT
KALBAN ARCHITECTS

PROPOSED PLOT PLAN **E-3.1**

PROJECT DATA:
12500 Burbank Blvd., 55551 Whitsett Ave.,
Valley Village, CA 91607
APN: 2346007009, 2346007010
Zoning: (Q)C2-1VL

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FIRST FLOOR PROPOSED PLAN

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

4,440 S.F.

Existing building:
Remodeled library, offices,
toilet rooms and exit.

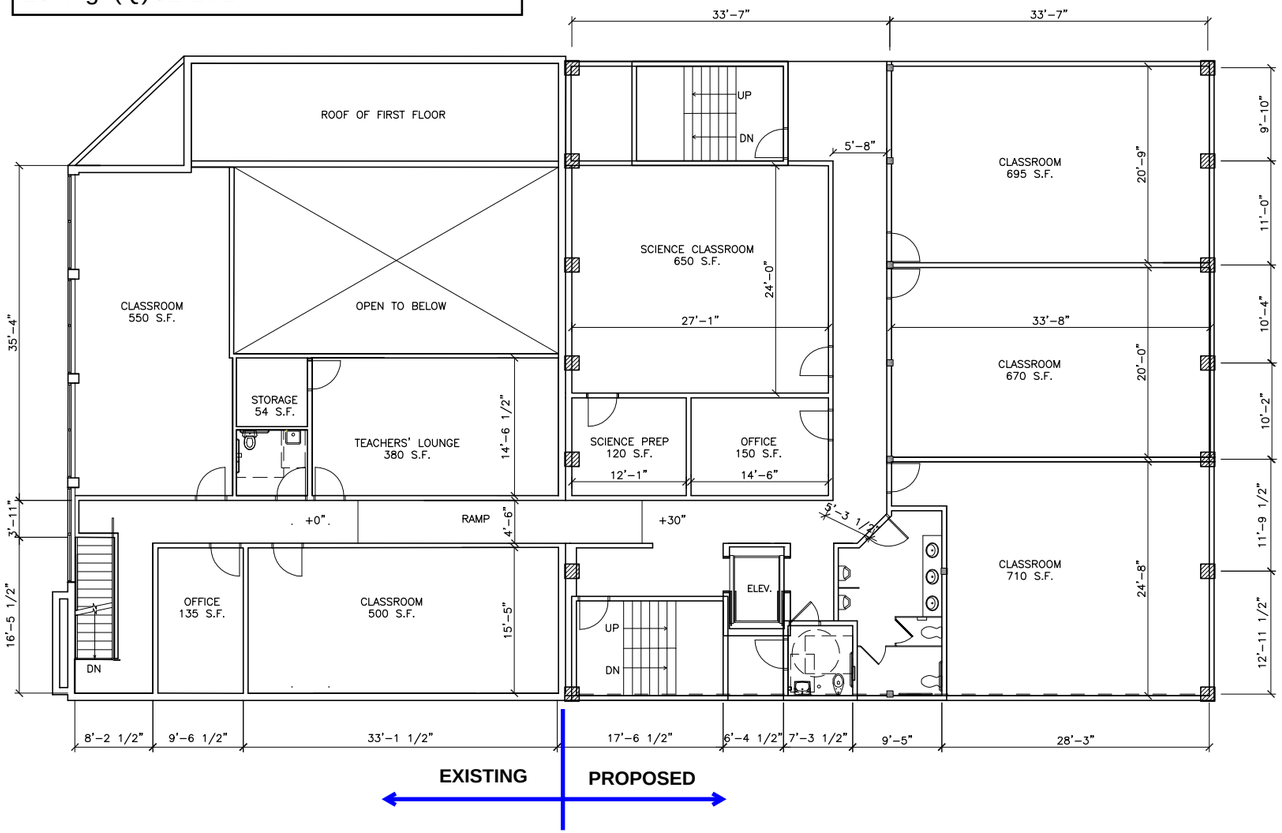
0' 4' 8' 16' 32'

NER ARYEH
SCHOOL PROJECT
KALBAN ARCHITECTS

PROPOSED FIRST FLOOR PLAN **E-3.2**

PROJECT DATA:
12500 Burbank Blvd., 55551 Whitsett Ave.,
Valley Village, CA 91607
APN: 2346007009, 2346007010
Zoning: (Q)C2-1VL

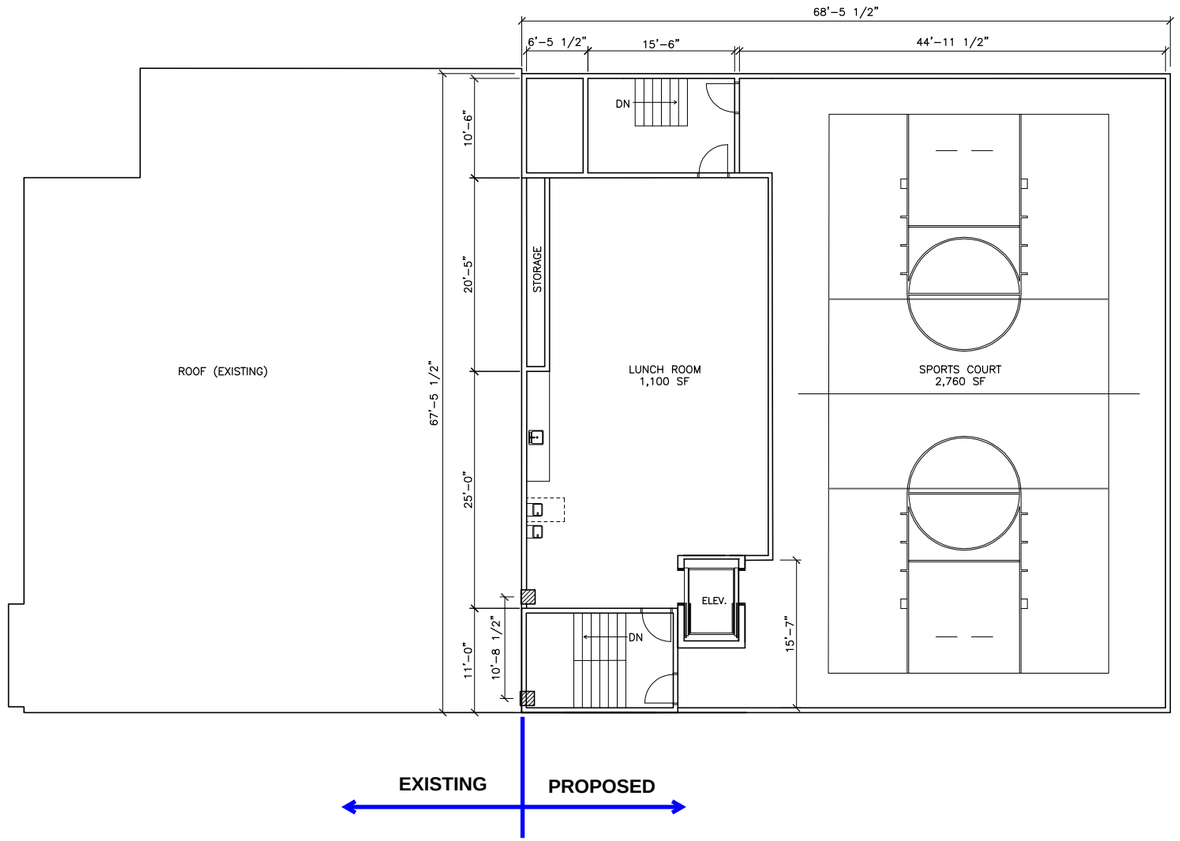
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SECOND FLOOR PROPOSED PLAN

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

6,880 S.F.



THIRD FLOOR AND ROOF PLAN

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

4,615 S.F.

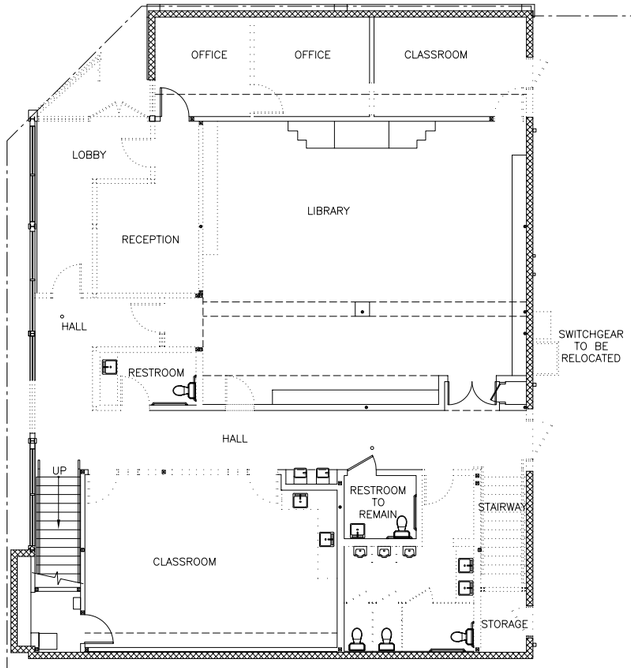
0' 4' 8' 16' 32'

NER ARYEH
SCHOOL PROJECT
KALBAN ARCHITECTS

PROPOSED SECOND AND THIRD FLOOR PLANS **E-3.3**

PROJECT DATA:
12500 Burbank Blvd., 55551 Whitsett Ave.,
Valley Village, CA 91607
APN: 2346007009, 2346007010
Zoning: (Q)C2-1VL

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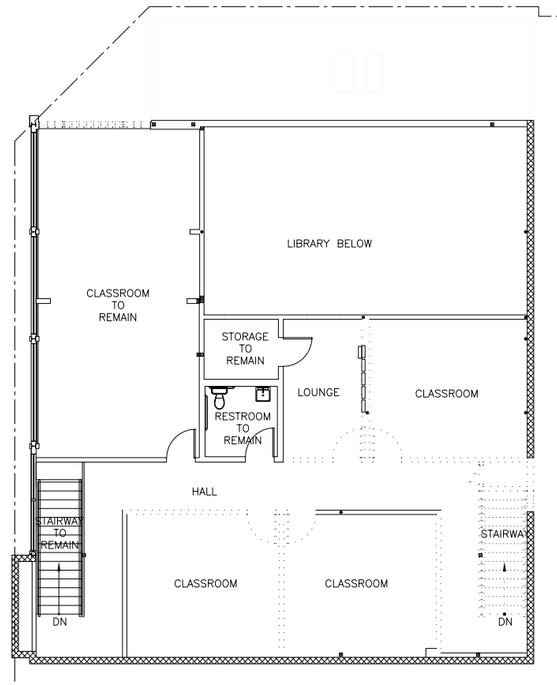


FIRST FLOOR DEMOLITION PLAN

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

3,275 S.F.

Existing building remodel:
Remodeled library, offices,
toilet rooms and exit.



SECOND FLOOR DEMOLITION PLAN

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

1,935 S.F.

Existing building remodel:
Remodeled classrooms,
teachers lounge, and exit.

Legend:

Wall to be Demolished

Existing wall to Remain

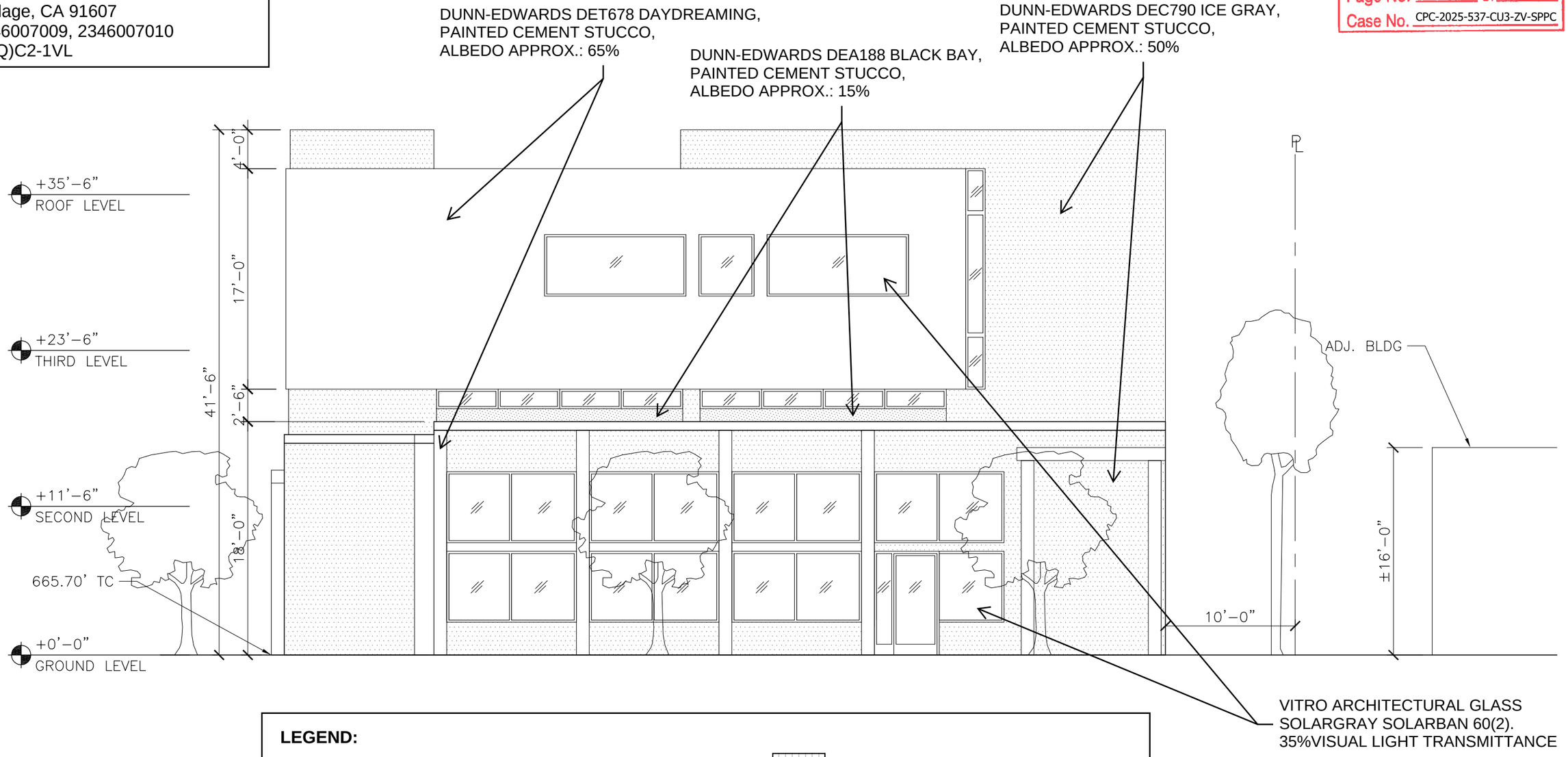
0' 4' 8' 16' 32'

NER ARYEH
SCHOOL PROJECT
KALBAN ARCHITECTS

DEMOLITION PLANS **E-3.4**

PROJECT DATA:
12500 Burbank Blvd., 55551 Whitsett Ave.,
Valley Village, CA 91607
APN: 2346007009, 2346007010
Zoning: (Q)C2-1VL

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

0' 8'
2' 4' 16'

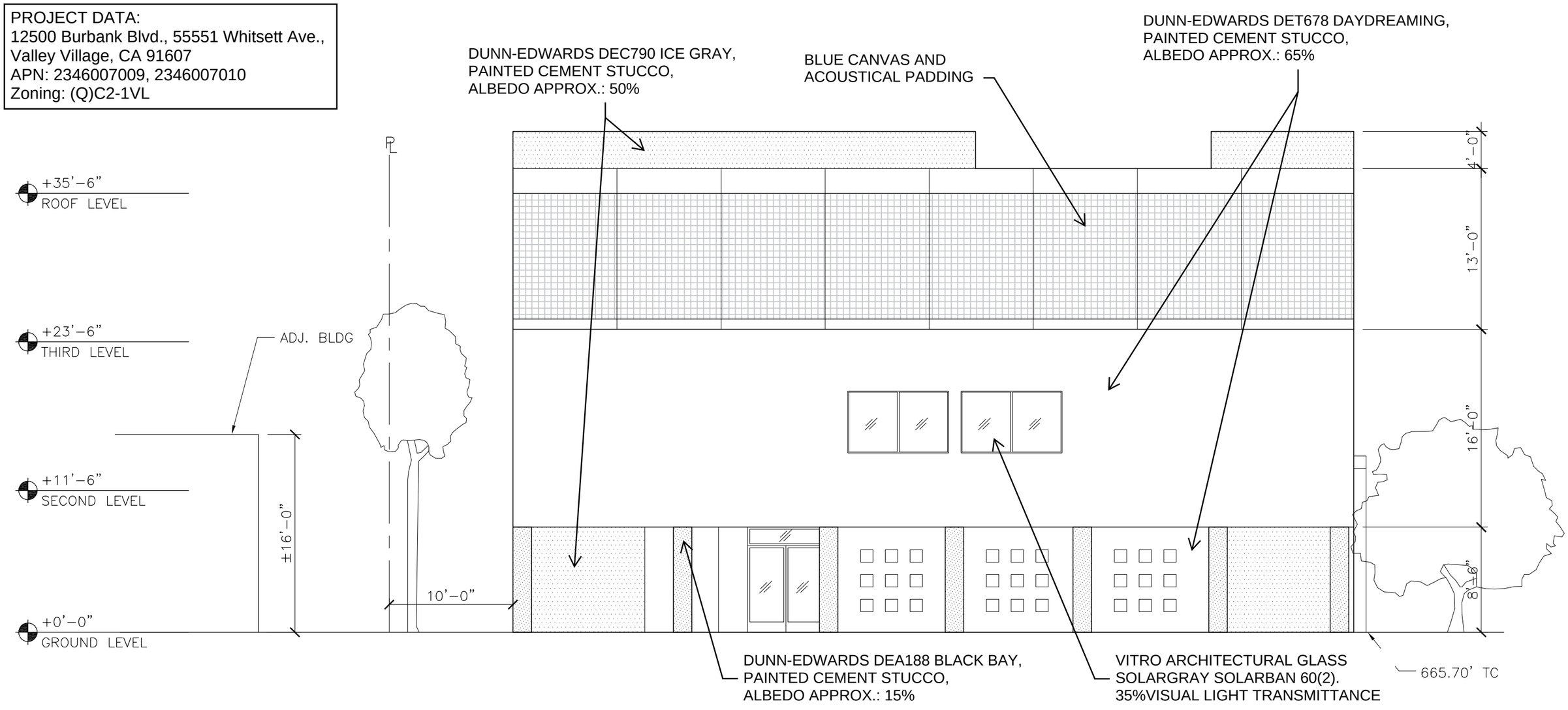
LEGEND:

- DUNN-EDWARDS DET678 DAYDREAMING, PAINTED CEMENT STUCCO, ALBEDO APPROX.: 65%
- DUNN-EDWARDS DEC790 ICE GRAY, PAINTED CEMENT STUCCO, ALBEDO APPROX.: 50%
- DUNN-EDWARDS DEA188 BLACK BAY, PAINTED CEMENT STUCCO, ALBEDO APPROX.: 15%
- VITRO ARCHITECTURAL GLASS SOLARGRAY SOLARBAN 60(2). 35%VISUAL LIGHT TRANSMITTANCE
- BLUE CANVAS AND ACOUSTICAL PADDING

NER ARYEH
SCHOOL PROJECT
KALBAN ARCHITECTS

BUILDING ELEVATIONS **E-4.1**

PROJECT DATA:
12500 Burbank Blvd., 55551 Whitsett Ave.,
Valley Village, CA 91607
APN: 2346007009, 2346007010
Zoning: (Q)C2-1VL



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

0' 2' 4' 8' 16'

LEGEND:

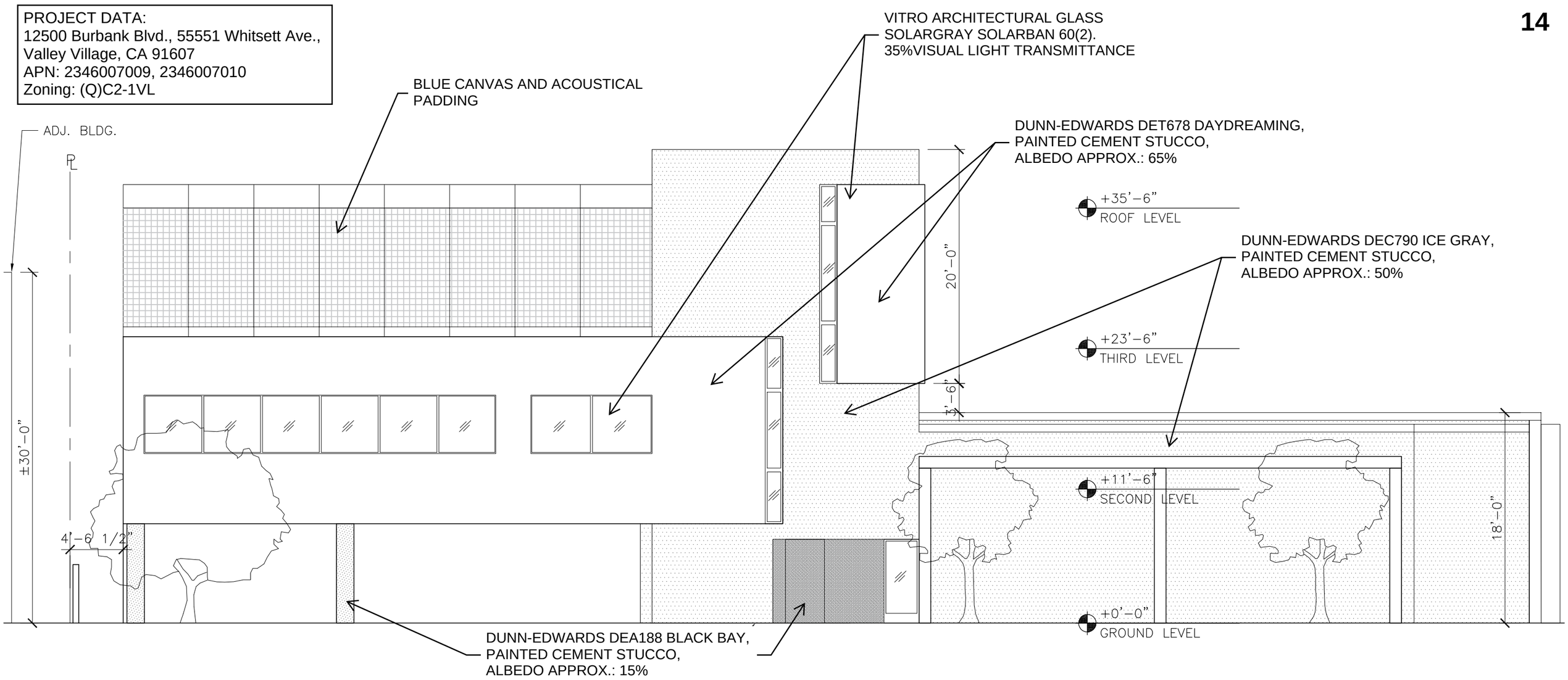
- DUNN-EDWARDS DET678 DAYDREAMING, PAINTED CEMENT STUCCO, ALBEDO APPROX.: 65%
- DUNN-EDWARDS DEC790 ICE GRAY, PAINTED CEMENT STUCCO, ALBEDO APPROX.: 50%
- DUNN-EDWARDS DEA188 BLACK BAY, PAINTED CEMENT STUCCO, ALBEDO APPROX.: 15%
- VITRO ARCHITECTURAL GLASS SOLARGRAY SOLARBAN 60(2). 35%VISUAL LIGHT TRANSMITTANCE
- BLUE CANVAS AND ACOUSTICAL PADDING

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NER ARYEH
SCHOOL PROJECT
KALBAN ARCHITECTS

BUILDING ELEVATIONS **E-4.2**

PROJECT DATA:
12500 Burbank Blvd., 55551 Whitsett Ave.,
Valley Village, CA 91607
APN: 2346007009, 2346007010
Zoning: (Q)C2-1VL



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

0' 2' 4' 8' 16'

LEGEND:

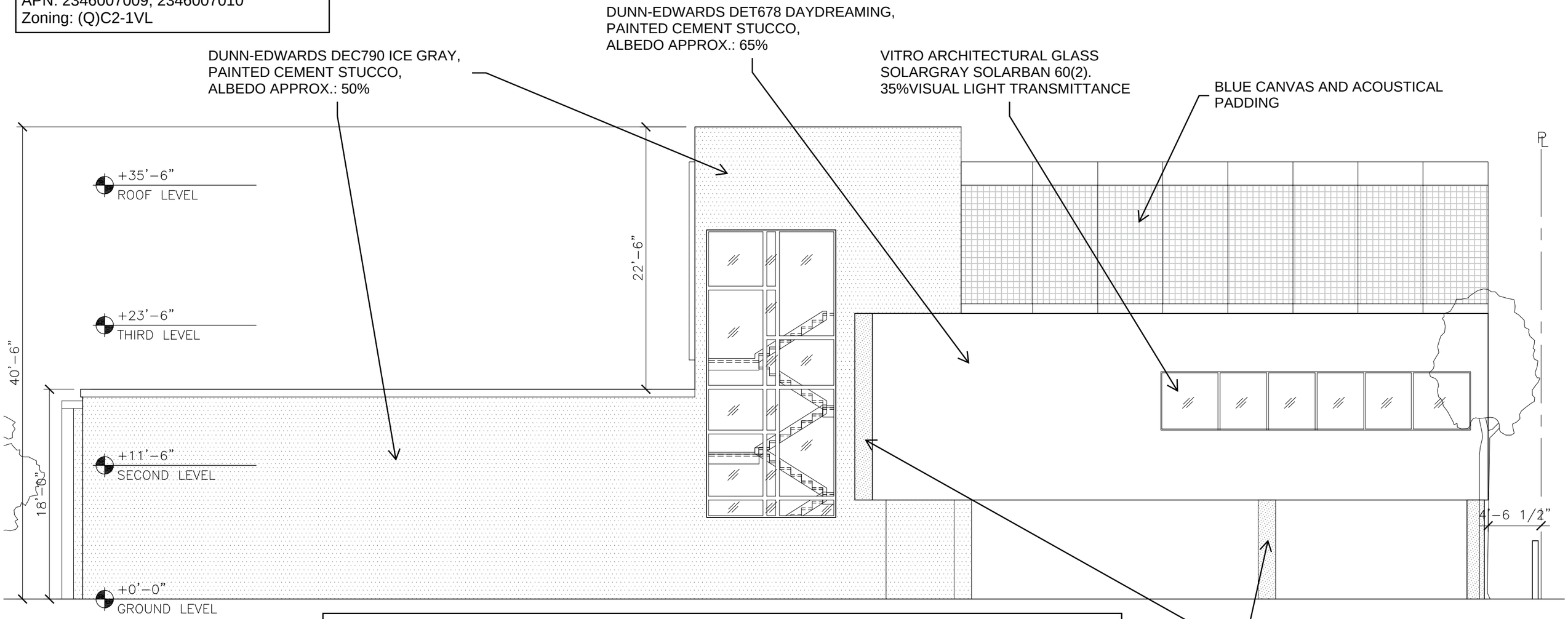
- DUNN-EDWARDS DET678 DAYDREAMING, PAINTED CEMENT STUCCO, ALBEDO APPROX.: 65%
- DUNN-EDWARDS DEC790 ICE GRAY, PAINTED CEMENT STUCCO, ALBEDO APPROX.: 50%
- DUNN-EDWARDS DEA188 BLACK BAY, PAINTED CEMENT STUCCO, ALBEDO APPROX.: 15%
- VITRO ARCHITECTURAL GLASS SOLARGRAY SOLARBAN 60(2). 35%VISUAL LIGHT TRANSMITTANCE
- BLUE CANVAS AND ACOUSTICAL PADDING

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NER ARYEH
SCHOOL PROJECT
KALBAN ARCHITECTS

BUILDING ELEVATIONS **E-4.3**

PROJECT DATA:
12500 Burbank Blvd., 55551 Whitsett Ave.,
Valley Village, CA 91607
APN: 2346007009, 2346007010
Zoning: (Q)C2-1VL



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

0' 2' 4' 8' 16'

LEGEND:

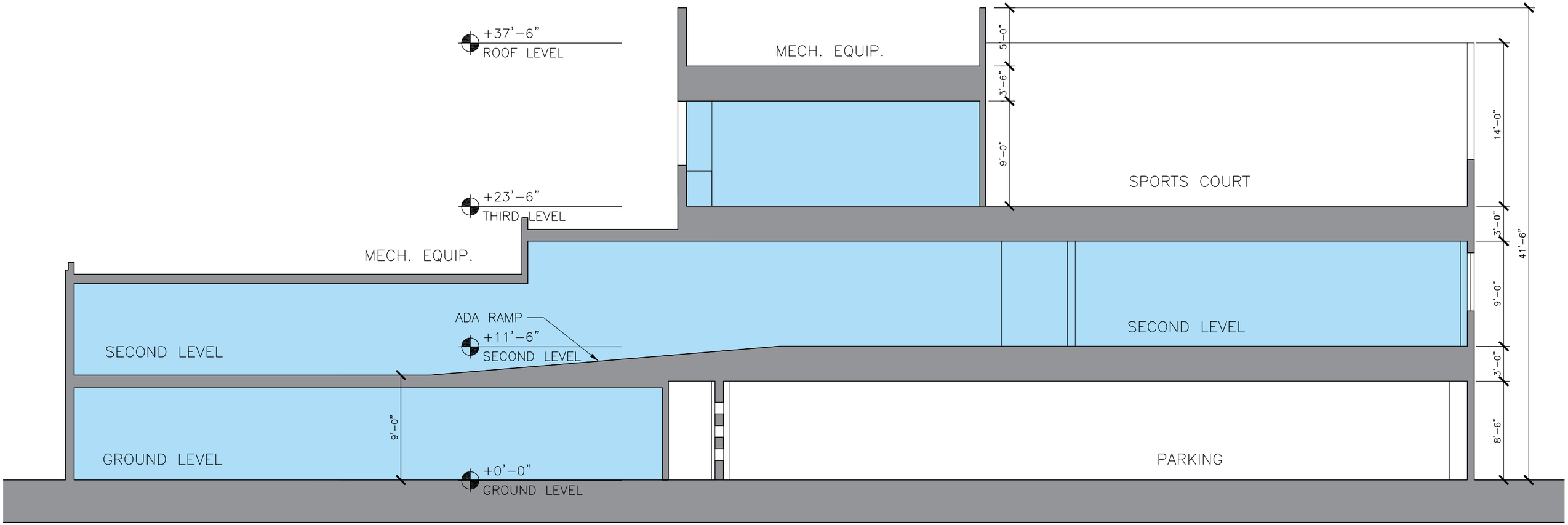
- DUNN-EDWARDS DET678 DAYDREAMING, PAINTED CEMENT STUCCO, ALBEDO APPROX.: 65%
- DUNN-EDWARDS DEC790 ICE GRAY, PAINTED CEMENT STUCCO, ALBEDO APPROX.: 50%
- DUNN-EDWARDS DEA188 BLACK BAY, PAINTED CEMENT STUCCO, ALBEDO APPROX.: 15%
- VITRO ARCHITECTURAL GLASS SOLARGRAY SOLARBAN 60(2). 35%VISUAL LIGHT TRANSMITTANCE
- BLUE CANVAS AND ACOUSTICAL PADDING

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NER ARYEH
SCHOOL PROJECT
KALBAN ARCHITECTS

BUILDING ELEVATIONS **E-4.4**

PROJECT DATA:
12500 Burbank Blvd., 55551 Whitsett Ave.,
Valley Village, CA 91607
APN: 2346007009, 2346007010
Zoning: (Q)C2-1VL



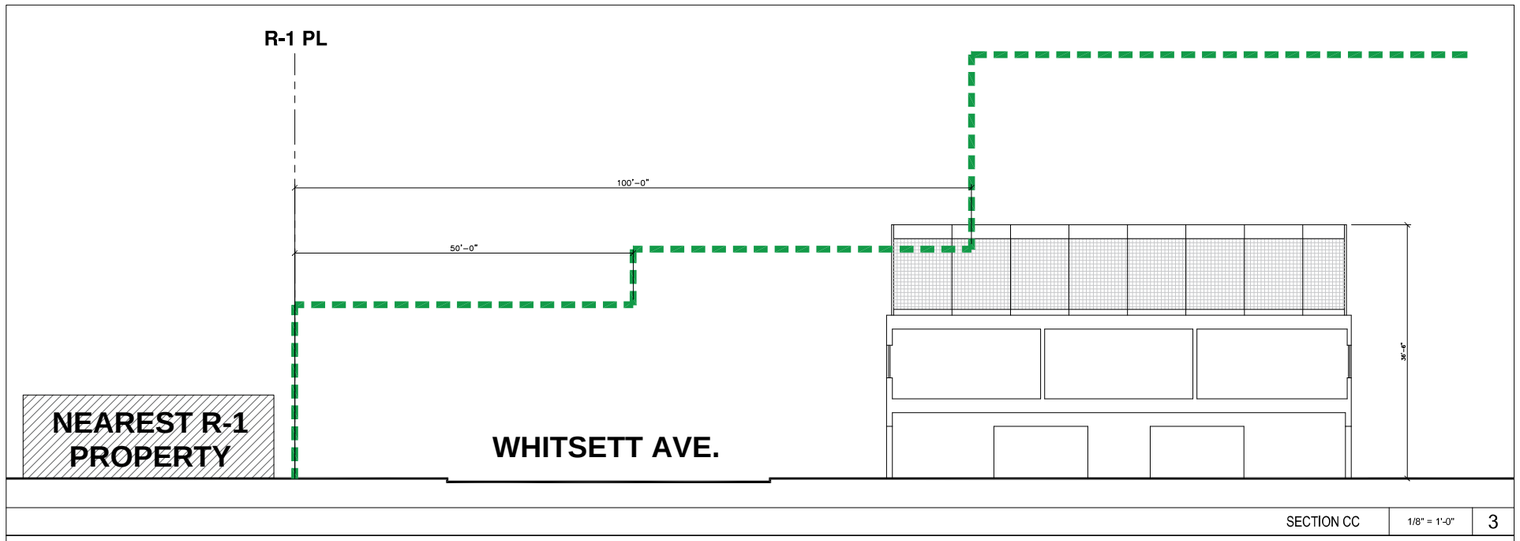
DIAGRAMMATIC SECTION
SCALE: 1/8" = 1'-0"

0' 8'
2' 4' 16'

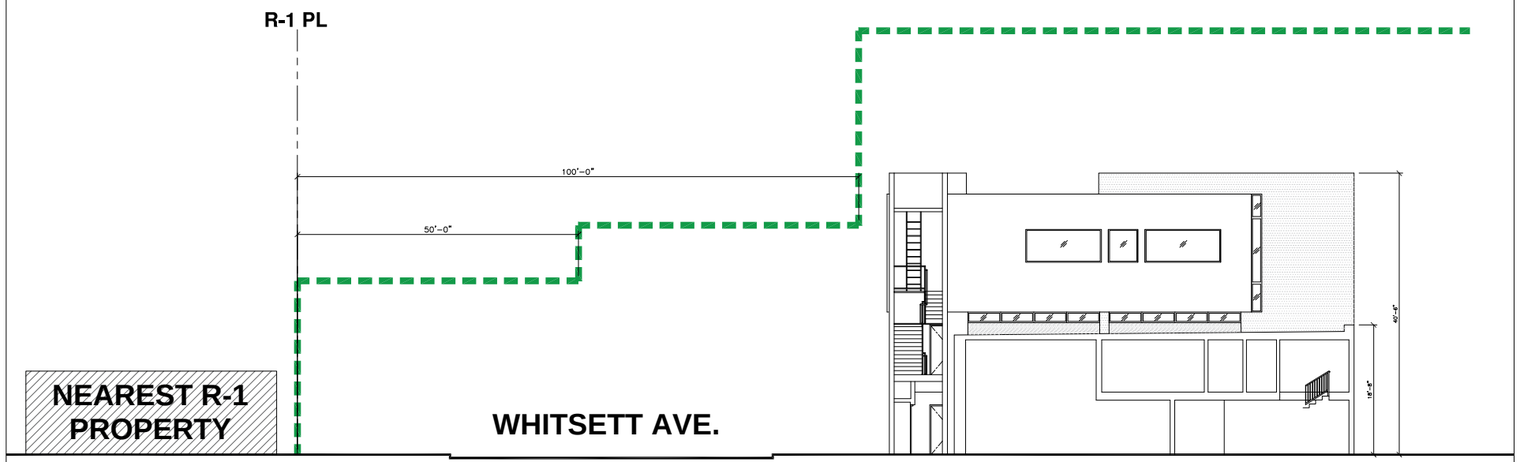
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NER ARYEH
SCHOOL PROJECT
KALBAN ARCHITECTS

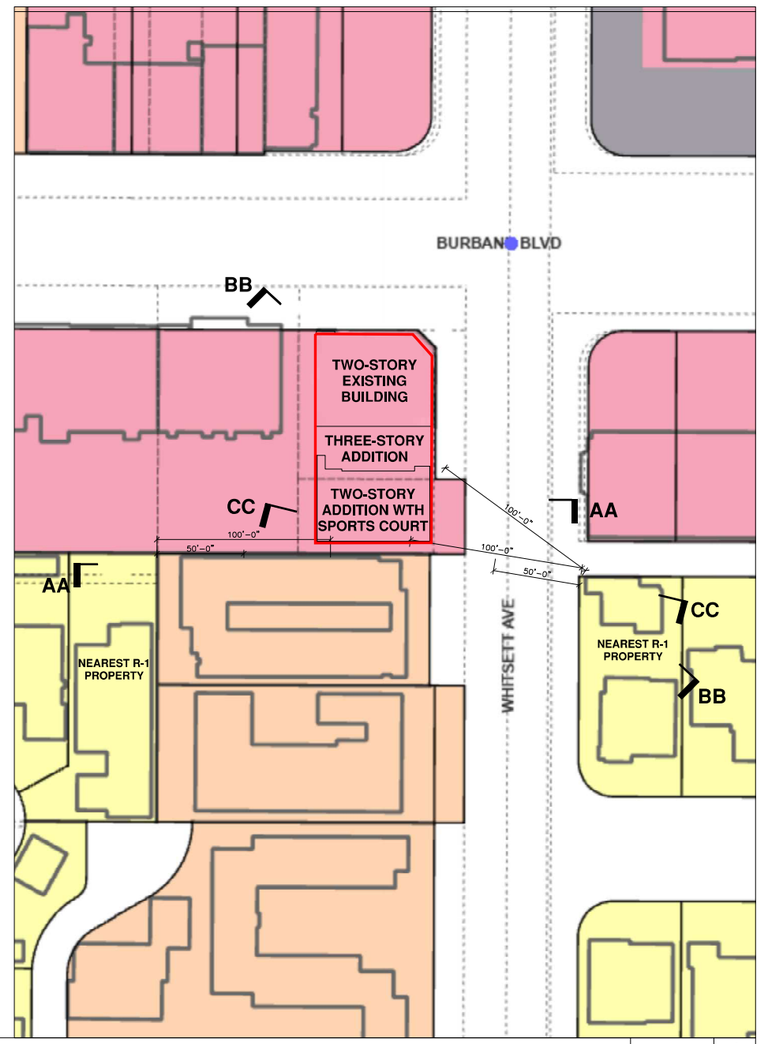
DIAGRAMMATIC SECTION E-5.1



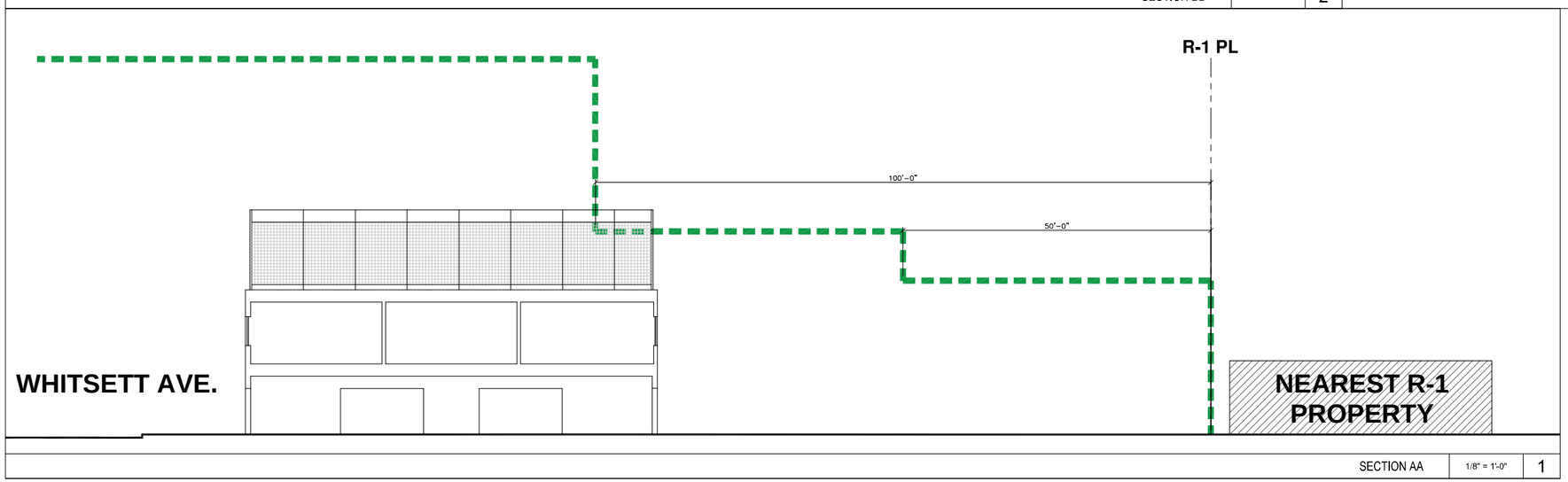
SECTION CC | 1/8" = 1'-0" | 3



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



SITE PLAN | 1/32" = 1'-0" | 4



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

Legend:

- LAMC Transitional Height Boundary
- Proposed Building Outline
- C2 Zoning
- R1 Zoning
- R2 Zoning

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LAMC TRANSITIONAL HEIGHT EXHIBIT

E-6.1

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PROJECT ADDRESS:
12500 BURBANK BLVD.
LOS ANGELES, CA

LANDSCAPE CONSTRUCTION PLANS
PREPARED BY:

DW/LA LANDSCAPE ARCHITECTS
1216 ELM STREET
VENICE, CA 90291
(310) 827-2084
CALIFORNIA LICENSE #1849
DANIEL WEEDON CELL: (310) 228-6587

SHEET INDEX

L0.1 TITLE SHEET & GENERAL NOTES
L1.1 PLANTING PLAN

GENERAL CONSTRUCTION NOTES

(THE LANDSCAPE ARCHITECT HAD BEEN PAID TO MEET WITH THE CONTRACTORS TO REVIEW THE PLANS, ANSWER ANY QUESTIONS, AND REVIEW WORK TO ASSURE COMPLIANCE WITH THE PLANS. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO CALL THE LANDSCAPE ARCHITECT AND SET AN APPOINTMENT FOR MEETINGS. ALLOW AT LEAST A 24 HOUR NOTICE FOR SUCH MEETINGS. SEE LIST ON CONSTRUCTION PLAN OF ITEMS THE LANDSCAPE ARCHITECT AND OWNER MUST APPROVE AS WORK PROGRESSES.

1. CITY STREETS, SIDEWALKS, AND ADJACENT PROPERTY SHALL BE PROTECTED THROUGHOUT CONSTRUCTION.
2. THE CONTRACTORS ARE RESPONSIBLE FOR REPLACEMENT, AT THEIR COST, OF ANY EXISTING ITEMS THAT ARE TO REMAIN AND ARE DAMAGED DURING CONSTRUCTION. THESE ITEMS MAY INCLUDE PLANT MATERIAL, PAVING, WALLS, UTILITIES SUCH AS SEWER, ELECTRICAL, WATER SUPPLY, ETC. SEE LANDSCAPE ARCHITECT FOR LIST OF THESE ITEMS BEFORE START OF CONSTRUCTION THERE WILL BE A SITE VISIT WITH OWNER & LANDSCAPE ARCHITECT TO SPECIFY & DETERMINE THOSE ITEMS COVERED.
3. ALL LIMITS OF WORK, PROPERTY LINES, AND LOCATIONS OF EXISTING UTILITIES, ETC. AS SHOWN ON PLANS, SHALL BE VERIFIED PRIOR TO COMMENCING WORK. ALERT THE LANDSCAPE ARCHITECT AND OWNER IF THERE ARE DISCREPANCIES.
4. CONSULT GRADING AND CONSTRUCTION PLANS, FOR LOCATION OF DRAIN LINES, AREA AND DECK DRAINS AND CATCH BASINS.
5. THE LANDSCAPE ARCHITECT AND OWNER SHALL APPROVE ALL FORM WORK PRIOR TO POURING OF CONCRETE PAVING AND POOL STEEL PRIOR TO APPLICATION OF GUNITE. ALL CONCRETE SHALL BE POURED ON UNDISTURBED NATIVE SOIL OR SOIL WITH A MINIMUM MOISTURE DENSITY COMPACTION OF 90%, UNLESS NOTED OTHERWISE ON PLANS. SOIL ENGINEER'S PLANS & SPECS ON SOIL COMPACTION SHALL TAKE PRECIDENCE OVER THIS REQUIREMENT IF SUCH SPECS ARE MORE STRINGENT. SEE SOIL ENGINEER'S PLANS TO BE SUPPLIED TO YOU BY OWNER.
6. ANY DISCREPANCIES IN THE PLANS SHALL BE BROUGHT TO THE ATTENTION OF THE LANDSCAPE ARCHITECT AND OWNER BEFORE THE START OF WORK. ANY DEVIATIONS FROM THE PLANS SHALL BE APPROVED BY THE LANDSCAPE ARCHITECT AND OWNER. IF THE OWNER REQUESTS CHANGES TO THE PLANS,THE CONTRACTOR SHALL NOTIFY THE LANDSCAPE ARCHITECT PRIOR TO MAKING THOSE CHANGES.
7. PAY ATTENTION TO THE LOCATION OF SLEEVES THAT MUST BE INSTALLED PRIOR TO POURING CONCRETE. SLEEVE LOCATIONS ARE SHOWN ON THE CONSTRUCTION PLAN. DO NOT INSTALL PAVING UNLESS SLEEVES ARE IN PLACE.
8. CONTRACTORS SHALL PULL ALL PERMITS AND HANDLE ALL INSPECTIONS.
9. CONTRACTORS SHALL BE RESPONSIBLE FOR ANY COORDINATION WITH OTHER TRADES AS REQUIRED TO ACCOMPLISH ALL CONSTRUCTION OPERATIONS.
10. THE LOCATION OF FEATURES TO BE CONSTRUCTED NOT SPECIFICALLY DIMENSIONED MAY BE DETERMINED BY SCALE. IF CONFLICTS ARISE IN THE FIELD, CONTACT LANDSCAPE ARCHITECT FOR RESOLUTION.
11. CONTRACTOR SHALL SUBMIT SAMPLES OF SUFFICIENT SIZE (MINIMUM 12" SQUARE), OF ALL PAVING FINISHES AND COLORS, FOR THE APPROVAL OF THE CLIENT AND / OR LANDSCAPE ARCHITECT PRIOR TO CONSTRUCTION.
12. SEE PLANTING PLANS, FOR ANY BOXED TREES TO BE INSTALLED PRIOR TO PAVING.
13. UNLESS NOTED OTHERWISE, ALL LUMBER SHALL BE S4S DOUGLAS FIR. ALL WEATHER EXPOSED WOOD SURFACES SHALL BE PAINTED OR STAINED AS CALLED OUT ON PLANS. IF FINISH IS NOT SPECIFIED ON PLANS, CONTACT LANDSCAPE ARCHITECT. PAY ATTENTION TO THOSE PIECES OF LUMBER THAT ARE TO BE PRESSURE TREATED, WOLMANIZED MATERIAL, AS CALLED OUT ON PLANS.
14. ALL HARDWARE, NAILS, LAG BOLTS, MACHINE BOLTS, WASHERS, ETC., SHALL BE GALVANIZED.
15. ALL DIMENSIONS ARE TAKEN FROM THE FACE OF THE WALLS, EDGE OF PAVING, OR CENTER LINE, UNLESS NOTED OTHERWISE ON PLAN. ALL RADII AND CURVES SHALL HAVE SMOOTH CONTINUOUS TRANSITIONS WITHOUT ABRUPT CHANGES OR BENDS AS THEY ARE DRAWN ON THE PLANS.
16. THE CONTRACTORS SHALL GUARANTEE HIS / HER WORK FOR A PERIOD OF FIVE YEARS.

NOTICE TO OWNER

IIWARNINGII YOU SHOULD REVIEW THESE PLANS AND UNDERSTAND THEM. THE PLANS DETAIL HOW THE JOB IS TO BE INSTALLED THE PLANS PROTECT YOU AND THE CONTRACTOR, AND ARE LEGAL DOCUMENTS THAT PLACE SPECIFIC REQUIREMENTS ON THE CONTRACTOR AND THE WORK PERFORMED.

FAILURE TO UNDERSTAND THE PLANS WILL NOT RELIEVE YOU OF EXTRA CHARGES BY THE CONTRACTOR IF YOU WANT CHANGES MADE TO COMPLETED WORK.

THE OWNER SHOULD TELL THE CONTRACTOR TO INSTALL THE JOB AS DIRECTED BY THE PLANS AND THE LANDSCAPE ARCHITECT. DO NOT DIRECT THE CONTRACTOR TO MAKE CHANGES WITHOUT FIRST REVIEWING THEM WITH THE LANDSCAPE ARCHITECT FOR HIS APPROVAL. PROBLEMS THAT ARISE AS A RESULT OF CHANGES MADE BY THE OWNER THAT ARE NOT APPROVED BY THE LANDSCAPE ARCHITECT RELIEVE THE LANDSCAPE ARCHITECT OF RESPONSIBILITIES FOR THOSE PROBLEMS.

NOTICE TO CONTRACTOR✳

IIWARNINGII WHEN THERE ARE QUESTIONS OR UNCERTAIN CONDITIONS, CONTACT THE LANDSCAPE ARCHITECT BEFORE PROCEEDING. FAILURE TO CONTACT THE LANDSCAPE ARCHITECT AND OWNER AND PROCEEDING ON YOUR OWN MAY REQUIRE THAT WORK BE DONE OVER AGAIN AT THE CONTRACTORS EXPENSE.

ANY DISCREPANCIES IN THE PLANS SHALL BE BROUGHT TO THE ATTENTION OF THE LANDSCAPE ARCHITECT AND OWNER BEFORE THE START OF THE WORK THAT MAY BE EFFECTED BY THE DISCREPANCIES. ANY DEVIATIONS FROM THE PLANS SHALL BE APPROVED BY THE LANDSCAPE ARCHITECT AND OWNER BEFORE THE START OF WORK.

IF THE OWNER REQUESTS CHANGES, THE CONTRACTOR SHALL NOTIFY THE LANDSCAPE ARCHITECT PRIOR TO MAKING THOSE CHANGES. FAILURE TO NOTIFY THE LANDSCAPE ARCHITECT MAY RESULT IN THE CONTRACTOR TAKING FULL RESPONSIBILITY FOR ANY REVISIONS NECESSARY, AT NO COST TO THE OWNER. CONTRACTOR TO VERIFY ALL DIMENSIONS WITH LANDSCAPE ARCHITECT & OWNER BEFORE COMMENCING CONSTRUCTION.

THE JOB SUPERINTENDANT, GENERAL CONTRACTOR, OWNER, OR OWNERS AGENT SHALL NOTIFY THE LANDSCAPE ARCHITECT AT LEAST ONE WORKING DAY IN ADVANCE OF REQUIRED SITE INSPECTIONS AT THE FOLLOWING STAGES OF THE WORK:

REQUIRED SITE INSPECTIONS BY LANDSCAPE ARCHITECT*

1. AT COMPLETION OF ROUGH GRADING AFTER ALL UTILITY TRENCHES HAVE BEEN FILLED PRIOR TO THE START OF PAVING FORM WORK.
2. AT COMPLETION OF FORM WORK FOR PAVING AREAS PRIOR TO POURING OF CONCRETE, AND TO APPROVE PAVING SAMPLES.
3. AT COMPLETION OF THE IRRIGATION SYSTEM BEFORE BACKFILL OF TRENCHES FOR THE PURPOSE OF PERFORMING A COVERAGE TEST.
4. AT THE SPOTTING OF ALL PLANT MATERIAL INCLUDING TREES.
5. AT THE TIME OF INSTALLATION OF ALL OUTDOOR LIGHTING FIXTURES AND EQUIPMENT.
6. AT THE COMPLETION OF THE JOB FOR THE PURPOSE OF CONDUCTING A FINAL WALKTHROUGH WITH THE OWNER PRIOR TO FINAL ACCEPTANCE OF THE JOB BY THE LANDSCAPE ARCHITECT.

✳THE LANDSCAPE ARCHITECT MAY DETERMINE THAT CERTAIN SITE VISITS ARE NOT NEEDED AND WILL AUTHORIZE WORK TO PROCEED WITHOUT THE SITE VISIT. ALERT CLIENT TO ALL QUESTIONS OR VERIFICATIONS NEEDED BEFORE PROCEEDING WITH WORK.

DW/LA
Landscape Architects
1216 Elm Street
Venice, CA 90291
Phone: 310-827-2084
Fax: 310-827-4634

REGISTERED LANDSCAPE ARCHITECT
DANIEL WEEDON
No. 1849
SIGNATURE
1/15/18
DATE
STATE OF CALIFORNIA

Project Name

Sheet Title
TITLE SHEET

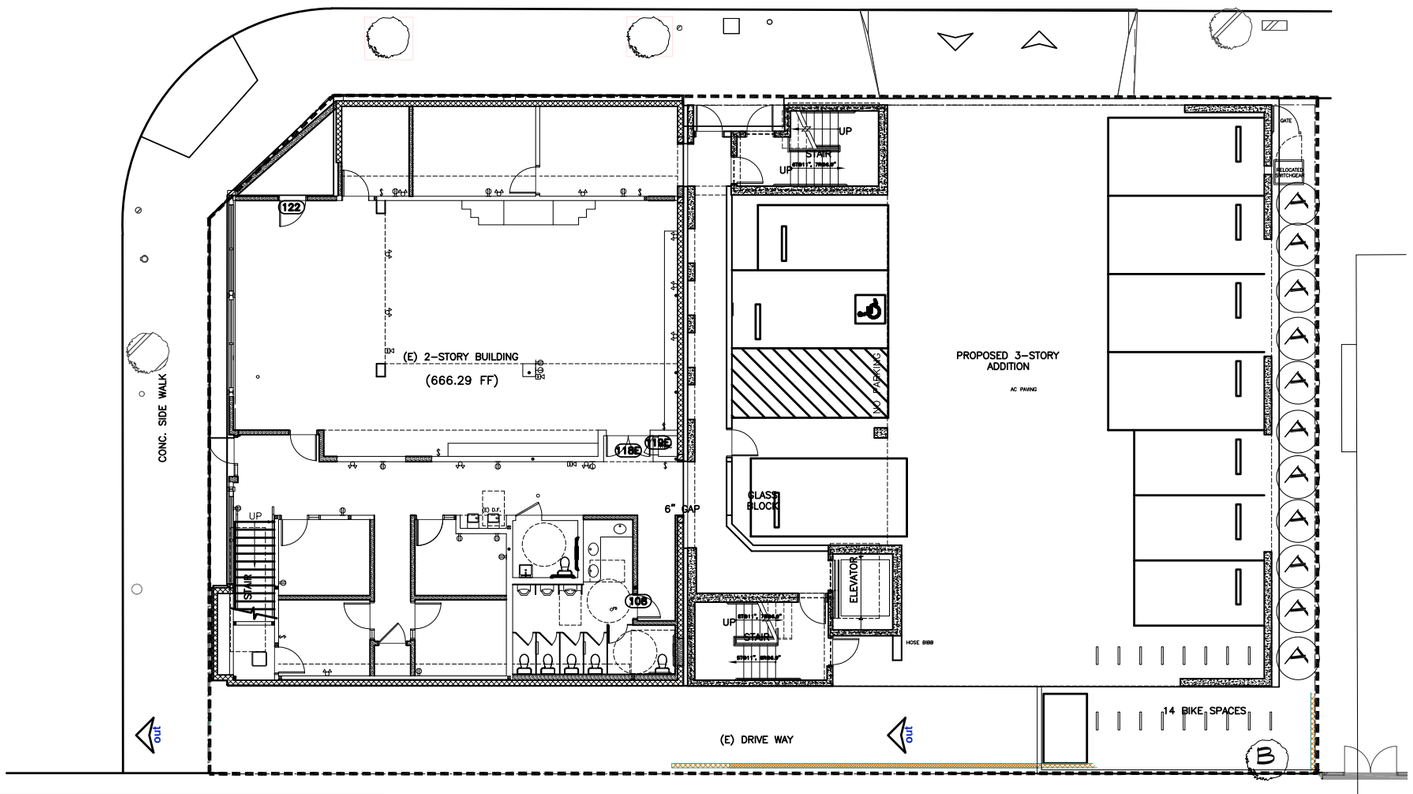
Date:	07/14/25
Project No.	0610
Drawn By:	BL
Checked By:	DW
Scale:	1/8"=1'-0"

Revisions	Date/Description
1	

Sheet No.
L-1

PROJECT # 601 DRAWER #

EXHIBIT "A"
Page No. 20 of 21
Case No. CPC-2025-537-CU3-ZV-SPPC



PLANTING NOTES

ALL PLANTING AREAS ARE TO BE COVERED WITH A 3" LAYER OF BARK MULCH TO BE REVIEWED AND APPROVED BY LANDSCAPE ARCHITECT. KEEP BARK MULCH 12" CLEAR OF PLANT CENTERS.

SYM.	SIZE	BOTANIC / COMMON NAME	PF	QTY	SIZE @ PLANTING & SPACING	NOTES
TREES						
A	-	EXISITNG FICUS NITDA / FICUS	M	11	UNKNOWN	EXISTING TO REMAIN
B	-	EXISTING EUCALYPTUS GLOBULUS / EUCALYPTUS BLUE GUM	L	1	UNKNOWN	EXISTING TO REMAIN

CITY OF LOS ANGELES ADDITIONAL PLANTING NOTES

RECIRCULATING WATER SYSTEMS SHALL BE USED FOR WATER FEATURES.

A MINIMUM 3-INCH LAYER OF MULCH SHALL BE APPLIED ON ALL EXPOSED SOIL SURFACES OF PLANTING AREAS EXCEPT TURF AREAS, CREEPING OR ROOTING GROUND COVERS, OR DIRECT SEEDING APPLICATIONS WHERE MULCH IS CONTRAINDICATED.

FOR SOILS LESS THAN 6% ORGANIC MATTER IN THE TOP 6 INCHES OF SOIL, COMPOST AT A RATE OF A MINIMUM OF FOUR CUBIC YARDS PER 1,000 SQUARE FEET OF PERMEABLE AREA SHALL BE INCORPORATED AT A DEPTH OF SIX INCHES INTO THE SOIL.

GENERAL PLANTING NOTES

(THE LANDSCAPE ARCHITECT HAS BEEN PAID TO MEET WITH THE CONTRACTORS TO REVIEW THE PLANS, ANSWER ANY QUESTIONS, AND REVIEW WORK TO ASSURE COMPLIANCE WITH THE PLANS. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO CALL THE LANDSCAPE ARCHITECT AND SET AN APPOINTMENT FOR SUCH MEETINGS. ALLOW AT LEAST A 24 HOUR NOTICE FOR SUCH MEETINGS.)

1. THE CONTRACTOR SHALL MAINTAIN A QUALIFIED SUPERVISOR ON THE SITE AT ALL TIMES DURING CONSTRUCTION THROUGH COMPLETION OF PROJECT.
2. THE CONTRACTOR SHALL VERIFY ALL PLANT MATERIAL QUANTITIES AS DETERMINED FROM THE PLANS, PRIOR TO INSTALLATION.
3. THE CONTRACTOR SHALL FURNISH AND PAY FOR ALL CONTAINER GROWN TREES, SHRUBS AND VINES, INCLUDING SODDED TURF AND FLATTED GROUND COVERS. THE CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR PLANTING OF PLANT MATERIALS; THE SPECIFIED GUARANTEE OF ALL PLANT MATERIALS; THE STAKING AND GUYING OF TREES, AND THE CONTINUOUS PROTECTION OF ALL PLANT MATERIALS UPON THEIR ARRIVAL AT THE SITE. THE SPECIFIC GUARANTEE FOR ALL PLANT MATERIAL 15 GALLON AND SMALLER SHALL BE FOR 90 DAYS AFTER INSTALLATION. FOR ALL BOX TREES AND ALL PALMS, THE GUARANTEE SHALL BE FOR ONE YEAR.
4. GROUND COVER PLANTING SHALL BE CONTINUOUS UNDER ALL TREES AND SHRUB MASSES AS SHOWN ON PLAN.
5. ALL PLANT MATERIAL SHALL BE SUBJECT TO APPROVAL BY THE LANDSCAPE ARCHITECT AND / OR OWNER PRIOR TO INSTALLATION. THE CONTRACTOR SHALL SPOT ALL MATERIAL PER THE PLAN, AND CALL THE LANDSCAPE ARCHITECT TO REVIEW THE PLACEMENT PRIOR TO PLANTING. GIVE THE LANDSCAPE ARCHITECT AT LEAST 24 HOURS NOTICE.
6. THE LANDSCAPE ARCHITECT SHALL TAG ALL SPECIMEN TREES 30 INCH BOX AND LARGER, AND SHALL POSITION THEM AT THE SITE PRIOR TO PLANTING. THE LOCATION OF TREES AS SHOWN ON THE PLANS IS FOR GENERAL INFORMATION ONLY. THE LANDSCAPE ARCHITECT SHALL BE GIVEN 24 HOURS NOTICE WHEN POSITIONING AT THE SITE IS NEEDED OR THE CONTRACTOR IS READY TO HAVE THE TREES TAGGED AT THE NURSERY. THE LANDSCAPE ARCHITECT MAY CHOOSE AT HIS / HER DISCRETION, TO HAVE THE CONTRACTOR TAG AND SPOT TREES WITH OUT LANDSCAPE ARCHITECT PARTICIPATION.
7. ALL VINES SHALL BE INSTALLED WITH THE NURSERY STAKES REMOVED AND VINE RUNNERS SHALL BE ESPALIERED TO THE ADJACENT WALL OR FENCE. THIS SHALL OCCUR TWO WEEKS AFTER PLANTING.
8. ALL SOIL AMENDING SHALL BE AS PER THE SOIL AGRONOMY REPORT (SAMPLES FOR SUBMITTAL TO THE LAB SHALL BE TAKEN UPON COMPLETION OF ROUGH GRADING) THE CONTRACTOR SHALL CONTACT THE LANDSCAPE ARCHITECT TO OBTAIN THE SOIL TEST KIT, COLLECT AND MAIL THE SAMPLES, PAY THE FEE, AND RETURN THE RESULTS TO THE LANDSCAPE ARCHITECT FOR HIS REVIEW AND APPROVAL PRIOR TO PERFORMING SOIL PREPARATION.
9. THE SOIL AMENDMENTS SPECIFIED BELOW ARE FOR BIDDING PURPOSES ONLY. THE ACTUAL AMENDMENTS SHALL CONFORM TO THE SOIL AGRONOMY REPORT AS PER NOTE # 8.
10. THE SOIL FOR ALL LAWN AND SHRUB AREAS SHALL BE AMENDED AS FOLLOWS: (SEE NOTE 9.) AMOUNT PER 1,000 SQUARE FEET. 6 CU. YDS. NITROGEN STABILIZED ORGANIC AMENDMENT DERIVED FROM REDWOOD SAWDUST, FOR SAWDUST OR FINELY GROUND BARK 15 LBS. 12-12-12 COMMERCIAL FERTILIZER THE AMENDMENT SHALL BE UNIFORMLY BROADCASTED AND KEPT THOROUGHLY INCORPORATED BY MEANS OF A ROTOTILLER OR EQUAL TO A DEPTH OF SIX INCHES.
11. THE PLANTING PITS FOR SHRUBS AND TREES SHALL BE PER THE PLANTING DETAILS. THE BACKFILL MIX FOR USE AROUND THE ROOTBALL OF ALL TREES AND SHRUBS SHALL CONSIST OF THE FOLLOWING FORMULA:
    6 PARTS BY VOLUME ON SITE SOIL.
    4 PARTS BY VOLUME AMENDMENT PER SOIL AGRONOMY REPORT. (SEE #8)
    1 LB./CU. YD. OF MIX 12-12-12 COMMERCIAL FERTILIZER.
    2 LBS./CU. YD. OF MIX IRON SULFATE.
    10 LBS./CU. YD. OF MIX AGRICULTURAL GYPSUM.
12. REFER TO SHEET L4.0, DETAIL "8" FOR STAKING TREES AND DETAIL "9" FOR PLANTING SHRUBS.
13. FERTILIZER TABLETS SHALL BE AGRIFORM 21 GRAM TABLETS (21-10-5) QUANTITIES AS FOLLOWS:
    1 GALLON = 1 TABLET — 15 GALLON = 4 TABLET
    5 GALLON = 2 TABLET — 1 PER 4" OF BOX SIZE.
    PLACE TABLETS AT HALF THE DEPTH OF THE ROOTBALL.
14. BACKFILL FOR FERNS, AZALEAS AND GARDENIAS: THE BACKFILL MIX FOR AROUND THE ROOTBALL SHALL CONSIST OF THE FOLLOWING:
    1/3 PARTS NURSERY SAND #28
    1/3 PARTS CANADIAN PEAT MOSS
    1/3 PARTS LOAMITE OR FOREST HUMUS.
15. THIRTY (30) DAYS AFTER INSTALLATION, ALL LANDSCAPE AREAS SHALL BE FERTILIZED WITH BEST FERTILIZER COMPANY 16-6-8 OR APPROVED EQUAL, APPLIED AT THE RATE OF SIX POUNDS (6 LBS.) PER 1,000 SQUARE FEET. FERTILIZER APPLICATION SHALL BE CONTINUED THEREAFTER AT MONTHLY INTERVALS.
16. HE CONTRACTOR SHALL ALERT THE LANDSCAPE ARCHITECT TO ANY DISCREPANCIES BEFORE BEGINNING WORK.
17. ALL ESPALIERS SHALL BE TRELLIS GROWN. REMOVE FROM TRELLISES AND ATTACH TO FENCE OR WALL.
18. FINE PRUNE ALL SPECIMEN TREES AFTER PLANTING.
19. UPON COMPLETION OF WORK FOR THE DAY, EACH AND EVERY DAY, REMOVE ALL EXTRANEOUS MATERIAL, DEBRIS, AND TRASH GENERATED BY YOUR WORK AND YOUR LABORERS. THE PROPERTY OWNER HAS THE RIGHT TO CLEAN UP AFTER YOU AND CHARGE YOU FOR THIS SERVICE IF YOU FAIL TO CLEAN UP AFTER YOURSELF. BROOM AND WASH THE AREA CLEAN. UNLESS OTHER ARRANGEMENTS ARE MADE, YOU WILL PROVIDE AND PAY FOR ADEQUATE TOILET FACILITIES FOR YOUR LABORERS.
20. WHEN THE CONTRACTOR HAS COMPLETED THE PLANTING, THE CONTRACTOR SHALL CONTACT THE LANDSCAPE ARCHITECT AND SET A TIME TO WALK THROUGH THE PROJECT. THE LANDSCAPE ARCHITECT WILL PREPARE A LETTER OF ACCEPTANCE TO BE SUBMITTED TO THE CLIENT LISTING ANY CORRECTIONS TO BE MADE, AND RECOMMENDING FINAL PAYMENT BE MADE TO THE CONTRACTOR AFTER CORRECTIONS ARE COMPLETE.
21. UNLESS THE CONTRACT WITH THE CLIENT SPECIFIES OTHERWISE, THE CONTRACTOR SHALL MAINTAIN THE COMPLETED PROJECT FOR A PERIOD OF 90 DAYS AFTER FINAL ACCEPTANCE. MAINTENANCE INCLUDES MOWING AND EDGING LAWNS, WEEDING, FERTILIZING, AND CLEAN UP. DO NOT USE HEDGE CLIPPERS TO TRIM SHRUBS UNLESS THE MATERIAL IS SPECIFIED TO BE A CLIPPED HEDGE AS STATED ON THE PLANS.
22. UNLESS THE CONTRACT YOU HAVE WITH THE OWNER SIGN SPECIFIES OTHERWISE YOU WILL BE HELD TO ALL.

DW/LA
Landscape Architects
1216 Elm Street
Venice, CA 90291
Phone: 310-827-2084
Fax: 310-827-4634

REGISTERED LANDSCAPE ARCHITECT
DANIEL WEBDON
No. 1849
SIGNATURE
1/15/18
DATE
STATE OF CALIFORNIA

Project Name

Sheet Title
PLANTING PLAN

Date:	07/14/25
Project No.	0610
Drawn By:	BL
Checked By:	DW
Scale:	1/8"=1'-0"

Revisions	Date/Description
1	

Sheet No.
L-2

PROJECT # 601 DRAWER #

DW/ LA LANDSCAPE ARCHITECTS, INC.
6912 N. Tierno Lane, Los Angeles, CA 90038-1188
Office: 1 (310) 827 2084 Cell: 1 (310) 228 7587
E-mail: dan@dw-la.com

13 May 2024

Regarding: Ner Aryeh School addition
12500 Burbank Blvd., Valley Village CA

We have been retained to evaluate and recommend measures to be taken to protect in place the existing Ficus Nitida tree hedge located along the south end of the existing parking lot. It is understood the new addition to the school will be built up to the edge of that parking lot and the planting area the trees are located will remain in place. They were originally required to be planted to screen the parking lot and school from the adjacent two story residences.

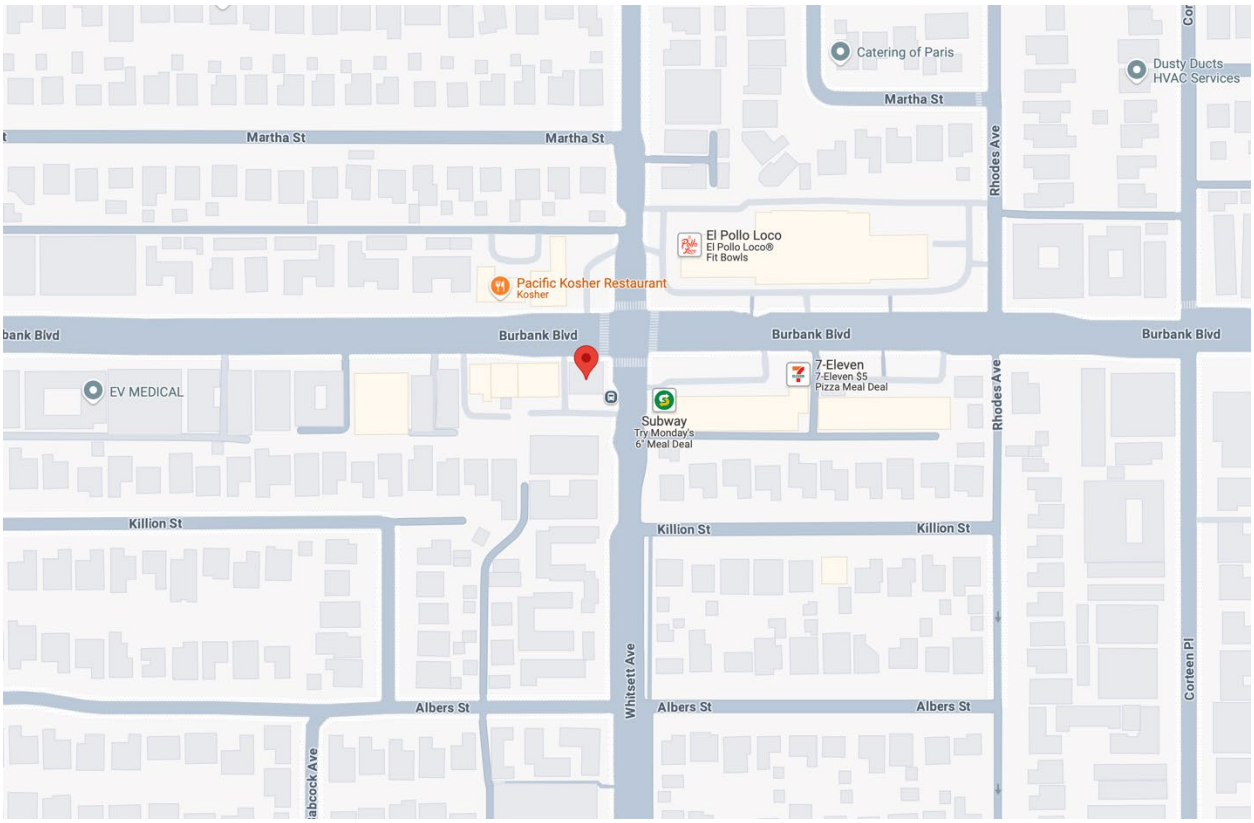
To maintain the trees in good health, measures should be taken to protect the soil in place at the trees to prevent damage to the roots there. There should be a protective temporary chain link fence installed to protect the trees and their roots from the construction work. The existing irrigation system should remain active and functional. To promote tree health, the existing soil around the trees should be scarified to reduce existing soil compaction, and the existing irrigation system evaluated and repaired if needed to insure irrigation is occurring. It is recommended that the existing irrigation system, if not now a drip system, that it be converted to such a system. A two inch layer of shredded bark mulch and a slow release pelletized fertilizer should be placed on the soil.

Sincerely,

Daniel Weedon, Principal
Members of the American Society of Landscape Architects
California Licensed Landscape Architect, Registration # 1849
Arizona Licensed Landscape Architect, Registration # 14251

REGISTERED LANDSCAPE ARCHITECT
DANIEL WEEDON
No. 1849
Signature
Date
STATE OF CALIFORNIA

Vicinity Map



City of Los Angeles
Department of City Planning

1/27/2025
PARCEL PROFILE REPORT

PROPERTY ADDRESSES
12500 W BURBANK BLVD

ZIP CODES
91607

RECENT ACTIVITY
None

CASE NUMBERS
CPC-2016-2690-CU-SPP
CPC-2014-67-SP
CPC-1986-446-GPC
CPC-1986-243-MOR
ORD-99101
ORD-98921
ORD-86514
ORD-67402
ORD-183735
ORD-183497
ORD-168613
ORD-165108-SA4710
ORD-164207
DIR-2022-8465-DI
ENV-2016-2691-CE
CFG-1000

Address/Legal Information	
PIN Number	174B165 778
Lot/Parcel Area (Calculated)	6,607.9 (sq ft)
Thomas Brothers Grid	PAGE 562 - GRID F1
Assessor Parcel No. (APN)	2346007009
Tract	TR 1000
Map Reference	M B 19-2 (SHT 2)
Block	None
Lot	PT 82
Arb (Lot Cut Reference)	14
Map Sheet	174B165
Jurisdictional Information	
Community Plan Area	North Hollywood - Valley Village
Area Planning Commission	South Valley APC
Neighborhood Council	Valley Village
Council District	CD 2 - Adrin Nazarian
Census Tract #	1244.00000000
LADBS District Office	Van Nuys
Permitting and Zoning Compliance Information	
Administrative Review	None
Planning and Zoning Information	
Special Notes	None
Zoning	[Q]C2-1VL
Zoning Information (ZI)	ZI-2517 Al Fresco Ordinance within Planning Overlay and/or the Coastal Zone (Ordinance 188073)
	ZI-2491 Specific Plan: Valley Village (Single Family Implementation Guidance)
	ZI-2498 Local Emergency Temporary Regulations - Time Limits and Parking Relief - LAMC 16.02.1
	ZI-1365 Specific Plan: Valley Village
	ZI-2512 Housing Element Inventory of Sites
General Plan Land Use	Neighborhood Office Commercial
General Plan Note(s)	Yes
Hillside Area (Zoning Code)	No
Specific Plan Area	VALLEY VILLAGE
Subarea	None
Special Land Use / Zoning	None
Historic Preservation Review	No
Historic Preservation Overlay Zone	None
Other Historic Designations	None
Mills Act Contract	None
CDO: Community Design Overlay	None
CPIO: Community Plan Imp. Overlay	None
Subarea	None
CPIO Historic Preservation Review	No
CUGU: Clean Up-Green Up	None
HCR: Hillside Construction Regulation	No
NSO: Neighborhood Stabilization Overlay	No

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(*) - APN Area is provided "as is" from the Los Angeles County's Public Works, Flood Control, Benefit Assessment.

POD: Pedestrian Oriented Districts	None
RBP: Restaurant Beverage Program Eligible Area	General (RBPA)
ASP: Alcohol Sales Program	No
RFA: Residential Floor Area District	None
RIO: River Implementation Overlay	No
SN: Sign District	No
AB 2334: Very Low VMT	Yes
AB 2097: Reduced Parking Areas	No
Streetscape	No
Adaptive Reuse Incentive Area	None
Affordable Housing Linkage Fee	
Residential Market Area	Medium
Non-Residential Market Area	Medium
Transit Oriented Communities (TOC)	Not Eligible
ED 1 Eligibility	Eligible Site
RPA: Redevelopment Project Area	None
Central City Parking	No
Downtown Parking	No
Building Line	None
500 Ft School Zone	None
500 Ft Park Zone	None
Assessor Information	
Assessor Parcel No. (APN)	2346007009
APN Area (Co. Public Works)*	0.150 (ac)
Use Code	1100 - Commercial - Store - One Story
Assessed Land Val.	$700,397
Assessed Improvement Val.	$261,128
Last Owner Change	12/27/2016
Last Sale Amount	$9
Tax Rate Area	13
Deed Ref No. (City Clerk)	200699
	1328016
Building 1	
Year Built	1965
Building Class	C65A
Number of Units	1
Number of Bedrooms	0
Number of Bathrooms	0
Building Square Footage	3,430.0 (sq ft)
Building 2	No data for building 2
Building 3	No data for building 3
Building 4	No data for building 4
Building 5	No data for building 5
Rent Stabilization Ordinance (RSO)	No [APN: 2346007009]
Additional Information	
Airport Hazard	None
Coastal Zone	None
Farmland	Area Not Mapped
Urban Agriculture Incentive Zone	YES
Very High Fire Hazard Severity Zone	No
Fire District No. 1	No
Flood Zone	Outside Flood Zone
Watercourse	No
Methane Hazard Site	None

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High Wind Velocity Areas	No
Special Grading Area (BOE Basic Grid Map A-13372)	No
Wells	None
Environmental	
Santa Monica Mountains Zone	No
Biological Resource Potential	None
Mountain Lion Potential	None
Monarch Butterfly Potential	No
Seismic Hazards	
Active Fault Near-Source Zone	
Nearest Fault (Distance in km)	4.943856
Nearest Fault (Name)	Hollywood Fault
Region	Transverse Ranges and Los Angeles Basin
Fault Type	B
Slip Rate (mm/year)	1.00000000
Slip Geometry	Left Lateral - Reverse - Oblique
Slip Type	Poorly Constrained
Down Dip Width (km)	14.00000000
Rupture Top	0.00000000
Rupture Bottom	13.00000000
Dip Angle (degrees)	70.00000000
Maximum Magnitude	6.40000000
Alquist-Priolo Fault Zone	No
Landslide	No
Liquefaction	Yes
Preliminary Fault Rupture Study Area	None
Tsunami Hazard Area	No
Economic Development Areas	
Business Improvement District	None
Hubzone	None
Jobs and Economic Development Incentive Zone (JEDI)	None
Opportunity Zone	No
Promise Zone	None
State Enterprise Zone	None
Housing	
Direct all Inquiries to	Los Angeles Housing Department
Telephone	(866) 557-7368
Website	https://housing.lacity.org
Rent Stabilization Ordinance (RSO)	No [APN: 2346007009]
Ellis Act Property	No
AB 1482: Tenant Protection Act	No
Housing Crisis Act Replacement Review	Yes
Housing Element Sites	
HE Replacement Required	Yes
SB 166 Units	0.05 Units, Lower
Housing Use within Prior 5 Years	Yes
Public Safety	
Police Information	
Bureau	Valley
Division / Station	North Hollywood
Reporting District	1531
Fire Information	
Bureau	Valley

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Battallion	14
District / Fire Station	102
Red Flag Restricted Parking	No

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CASE SUMMARIES

Note: Information for case summaries is retrieved from the Planning Department's Plan Case Tracking System (PCTS) database.

Case Number:	CPC-2016-2690-CU-SPP
Required Action(s):	CU-CONDITIONAL USE
	SPP-SPECIFIC PLAN PROJECT PERMIT COMPLIANCE
Project Descriptions(s):	CONDITIONAL USE PERMIT FOR PRIVATE FAITH BASED HIGH SCHOOL FOR 57 STUDENTS - 10 TEACHERS AND 2 ADMINISTRATORS IN THE [Q]C2-1VL ZONE HOURS OF OPERATION M-F 6AM TO 3PM CONDITIONAL USE REQUIRED BASED UPON Q-CONDITION, LIMITING USES TO THE C1.5 ZONE.
Case Number:	CPC-2014-67-SP
Required Action(s):	SP-SPECIFIC PLAN (INCLUDING AMENDMENTS)
Project Descriptions(s):	AN AMENDMENT TO THE VALLEY VILLAGE SPECIFIC PLAN, PURSUANT TO SECTION 11.5.7.G.7 OF THE LOS ANGELES MUNICIPAL CODE, TO MAKE BOUNDARY CHANGES THERETO, WHEREBY THE FOLLOWING PARCELS WILL BE EXCLUDED FROM SAID SPECIFIC PLAN: PARCEL 1, LEGALLY DESCRIBED AS FR. 14 OF TRACT 5215, WITH APN 2347015006 AND LOCATED AT 12106 W. BURBANK BOULEVARD, 5547 N. LAUREL CANYON BOULEVARD AND 5555 N. LAUREL CANYON BOULEVARD; PARCEL 2, LEGALLY DESCRIBED AS PT. 151, ARB 21 OF THE LANKERSHIM RANCH LAND AND WATER CO. TRACT AND LOCATED AT 12048 W. BURBANK BOULEVARD, 12050 W. BURBANK BOULEVARD, 12052 W. BURBANK BOULEVARD, 12058 W. BURBANK BOULEVARD AND 5544 N. LAUREL CANYON BOULEVARD; AND PARCEL 3, LEGALLY DESCRIBED AS LEGALLY DESCRIBED AS PT. 151, ARB 22 OF THE LANKERSHIM RANCH LAND AND WATER CO. TRACT, AND LOCATED AT 12032 W. BURBANK BOULEVARD, 12034 W. BURBANK BOULEVARD, 12036 W. BURBANK BOULEVARD, 12038 W. BURBANK BOULEVARD, 12040 W. BURBANK BOULEVARD, 12042 W. BURBANK BOULEVARD AND 12044 W. BURBANK BOULEVARD.
Case Number:	CPC-1986-446-GPC
Required Action(s):	GPC-GENERAL PLAN/ZONING CONSISTENCY (AB283)
Project Descriptions(s):	PLAN AND ZONE CONSISTENCY - NORTH HOLLYWOOD (JON PERICA)
Case Number:	CPC-1986-243-MOR
Required Action(s):	MOR-MORATORIUMS
Project Descriptions(s):	MORT.ORD.-VALLEY VILLAGE AREA-LIMIT DENSITY OF RES.DEV.TO LOWEST MOST RESTRICTEDZONE IN EACH PLAN DESIG.,MAX. RD1.5 INCLUSIVEOF ANY APPLICABLE DEN.BONUS,& LIMIT DEN. OF COMM. DEVEL. TO A FLOOR/AREA RATIO OF 1.5 TO 1, & LIMIT 2 STORIES OR 30 FT.& LIMIT RANGE OF USES FOR COMM.DEV.TO THAT PERMITTED IN MOST REST.ZONE IN EA.COMM.PLAN DESIG.OR THOSE PERMITTED IN THE CR ZONE IF FALLS WITHIN A RES.PL.DES
Case Number:	DIR-2022-8465-DI
Required Action(s):	DI-DIRECTOR OF PLANNING INTERPRETATION
Project Descriptions(s):	A SPECIFIC PLAN DIRECTOR'S INTERPRETATION THAT CLARIFIES THE RELATIONSHIP BETWEEN SECTION LAMC 12.21.1.B.3 OF THE LAMC AND THE VALLEY VILLAGE SPECIFIC PLAN REGARDING HEIGHT EXCEPTIONS FOR ROOF STRUCTURES AND EQUIPMENT.
Case Number:	ENV-2016-2691-CE
Required Action(s):	CE-CATEGORICAL EXEMPTION
Project Descriptions(s):	CONDITIONAL USE PERMIT FOR PRIVATE FAITH BASED HIGH SCHOOL FOR 57 STUDENTS - 10 TEACHERS AND 2 ADMINISTRATORS IN THE [Q]C2-1VL ZONE HOURS OF OPERATION M-F 6AM TO 3PM CONDITIONAL USE REQUIRED BASED UPON Q-CONDITION, LIMITING USES TO THE C1.5 ZONE.

DATA NOT AVAILABLE

ORD-99101

ORD-98921

ORD-86514

ORD-67402

ORD-183735

ORD-183497

ORD-168613

ORD-165108-SA4710

ORD-164207

CFG-1000

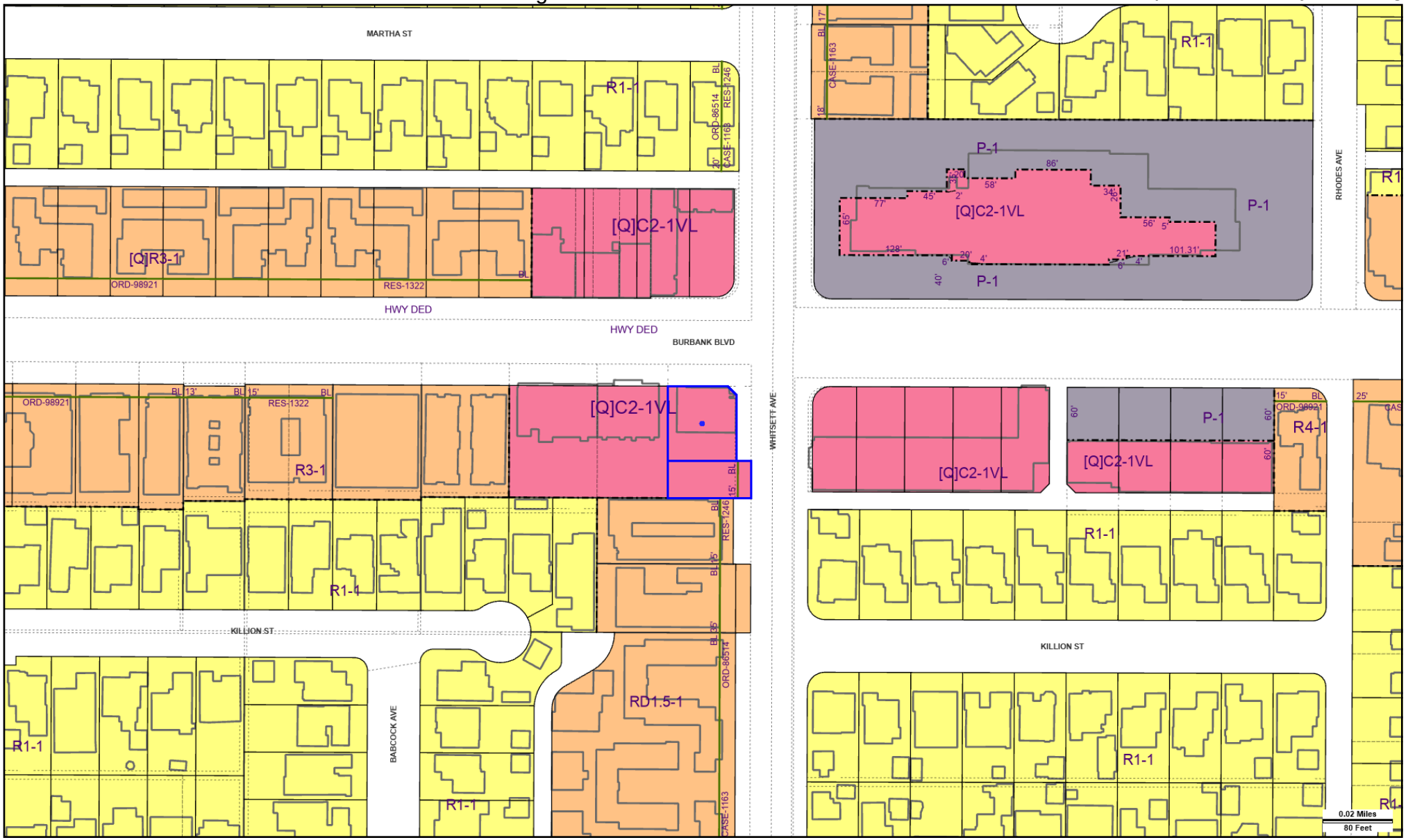
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ZIMAS PUBLIC

Generalized Zoning

01/27/2025

City of Los Angeles
Department of City Planning



Address: 12500 W BURBANK BLVD
APN: 2346007009
PIN #: 174B165 778

Tract: TR 1000
Block: None
Lot: PT 82
Arb: 14

Zoning: [Q]C2-1VL
General Plan: Neighborhood Office Commercial

N
W E
S

LEGEND

GENERALIZED ZONING

- OS, GW
- A, RA
- RE, RS, R1, RU, RZ, RW1
- R2, RD, RMP, RW2, R3, RAS, R4, R5, PVSP
- CR, C1, C1.5, C2, C4, C5, CW, WC, ADP, LASED, CEC, USC, PPSP, MU, NMU
- CM, MR, CCS, UV, UI, UC, M1, M2, LAX, M3, SL, HJ, HR, NI
- P, PB
- PF

GENERAL PLAN LAND USE

LAND USE

RESIDENTIAL

- Minimum Residential
- Very Low / Very Low I Residential
- Very Low II Residential
- Low / Low I Residential
- Low II Residential
- Low Medium / Low Medium I Residential
- Low Medium II Residential
- Medium Residential
- High Medium Residential
- High Density Residential
- Very High Medium Residential

COMMERCIAL

- Limited Commercial
- Limited Commercial - Mixed Medium Residential
- Highway Oriented Commercial
- Highway Oriented and Limited Commercial
- Highway Oriented Commercial - Mixed Medium Residential
- Neighborhood Office Commercial
- Community Commercial
- Community Commercial -Mixed High Residential
- Regional Center Commercial

INDUSTRIAL

- Commercial Manufacturing
- Limited Manufacturing
- Light Manufacturing
- Heavy Manufacturing
- Hybrid Industrial

PARKING

- Parking Buffer

PORT OF LOS ANGELES

- General / Bulk Cargo - Non Hazardous (Industrial / Commercial)
- General / Bulk Cargo - Hazard
- Commercial Fishing
- Recreation and Commercial
- Intermodal Container Transfer Facility Site

LOS ANGELES INTERNATIONAL AIRPORT

- Airport Landside / Airport Landside Support
- Airport Airside
- LAX Airport Northside

OPEN SPACE / PUBLIC FACILITIES

- Open Space
- Public / Open Space
- Public / Quasi-Public Open Space
- Other Public Open Space
- Public Facilities

FRAMEWORK

COMMERCIAL

- Neighborhood Commercial
- General Commercial
- Community Commercial
- Regional Mixed Commercial

INDUSTRIAL

- Limited Industrial
- Light Industrial

CHAPTER 1A LEGEND

General Plan Designation

- Transit Core
- Traditional Core
- Regional Center
- High Residential
- Community Center
- Village
- Neighborhood Center
- Medium Neighborhood Residential
- Medium Residential
- Low Neighborhood Residential
- Low Medium Residential
- Low Residential
- Compact Residential
- Very Low Residential
- Minimum Residential
- Agriculture
- Hybrid Industrial
- Markets
- Light Industrial
- Production
- Industrial
- Open Space
- Public Facilities
- Public Facilities - Freeways

Zone Use Districts

- Open Space
- Agricultural
- Residential Single Family
- Residential Multiple Family
- Residential-Mixed
- Commercial
- Commercial-Mixed
- Industrial
- Industrial-Mixed
- Public
- Freeway

CIRCULATION

STREET

- Arterial Mountain Road
- Collector Scenic Street
- Collector Street
- Collector Street (Hillside)
- Collector Street (Modified)
- Collector Street (Proposed)
- Country Road
- Divided Major Highway II
- Divided Secondary Scenic Highway
- Local Scenic Road
- Local Street
- Major Highway (Modified)
- Major Highway I
- Major Highway II
- Major Highway II (Modified)
- Major Scenic Highway
- Major Scenic Highway (Modified)
- Major Scenic Highway II
- Mountain Collector Street
- Park Road
- Parkway
- Principal Major Highway
- Private Street
- Scenic Divided Major Highway II
- Scenic Park
- Scenic Parkway
- Secondary Highway
- Secondary Highway (Modified)
- Secondary Scenic Highway
- Special Collector Street
- Super Major Highway

FREEWAYS

- Freeway
- Interchange
- On-Ramp / Off- Ramp
- Railroad
- Scenic Freeway Highway

MISC. LINES

- Airport Boundary
- Bus Line
- Coastal Zone Boundary
- Coastline Boundary
- Collector Scenic Street (Proposed)
- Commercial Areas
- Commercial Center
- Community Redevelopment Project Area
- Country Road
- DWP Power Lines
- Desirable Open Space
- Detached Single Family House
- Endangered Ridgeline
- Equestrian and/or Hiking Trail
- Hiking Trail
- Historical Preservation
- Horsekeeping Area
- Local Street
- MSA Desirable Open Space
- Major Scenic Controls
- Multi-Purpose Trail
- Natural Resource Reserve
- Park Road
- Park Road (Proposed)
- Quasi-Public
- Rapid Transit Line
- Residential Planned Development
- Scenic Highway (Obsolete)
- Secondary Scenic Controls
- Secondary Scenic Highway (Proposed)
- Site Boundary
- Southern California Edison Power
- Special Study Area
- Specific Plan Area
- Stagecoach Line
- Wildlife Corridor

POINTS OF INTEREST

- Alternative Youth Hostel (Proposed)
- Animal Shelter
- Area Library
- Area Library (Proposed)
- Bridge
- Campground
- Campground (Proposed)
- Cemetery
- HW Church
- City Hall
- Community Center
- Community Library
- Community Library (Proposed Expansion)
- Community Library (Proposed)
- Community Park
- Community Park (Proposed Expansion)
- Community Park (Proposed)
- Community Transit Center
- Convalescent Hospital
- Correctional Facility
- Cultural / Historic Site (Proposed)
- Cultural / Historical Site
- Cultural Arts Center
- DMV DMV Office
- DWP DWP
- DWP Pumping Station
- Equestrian Center
- HQ Fire Department Headquarters
- Fire Station
- Fire Station (Proposed Expansion)
- Fire Station (Proposed)
- Fire Supply & Maintenance
- Fire Training Site
- Fireboat Station
- Health Center / Medical Facility
- Helistop
- Historic Monument
- Historical / Cultural Monument
- Horsekeeping Area
- Horsekeeping Area (Proposed)
- Horticultural Center
- Hospital
- Hospital (Proposed)
- HW House of Worship
- e Important Ecological Area
- e Important Ecological Area (Proposed)
- Interpretive Center (Proposed)
- JC Junior College
- M MTA / Metrolink Station
- M MTA Station
- MTA Stop
- MWD MWD Headquarters
- Maintenance Yard
- Municipal Office Building
- P Municipal Parking lot
- Neighborhood Park
- Neighborhood Park (Proposed Expansion)
- Neighborhood Park (Proposed)
- Oil Collection Center
- P Parking Enforcement
- HQ Police Headquarters
- Police Station
- Police Station (Proposed Expansion)
- Police Station (Proposed)
- Police Training site
- PO Post Office
- Power Distribution Station
- Power Distribution Station (Proposed)
- Power Receiving Station
- Power Receiving Station (Proposed)
- C Private College
- E Private Elementary School
- Private Golf Course
- Private Golf Course (Proposed)
- JH Private Junior High School
- PS Private Pre-School
- Private Recreation & Cultural Facility
- SH Private Senior High School
- SF Private Special School
- E Public Elementary (Proposed Expansion)
- E Public Elementary School
- E Public Elementary School (Proposed)
- Public Golf Course
- Public Golf Course (Proposed)
- Public Housing
- Public Housing (Proposed Expansion)
- JH Public Junior High School
- JH Public Junior High School (Proposed)
- MS Public Middle School
- SH Public Senior High School
- SH Public Senior High School (Proposed)
- Pumping Station
- Pumping Station (Proposed)
- Refuse Collection Center
- Regional Library
- Regional Library (Proposed Expansion)
- Regional Library (Proposed)
- Regional Park
- Regional Park (Proposed)
- RPD Residential Plan Development
- Scenic View Site
- Scenic View Site (Proposed)
- ADM School District Headquarters
- SC School Unspecified Loc/Type (Proposed)
- Skill Center
- SS Social Services
- Special Feature
- Special Recreation (a)
- SF Special School Facility
- SF Special School Facility (Proposed)
- Steam Plant
- sm Surface Mining
- Trail & Assembly Area
- Trail & Assembly Area (Proposed)
- UTL Utility Yard
- Water Tank Reservoir
- Wildlife Migration Corridor
- Wildlife Preserve Gate

SCHOOLS/PARKS WITH 500 FT. BUFFER

- Existing School/Park Site
- Planned School/Park Site
- Inside 500 Ft. Buffer

- Aquatic Facilities
- Beaches
- Child Care Centers
- Dog Parks
- Golf Course
- Historic Sites
- Horticulture/Gardens
- Skate Parks
- Other Facilities
- Park / Recreation Centers
- Parks
- Performing / Visual Arts Centers
- Recreation Centers
- Senior Citizen Centers
- Opportunity School
- Charter School
- Elementary School
- Span School
- Special Education School
- High School
- Middle School
- Early Education Center

COASTAL ZONE

- Coastal Commission Permit Area
- Dual Permit Jurisdiction Area
- Single Permit Jurisdiction Area
- Not in Coastal Zone

TRANSIT ORIENTED COMMUNITIES (TOC)

- Tier 1
- Tier 2
- Tier 3
- Tier 4

Note: TOC Tier designation and map layers are for reference purposes only. Eligible projects shall demonstrate compliance with Tier eligibility standards prior to the issuance of any permits or approvals. As transit service changes, eligible TOC Incentive Areas will be updated.

WAIVER OF DEDICATION OR IMPROVEMENT

- Public Work Approval (PWA)
- Waiver of Dedication or Improvement (WDI)

OTHER SYMBOLS

- Lot Line
- Tract Line
- Lot Cut
- Easement
- Zone Boundary
- Building Line
- Lot Split
- Community Driveway
- Building Outlines 2020
- Building Outlines 2017
- Airport Hazard Zone
- Census Tract
- Coastal Zone
- Council District
- LADBS District Office
- Downtown Parking
- Fault Zone
- Fire District No. 1
- Tract Map
- Parcel Map
- Flood Zone
- Hazardous Waste
- High Wind Zone
- Hillside Grading
- Historic Preservation Overlay Zone
- Specific Plan Area
- Very High Fire Hazard Severity Zone
- Wells - Acitive
- Wells - Inactive

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-2025-537-CU3-ZV-SPPC / Class 3 Conditional Use, Zone Variance, Specific Plan Project Compliance

LEAD CITY AGENCY	CASE NUMBER
City of Los Angeles (Department of City Planning)	ENV-2025-538-CE
PROJECT TITLE	COUNCIL DISTRICT
Ner Aryeh	CD 2 – Nazarian

PROJECT LOCATION (Street Address and Cross Streets and/or Attached Map) ☐ Map attached.
12500 Burbank Boulevard; 5551 Whitsett Avenue (Burbank Boulevard and Whitsett Avenue)

PROJECT DESCRIPTION: ☒ Additional page(s) attached.
This project proposes the expansion of an existing 5,210 square-foot private high school (Ner Aryeh), for a total area of 10,704 square feet, and an increase in maximum student enrollment from 57 students to 80 students.

NAME OF APPLICANT / OWNER:
Congregation Ner Aryeh C/O Rabbi Benjamin Lieberman

CONTACT PERSON (If different from Applicant/Owner above)	(AREA CODE) TELEPHONE NUMBER | EXT.
Sarah Golden & Brad Rosenheim	(818) 716-2778

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) **CEQA Guidelines Section 15303 / Class 3**

☐ OTHER BASIS FOR EXEMPTION (E.g., CEQA Guidelines Section 15061(b)(3) or (b)(4) or Section 15378(b)

_____

JUSTIFICATION FOR PROJECT EXEMPTION: ☒ Additional page(s) attached

☒ None of the exceptions in CEQA Guidelines Section 15300.2 to the categorical exemption(s) apply to the Project; no unusual circumstance is found.

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
Sasha Kassab *Sasha Kassab*	Planning Assistant

ENTITLEMENTS APPROVED
Class 3 Conditional Use, Zone Variance, Specific Plan Project Compliance

DISTRIBUTION: County Clerk, Agency Record Rev. 9-17-2025

DEPARTMENT OF CITY PLANNING

COMMISSION OFFICE
(213) 978-1300

CITY PLANNING COMMISSION

MONIQUE LAWSHE
PRESIDENT

CAROLINE CHOE
VICE-PRESIDENT

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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

KEVIN J. KELLER, AICP
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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-2025-638-CE

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 15303, Class 3.

The project is for the expansion of an existing private high school (Ner Aryeh) located in the [Q]C2-1VL zone. The project proposes a 5,494 square-foot addition to the existing two-story 5,210 square-foot school building, which will become a three-story building with a total area of 10,704 square feet, on a 10,659 square-foot lot. The height of the existing building is 18 feet and 8 inches, and the proposed height is 41 feet and 6 inches. The maximum number of enrolled students will increase from 57 students to 80 students. The project will provide a total of 22 automobile parking spaces: 10 spaces on-site and 12 spaces off-site, to be accessed by shuttle. There will be a total of 34 bicycle parking spaces: 32 short-term spaces and 2 long-term spaces.

Class 3 Categorical Exemption allows for “a store, motel, office, restaurant or similar structure not involving the use of significant amounts of hazardous substances, and not exceeding 2500 square feet in floor area. In urbanized areas, the exemption also applies to up to four such commercial buildings not exceeding 10,000 square feet in floor area on sites zoned for such use if not involving the use of significant amounts of hazardous substances where all necessary public services and facilities are available and the surrounding area is not environmentally sensitive.” As a commercial building involving an addition of less than 10,000 square feet and not involving the use of significant amounts of hazardous substances in a zone allowing the use of a school, the project qualifies for the Class 3 Categorical Exemption.

The site is zoned [Q]C2-1VL 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 North Hollywood – Valley Village 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 0.25 acres. Lots adjacent to the subject site are developed with the following urban uses: Neighborhood Office Commercial, Low Medium II Residential, and Low Residential. 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. According to the Environmental Assessment Form prepared by the Applicant, there are 12 trees on-site (zero protected trees) and four trees off-site. The project application proposes no removal of on-site or off-site trees. However, 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 tree removals on-site or in the right-of-way by BPW.

The project will be subject to Regulatory Compliance Measures (RCMs), which require compliance with the City of Los Angeles Noise Ordinance, regulations regarding 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 Study Assessment prepared by LADOT, dated August 5, 2024, concluded the project will result in a net trip increase of 45 trips. Therefore, the project will not have any significant impacts to traffic or transportation. Interim thresholds were developed by DCP staff based on CalEEMod model runs relying on reasonable assumptions, consulting with AQMD staff, and surveying published air quality studies for which criteria air pollutants did not exceed the established SCAQMD construction and operational thresholds. The project site will be adequately served by all public utilities and services given that the expansion of an existing private high school 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 3.

There are six (6) Exceptions which the City is required to consider before finding a project exempt under Section 15303, Class 3: (a) Location; (b) Cumulative Impacts; (c) Significant Effect; (d) Scenic Highways; (e) Hazardous Waste Sites; and (f) Historical Resources.

While the subject site is located within a Liquefaction zone and is approximately 4.9 km away from the Hollywood Fault, specific Regulatory Compliance Measures (RCMs) in the City of Los Angeles regulate the grading and construction of projects in these particular types of “sensitive” locations and will reduce any potential impacts to less than significant. These RCMs have been historically proven to work to the satisfaction of the City Engineer to reduce any impacts from the specific environment the project is located. Thus, the location of the project will not result in a significant impact based on its location. 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 a 5,594 addition to an existing private high school building for a total building area of 10,704 square feet in an area zoned and designated for such development. All adjacent lots are developed with one-story strip malls that contain retail, restaurant, and other commercial uses, two-story multi-family dwellings, and one- to two-story single-family dwellings, and the subject site is of a similar size and slope to nearby properties. The height is proposed to be three stories, whereas the surrounding area is characterized by one- to two-story commercial and residential uses, however, the multi-family dwellings adjacent to subject site are a similar height to the proposed project. The project proposes a Floor Area Ratio (FAR) of 1.2:1 on a site that is permitted to have a maximum FAR of 1.5:1. Therefore, the project size is not unusual for the vicinity of the subject site, and is similar in scope to other existing Neighborhood Office Commercial 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 project site is approximately 12 miles from the Topanga Canyon State Scenic Highway. 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.

Reference Number: 202400572

ENGINEERING
CITY OF LOS ANGELES

PRELIMINARY LAND USE REPORT

(PLANNING CASE REFERRAL FORM (PCRF))

The City of Los Angeles, Bureau of Engineering (BOE) / Department of City Planning (DCP)

This is a Preliminary Land Use Report to provide the applicant with a general understanding of what may be required by BOE for a City Planning Case if, after filing, it is referred to BOE; and what may otherwise be required by BOE per Los Angeles Municipal Code Section 12.37 (Highway and Collector Street Dedication) if the City Planning Case is not referred to BOE.

Part I: To be completed by Applicant

DCP Case Number (If Available): _____

Applicant: Sarah Golden

Address: 21600 Oxnard Street, Suite 630
Woodland Hills, CA 91367

Phone: 818-716-2778

Email: sarahg@raa-inc.com

Owner: Ner Aryeh

Address: 12500 Burbank Boulevard
Los Angeles, CA 91607

Project Address: 12500 Burbank, 5551 Whitsett

APN: 2346007010, 2346007009

Engineering District: VALLEY

Project Description (attach ZIMAS Map with highlighted Parcel(s)):

Addition of about 5400 square feet to the existing school building.

Is there a Tract or Parcel Map being filed in conjunction with this:	NO
If yes; provide Map No. _____	
Has the Tract / Parcel report been prepared and submitted to DCP by BOE:	NO
Will new building(s)/structure(s) be constructed as part of this project:	YES

The Preliminary Land Use Report may be voluntarily filed to provide a general understanding of potential required dedication and improvements on existing streets but is not intended to provide preliminary requirements for a Subdivision (Tract or Parcel Map), Private Street Case, or Street/Alley Vacation. If a Tract/Parcel report has been prepared and submitted to DCP by BOE, please refer to the Tract/Parcel map conditions.

Part II: To be Completed by BOE Staff:

Is property within the Hillside Ordinance area (Sections 12.21A17 & 12.21 C10 of LAMC)?:	NO
Is the property subject to Section 12.37 of the LAMC? :	YES
Is the project in the Historic Overlay Preservation Zone? :	NO
Does the project adjoin a State Highway?	NO
Is the project within 100’ of the intersection of the intersection of the building lines of a corner lot? (Per Section 91.106.4.7.1 of LAMC)	YES
Is the project within a streetscape area?	NO

The Preliminary Land Use Report does not provide preliminary information for projects subject to the Baseline Hillside Ordinance. (Obtain a Hillside Referral Form from BOE for Hillside Ordinance project requirements.)

_____

_____

DEDICATIONS

Street/Alley	Classification	Ex Full R/W	Req Full R/W	Ex Adj.Half R/W	Req Adj. Half R/W	Adjacent Dedication Required	Required under 12.37	Required under a DCP Referred Planning Action
Burbank Blvd	Boulevard II	102	110	50	55	Yes	YES	YES
Whitsett Ave (APN#2346007009)	Avenue II	87	86	42	43	Yes	YES	YES
Whitsett Ave (APN#2346007010)	Avenue II	70	86	25	43	Yes	YES	YES
							SELECT	SELECT
							SELECT	SELECT

Corner	Classification	Dimensions	Required under 12.37	Required under a DCP Referred Planning Action
Burbank Blvd & Whitsett Ave (APN#2346007009)	Boulevard II & Avenue II	PLRR=20'	YES	YES
			SELECT	SELECT
			SELECT	SELECT
			SELECT	SELECT

ADDITIONAL NOTES:

_____
_____
_____
_____
_____
_____

IMPROVEMENTS

Street/Alley	Classification	Ex Full Roadway	Req Full Roadway	Ex adjacent half Roadway	Required adjacent Half Roadway	Missing Improvements	Exist. Trees	Exist. CB	Potential Widening	Required under 12.37	Required under a DCP Referred Planning Action
Burbank Blvd	Boulevard II	77	80	40	40	None	Yes	Yes	No	NO	NO
Whitsett Ave (APN#2346007009	Avenue II	60	56	32	28	None	Yes	No	No	NO	NO
Whitsett Ave (APN#2346007010	Avenue II	60	56	32	28	None	Yes	No	No	NO	NO
										SELECT	SELECT
										SELECT	SELECT

Corner	Classification	Provide/ Upgrade Corner Ramp	Required under 12.37	Required under a DCP Referred Planning Action
Burbank Blvd & Whitsett Ave (APN#2346007009)	Boulevard II & Avenue II	YES	YES	YES
		SELECT	SELECT	SELECT
		SELECT	SELECT	SELECT
		SELECT	SELECT	SELECT

Street Trees: If the recommendation for Street Widening is marked "Yes", street tree removals may be required. Street Tree removals must be approved by the Board of Public Works. Applicants shall contact the Urban Forestry Division (UFD) of StreetsLA at (213)-847-3077 before proceeding with the Master Land Use Application. Applicants are also advised to contact Urban Forestry Division (UFD) of Streets LA for proposed driveway location impacting existing street trees.

ADDITIONAL NOTES:

Removal/Replacement of Existing Improvements: In all cases, applicants may be required to close any unused driveways; remove and replace sidewalks not compliant with ADA requirements; and install/replace public improvements such as driveway aprons and access ramps to meet ADA requirements. In cases referred to BOE by DCP, applicants may also be required to remove and replace broken, off-grade, or bad order curb, gutter, driveways, sidewalks, or alley/street pavement.

Newly Dedicated Areas: In all cases referred by DCP to BOE, applicant may be required to fill in newly dedicated areas with concrete sidewalk, and will be required to remove or obtain Revocable Permit for any encroachments. In cases not referred but subject to L.A.M.C. Section 12.37, where there is existing sidewalk, applicant will have the option to either: fill in newly dedicated areas with concrete sidewalk, obtain revocable permit for existing or new encroachments, or install/retain standard plant materials such as grass.

Other Public Improvements: Planning Cases may also have requirements for Public Improvements determined by Bureau of Street Lighting (BSL), Urban Forestry Division (UFD) of StreetsLA, and Los Angeles Department of Transportation (LADOT)

Reference Number: 202400572

SEWERS

Does the lot have a legal connection to the sewer? YES

Distance from subject lot to the nearest mainline sewer? 30 Ft.

Sewers Exist in the following Rights-of-Way	Street/R/W	Street/R/W	Street/R/W	Street/R/W
Enter street names (select from options provided above)	Burbank Blvd	Whitsett Ave		

Sewer easement within the project site? NO

Sewer facilities within easements? NO

ADDITIONAL NOTES:

_____
_____
_____
_____
_____

STORM DRAINS

Are there storm drain catch basins existing in the right-of-way adjacent to the project site? 1 (Number)

Storm Drain easement within the project site? NO

Storm Drain facilities within easements? NO

ADDITIONAL NOTES:

_____
_____

Reference Number: 202400572

ADDITIONAL NOTES (cont.):

_____

_____

NOTE: This is a Preliminary Land Use Report to provide the applicant with a general understanding of what may be required by BOE for a City Planning Case if, after filing, it is referred to BOE; and what may otherwise be required by BOE per Los Angeles Municipal Code Section (LAMC) 12.37 (Highway and Collector Street Dedication) if the City Planning Case is not referred to BOE.

For City Planning Cases, a formal investigation and engineering report may be required, if so determined by the City Planning Department. If so, the Engineering Report will be provided after submittal of all documentation and payment of fees. Measurements and statements contained herein may be adjusted in the Engineering Report.

For cases not referred by City Planning to BOE, requirements of LAMC Section 12.37 may be applicable. To determine requirements of LAMC Section Section 12.37, a formal investigation and engineering report may be required during the Building Permit Plan Check clearance process as applicable. If so, the Highway Dedication ("R3") letter will be provided after submittal of all documentation and payment of fees. Measurements and statements contained herein may be adjusted in the Highway Dedication ("R3") letter. [LAMC Section 12.37 provides for minimum dedication and improvement requirements which do not preclude conditions established by City Planning actions]

Prepared by: Amanda Saleeba Date: 10/10/2024

Reviewed by: Ali Nahass Date: 10/10/2024

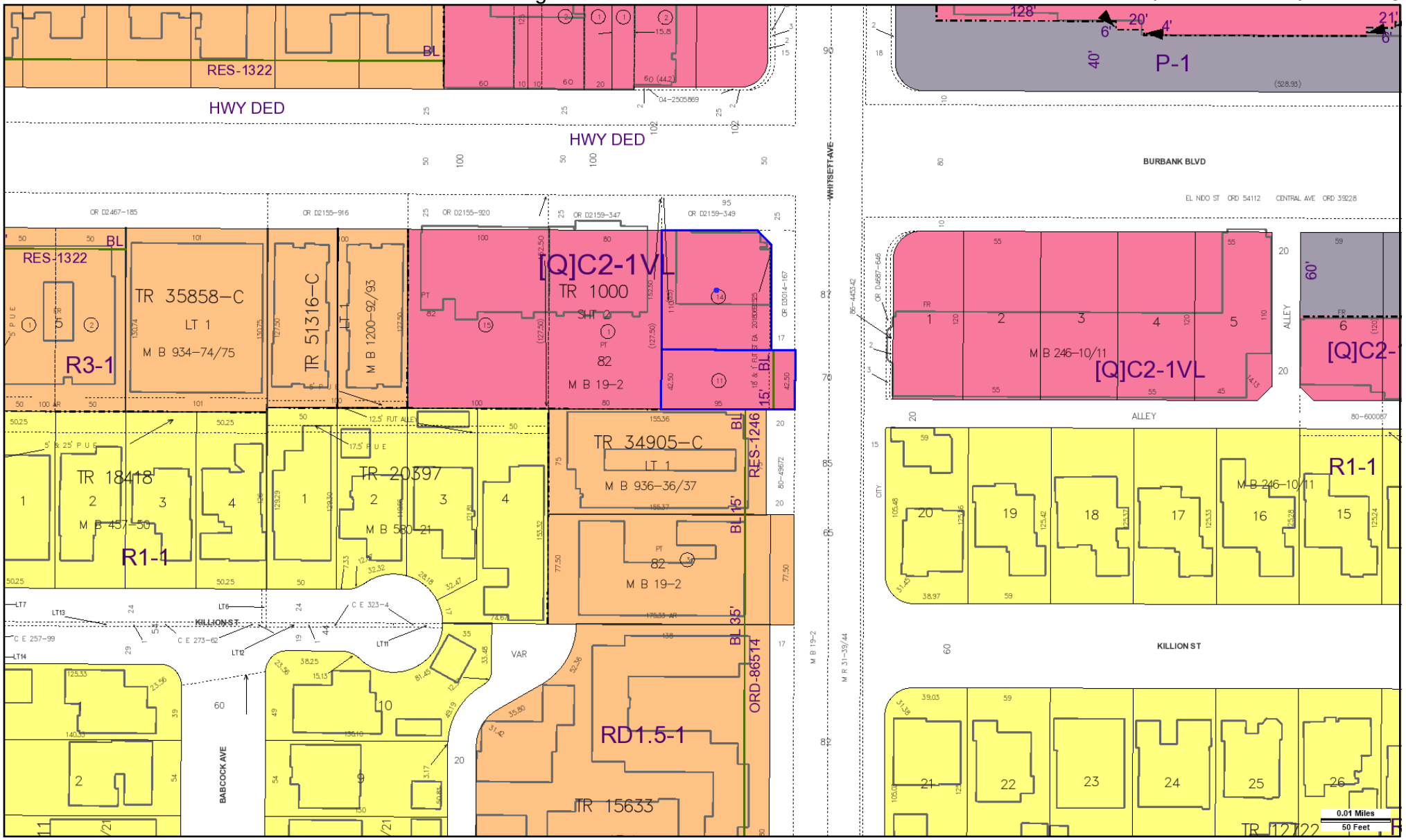
Attach ZIMAS Map with highlighted parcel(s) here

ZIMAS PUBLIC

Generalized Zoning

10/07/2024

City of Los Angeles
Department of City Planning



Address: 12500 W BURBANK BLVD
APN: 2346007009
PIN #: 174B165 778

Tract: TR 1000
Block: None
Lot: PT 82
Arb: 14

Zoning: [Q]C2-1VL
General Plan: Neighborhood Office Commercial

APPLICATIONS

TREE DISCLOSURE STATEMENT

Los Angeles Municipal Code (LAMC) Section 46.00 requires disclosure and protection of certain trees located on private and public property, and that they be shown on submitted and approved site plans. Any discretionary application on a property that includes changes to the building footprint or any other change to the areas of the property not currently built upon or paved, including demolition, grading, or fence permit applications, or any discretionary change that could potentially remove or affect trees or shrubs, shall provide a Tree Disclosure Statement completed and signed by the Property Owner.

If the Tree Disclosure Statement indicates that there are any protected trees or protected shrubs on the project site and/or any trees within the adjacent public right-of-way that may be impacted or removed as a result of the project, a Tree Report (CP-4068) will be required, and the field visit must be conducted by a qualified Tree Expert, prepared and conducted within the last 12 months.

Property Address: 12500 Burbank Boulevard, 5551 Whitsett Ave

Date of Field Visit: 10/8/34

Does the property contain any of the following protected trees or shrubs?

☐ **Yes** (Mark any that apply below)

- ☐ Oak, including Valley Oak *(Quercus lobota)* and California Live Oak (*Quercus agrifolia*) or any other tree of the oak genus indigenous to California, but excluding the Scrub Oak
- ☐ Southern California Black Walnut (*Juglans californica*)
- ☐ Western Sycamore (*Platanus racemosa*)
- ☐ California Bay (*Umbellularia californica*)
- ☐ Mexican Elderberry (*Sambucus mexicana*)
- ☐ Toyon (*Heteromeles arbutifolia*)

☑ **No**

Does the property contain any street trees in the adjacent public right-of-way?

☑ **Yes** ☐ **No**

Does the project occur within the Mt. Washington/Glassell Park Specific Plan Area and contain any trees 12 inches or more diameter at 4.5 feet above average natural grade at base of tree and/or is more than 35 feet in height?

☐ **Yes** ☑ **No**

Does the project occur within the Coastal Zone and contain any of the following trees?

☐ **Yes** (Mark any that apply below)

- ☐ Blue Gum Eucalyptus *(Eucalyptus globulus)*
- ☐ Red River Gum Eucalyptus *(Eucalyptus camaldulensis)*
- ☐ Other Eucalyptus species

☑ **No**

Have any trees or shrubs been removed in the last two years?

☐ **Yes** ☑ **No**

If Yes, were any protected species (as listed in Ordinance No. 186,873)?

☐ **Yes** ☑ **No**

If Yes, provide permit information: _____

Tree Expert Credentials (if applicable)

Name of Tree Expert: _____

Mark which of the following qualifications apply:

- ☐ Certified arborist with the International Society of Arboriculture who holds a license as an agricultural pest control advisor
- ☐ Certified arborist with the International Society of Arboriculture who is a licensed landscape architect
- ☐ Registered consulting arborist with the American Society of Consulting Arborists

Certification/License No.: _____

Owner's Declaration

I acknowledge and understand that knowingly or negligently providing false or misleading information in response to this disclosure requirement constitutes a violation of the Los Angeles Municipal Code Section 46.00, which can lead to criminal and/or civil legal action. I certify that the information provided on this form relating to the project site and any of the above trees and/or biological resources is accurate to the best of my knowledge.

Name of the Owner (Print) Benjamin Liebermann

Owner Signature _____ Date 10/10/2024

APPLICATIONS

OWNER'S DECLARATION OF BIOLOGICAL RESOURCES

The California Environmental Quality Act (CEQA) directs public agencies to assess and disclose the environmental effects of the projects it approves. In determining whether a proposed project is subject to CEQA, the City of Los Angeles is required to consider any potentially adverse impacts the project may have on biological resources. Failure by a project applicant to disclose known biological resources on the project site may result in a violation of CEQA.

Date of Site Visit: January 2, 2025

Project Address or APN(s)[1]: 12500 Burbank Boulevard, 55551 Whitsett Avenue

Does the project site contain certain known biological resources, and if so, will the project require biological analysis by a qualified biologist? (Follow the instructions for each respective answer.)

☐ **Yes.** The project site contains one or more of the following biological resources: (Check all that apply)

- ☐ Water Resources, including but not limited to, streams, wetlands, or other permanent / seasonal water bodies
- ☐ Protected Trees and/or Shrubs, or certain trees within the Coastal Zone (See Appendix A)
- ☐ Other sensitive/special resources requiring additional review: (Describe below)

_____

_____

☒ **No.** The project site does not contain any of the above biological resources.

If No, sign and notarize the signature at the bottom of the form and return the notarized form (plus Appendix B attachments) to the appropriate department within the City of Los Angeles at the time of filing for permits/entitlements.

If Yes, will the project remove or possibly affect any of the above marked biological resources (e.g., set up construction staging near tree trunks)?

_____

[1] Include the entire site, not just the development footprint.

☐ **Yes.** The project will require biological resources analysis (Biological Resources Report) by a Qualified Biologist. (See Appendix A)

☒ **No.** The project site will not remove or possibly affect any of the above biological resources.

If No, sign and notarize the signature at the bottom of the form and return the notarized form (plus Appendix B attachments) to the appropriate department within the City of Los Angeles at the time of filing for permits/entitlements.

Owner's Declaration

I own the property located at 12500 Burbank Blvd. I have read the above "Notice to Owner." I acknowledge and understand that should the City determine that the project site contains any of the above biological resources, the City may require biological resources analysis by a qualified biologist prior to completing the CEQA analysis. I certify that the project site does not contain any of the above biological resources to the best of my knowledge.

Name of the Owner (Print) Benjamin Lieberman behalf of Long Ner Aryeh

Owner Signature

Date 1/2/25

Notary Acknowledgment

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California
County of Los Angeles

On 01/02/2025 before me, Arthur Minh Lai / Notary Public
(insert name and title of the officer)

Personally appeared Benjamin Lieberman, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the ____ person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature _____ (Seal)

ARTHUR MINH LAI
Notary Public - California
Los Angeles County
Commission # 2468663
My Comm. Expires Oct 28, 2027

APPENDIX A - REFERENCES

Qualified Biologist. A person with the appropriate education, training, and experience to conduct biological surveys, monitor Project activities that have the potential to affect biological resources, provide construction worker education programs related to the protection of biological resources, and supervise or perform other tasks related to biological resources; possesses a Bachelor of Science degree or Bachelor of Arts degree in biology, ecology, or a related environmental science; has at least five years of professional experience that requires knowledge of natural history, habitat affinities, and identification of flora and fauna species, and relevant local, state and federal laws and regulations governing the protection of biological resources; and meets the California Department of Fish and Wildlife (CDFW) qualifications for botanical field surveyors.

Protected Trees & Shrubs

- Oak, including valley oak (*Quercus lobota*) and coast live oak (*Quercus agrifolia*), or any other tree of the oak genus indigenous to California but excluding the California scrub oak (*Quercus berberidifolia*)
- Southern California black walnut (*Juglans californica*)
- Western sycamore (*Platanus racemosa*)
- California bay (*Umbellularia californica*)
- Mexican elderberry (*Sambucus mexicana*)
- Toyon (*Heteromeles arbutifolia*)

Monarch Butterfly Overwintering Trees (only applicable within the Coastal Zone)

- Monterey cypress (*Cupressus macrocarpa*)
- Monterey pine (*Pinus radiata*)
- Coast redwood (*Sequoia sempervirens*)
- Coast live oak (*Quercus agrifolia*)
- Douglas-fir (*Pseudotsuga menzesii*)
- Western sycamore (*Platanus racemosa*)
- Bishop pine (*Pinus muricata*)
- Any Eucalyptus species

APPENDIX B - REQUIRED DOCUMENTS

- Site Plan
- Tree Disclosure Statement

CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

12500 W. Burbank Boulevard
LADOT Case No. SFV24-117378
LADOT Project ID No. 57758

Date: October 18, 2024

To: Claudia Rodriguez, Senior City Planner
Department of City Planning

Vicente Cordero

From: Vicente Cordero, Transportation Engineer
Department of Transportation

Subject: **TRIP GENERATION AND VEHICLE QUEUING ANALYSIS FOR THE PROPOSED NER ARYEH HIGH SCHOOL EXPANSION LOCATED AT 12500 WEST BURBANK BOULEVARD (CPC-2016-2690-CU-SPP)**

The Los Angeles Department of Transportation (LADOT) has reviewed the technical memorandum prepared by Linscott Law & Greenspan, Engineers (LLG), dated October 17, 2024, for the proposed expansion of the existing Ner Aryeh High School located at 12500 W. Burbank Boulevard in the North Hollywood – Valley Village Community Plan Area of the City of Los Angeles. The School currently has an enrollment of 57 students which is the maximum permitted by the School's existing Conditional Use Permit. The School is pursuing a Plan Approval to expand and remodel the existing school building and increase the maximum enrollment from 57 to 80 students.

The Project proposes to increase the School's enrollment capacity from 57 students to a maximum of 80 students. In conjunction with the increase in enrollment, the School proposes constructing a two-story addition over the existing parking lot on the southerly portion of the project site that will connect to the existing school building. The addition will provide an additional 5,494 square feet of floor area, including new classrooms, a lunch area, and outdoor recreation space. Additionally, the Project proposes remodeling and enlarging the existing library, classrooms, and offices within the school building. Upon completion of the Project, the school building will provide a total of 10,704 square feet of floor area. The site plan for the Project is shown in **Attachment A**.

Upon completion of the Project, 10 vehicular parking spaces and 34 bicycle parking spaces will be provided at the Project Site. The School has an agreement to lease a minimum of 10 vehicular parking spaces for use by School staff at Congregation Shaarey Zedek located at 12800 Chandler Boulevard, to meet the minimum parking requirements set forth in the LAMC. The School will provide a shuttle service to transport staff between the Project Site and Congregation Shaarey Zedek, and one of the parking spaces at the Project Site will be reserved for the shuttle service vehicle.

In compliance with Senate Bill (SB) 743 and the California Environmental Quality Act (CEQA), a VMT analysis is required to identify the project's ability to promote the reduction of green-house gas emissions, the access to diverse land uses, and the development of multi-modal networks. The significance of a project's impact in this regard is measured against the VMT thresholds established in LADOT's Transportation Assessment Guidelines (TAG).

A trip generation analysis was conducted to determine if the project would exceed the net 250 daily vehicle trips threshold requiring further analysis. The results indicated that the proposed project would generate 45 daily vehicle trips. A copy of the analysis is provided in **Attachment B** to this report. LADOT concurs with the conclusion of the transportation analysis that the project trip generation does not meet the trip threshold required for a traffic impact analysis. Therefore, LADOT will not require preparing a traffic impact analysis for this project.

Upon completion of the Project, vehicles access the Project Site during the student drop-off and pick-up periods, which is facilitated by an eastbound right turn from Burbank Boulevard into the driveway. Vehicles then continue southbound, enter the School's parking lot, and complete student drop-off or pick-up. Once drop-off or pick-up is completed, vehicles exit the Project Site via an eastbound right turn onto southbound Whitsett Avenue. At least one staff member will be placed in the student drop-off/pick-up area to monitor vehicle queues.

An estimated maximum queue of approximately two vehicles is anticipated during the student drop-off period during the AM peak hour, which would exceed any potential queuing when students are picked up in the afternoon. The planned onsite vehicle queuing area can adequately accommodate the forecast peak queue. Accordingly, Project-related trips are not expected to queue on Burbank Boulevard.

Please note this LADOT assessment does not constitute approval of the driveway dimensions and internal circulation schemes. Those require separate review and approval and should be coordinated with LADOT's Citywide Planning Coordination Section (6262 Van Nuys Boulevard, 3rd Floor, Room 320, at 818-374-4699).

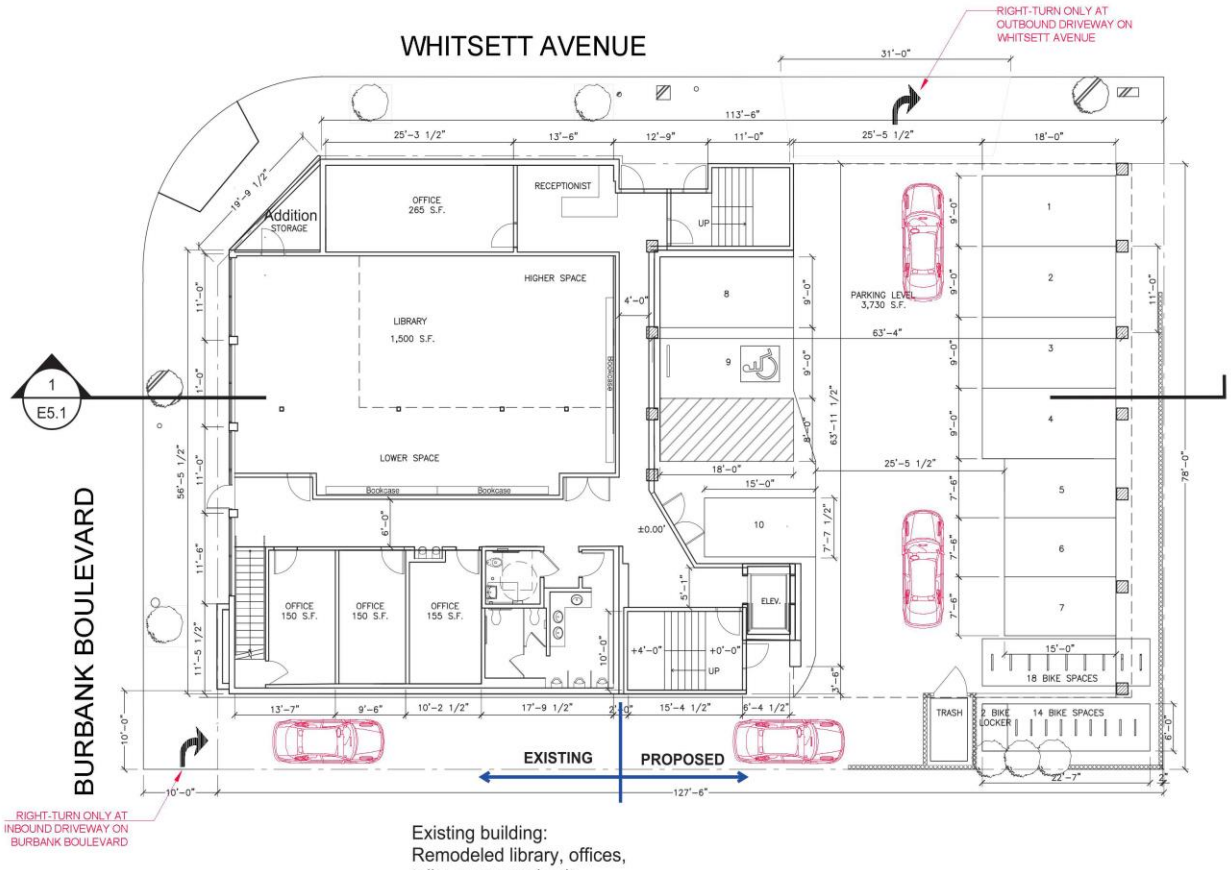
If you have any questions, contact Durre Shamsi of my staff at (818) 374-4699.

Attachments

F:\Projects\SFV\SFV24-57758_12500Burbank _Ner Aryeh High School_ltr.docx

c: Jeff Camp, Council District 2
Steve Rostam, LADOT East Valley District
Ali Nahass, BOE Valley District
Quyen Phan, BOE Land Development Group
David S. Shender, LLG Engineers

Attachment A
Site Plan



Existing building:
Remodeled library, offices, toilet rooms and exit.

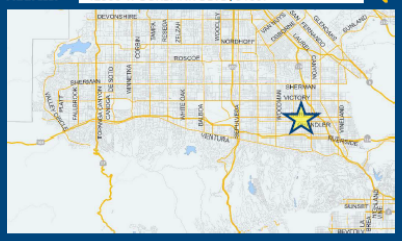
Attachment B
City of LA VMT Calculator Results

CITY OF LOS ANGELES VMT CALCULATOR Version 1.4

Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: Ner Aryeh High School Expansion
Scenario: Proposed Project
Address: 12500 W BURBANK BLVD, 91607



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
School | Private School (K-12)	57	Students
School | Private School (K-12)	57	Students

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
School | Private School (K-12)	80	Students
School | Private School (K-12)	80	Students

Click here to add a single custom land use type (will be included in the above list)

Project Screening Summary

Existing Land Use	Proposed
113 Daily Vehicle Trips	158 Daily Vehicle Trips
887 Daily VMT	1,242 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	45 Net Daily Trips
The net increase in daily VMT ≤ 0	355 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	0.000 ksf

The proposed project is not required to perform VMT analysis.

Measuring the Miles

CITY OF LOS ANGELES VMT CALCULATOR Version 1.4

Project Information

Project: Ner Aryeh High School Expansion
Scenario:
Address: <char code='09'/> <char code='09'/>1



Proposed Project Land Use Type	Value	Unit
School | Private School (K-12)	80	Students

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)
	50	percent of employees subject to priced parking
☐ Proposed Prj ☐ Mitigation		
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
158 Daily Vehicle Trips	158 Daily Vehicle Trips
1,242 Daily VMT	1,242 Daily VMT
N/A Household VMT per Capita	N/A Household VMT per Capita
N/A Work VMT per Employee	N/A Work VMT per Employee

Significant VMT Impact?

Household: N/A Threshold = 9.4 15% Below APC	Household: N/A 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

MEMORANDUM

Date: January 23, 2025

To: City of Los Angeles Planning Department

From: Envicom Corporation

Subject: Assessment of the Ner Aryeh School Project for a Categorical Exemption as a Class 32 In-Fill Development

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This document has been prepared for the City of Los Angeles, as the California Environmental Quality Act (CEQA)[1] lead agency, for consideration of the proposed Ner Aryeh School Project (Project) at 12500 Burbank Boulevard and 5551 Whitsett Avenue ("Project site" or "Subject Property") in the North Hollywood – Valley Village Community Plan Area of the City of Los Angeles (City) as eligible for a Class 32 Categorical Exemption under CEQA as an infill project. The following documentation and justifications have been compiled pursuant to the City of Los Angeles' "Infill Development Projects – Class 32 Categorical Exemption Special Requirement Criteria" (City's Class 32 Requirements, City Memo CP-7828) and 2019 CEQA updates.[2]

Categorical exemptions are defined in CEQA for various types of projects that the Secretary of the Resources Agency of the State of California has determined do not have a significant effect on the environment, and therefore are not subject to further environmental review under CEQA. The Class 32 Exemption (Section 15332 of the CEQA Guidelines) is intended to promote infill development within urbanized areas. The class consists of environmentally benign infill projects that are consistent with local general plan and zoning requirements.

Pursuant to Section 15332 of the CEQA Guidelines, for a project to be eligible for a Categorical Exemption as a Class 32 In-fill Development project, it must meet the following conditions or "**Criteria**":

A. The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.

B. The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.

C. The project site has no value as habitat for endangered, rare or threatened species.

D. Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.

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[1] California Public Resources Code, Division 13, Environmental Quality, Section 21000 et seq., California Environmental Quality Act.

[2] California Code of Regulations, Title 14, Guidelines for the Implementation of the California Environmental Quality Act, Section 15000 et seq.

E. The site can be adequately served by all required utilities and public services.

In addition, pursuant to Section 15300.2 of the CEQA Guidelines, to qualify for a Class 32 Exemption under CEQA, **none** of the following "**Exceptions**" can apply to the project:

A. The project and successive projects of the same type in the same place will result in cumulative impacts.
B. There are unusual circumstances creating the reasonable possibility of significant effects.
C. The project may result in damage to scenic resources, including, but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within an officially designated scenic highway.
D. The project is located on a site that the Department of Toxic Substances Control and the Secretary of the Environmental Protection have identified, pursuant to Government Code Section 65962.5, as being affected by hazardous wastes or clean-up problems.
E. The project may cause a substantial adverse change in the significance of an historical resource.

The justification for use of a Class 32 Categorical Exemption for the proposed Project as an infill development in compliance with CEQA and the City's Class 32 Requirements is provided below in the following format: I. Project Description, II. Evaluation of Class 32 Exemption Criteria, III. Consideration of Exceptions, and IV. Conclusion.

I. PROJECT DESCRIPTION

The Project site consist of two parcels comprising approximately 10,659-square-foot (sf) with an existing 5,210 sf high school building and a surface parking lot, located at 12500 Burbank Boulevard in the North Hollywood – Valley Village Community Plan Area of the City and within the Valley Village Specific Plan Area. The Project site is designated for Neighborhood Office Commercial uses, corresponding to the CR, C1.5, RAS3, RAS4, and P Zones. The surrounding properties are generally located within the [Q]C2-1VL and R3-1 Zones and are characterized by level topography and improved streets. The surrounding properties are improved with commercial uses including restaurants and a stores, offices, and a laundromat, as well as multi- family residential uses. The property adjoining the Project site to the south is located in the R3-1 Zone and is improved with a multi-family residential building. The property adjoining the Project site to the west is a strip mall with various tenants including a grocer, restaurants, and a hair salon, located in the [Q]C2-1VL Zone. The properties to the north and east of the Project site, across Burbank Boulevard and Whitsett Avenue are located within the [Q] C2-1 VL Zone and are improved with a variety of commercial uses including stores, offices, and restaurants.

The existing Ner Aryeh School includes two classrooms, a library, a teacher's lounge, five offices, a receptionist's area, two storage areas, restrooms, a basketball court, and surface parking spaces. The Project consists of the construction, operation, and maintenance of an 5,495-sf addition to the school, including three new classrooms, a new science classroom, a new science preparation area, additional restrooms, an additional office, and a new lunchroom. The existing library would be remodeled and enlarged. The basketball court would be relocated to the roof and would be fenced

and screened from view. The parking spaces would remain at the ground level but would be situated below the new second-story addition. The Project would also provide bicycle parking spaces. The new structure would reach 42 feet and eight inches in height (from the lowest point, five feet from the building). The Project would involve increasing the school enrollment from 57 to 80 students and increase staff from 11 to 13 employees. The school will primarily serve the immediate community, providing a religious day school education for local students in response to community demand for such a service. The school will hold approximately 5 special events on-site throughout the year including parent teacher conferences, open house, graduation, and Jewish holiday celebrations. The school's hours of operation are as follows:

- Sunday: 7:45 am to 1:45 pm
- Monday: 7:45 am to 8:15 pm
- Tuesday: 7:45 am to 6:45 pm
- Wednesday: 7:45 am to 6:45 pm
- Thursday: 7:45 am 8:15 pm
- Friday: 7:45 pm to 12:30 pm
- Saturday: Closed

The existing school is currently improved with 10 vehicle parking spaces and 20 short-term bicycle parking spaces. Per the City of Los Angeles Municipal Code (LAMC), the Project is required to provide one vehicular parking space for every 500 square feet of building floor area, for a total of 22 vehicular parking spaces. Additionally, the Project is required to provide four short-term bicycle parking spaces per classroom and one long-term bicycle parking space for every 10 classrooms, with a minimum of two spaces to be provided, for a total of 26 required bicycle parking spaces (24 short-term, 2 long-term). The Project would replace two vehicular parking spaces with an additional eight short-term bicycling spaces, resulting in a total of 20 required vehicular parking with 32 short-term and two long-term bicycling parking spaces. A portion of the parking would remain at the ground level of the Project site but would be situated below the new second-story addition (10 vehicular spaces). The school has an agreement in place to lease a minimum of 10 vehicular parking spaces at Congregation Shaarey Zedek, located at 12800 Chandler Boulevard (approximately 0.60 miles for the Project site), in order to meet the required vehicular parking spaces, in accordance with the LAMC.

According to DW/LA Landscape Architects Inc., there is one existing on-site tree, a giant eucalyptus, located in the southwest corner of the Project site, as well as a hedge of 14 ficus trees located along the southern and southeastern boundary of the Project site. The Project would leave the existing on-site trees in place. In addition, three street trees are located in the Whitsett Avenue right-of-way and one street tree is located in the Burbank Boulevard right-of-way. The Project would not remove the street trees.

Construction of the Project is anticipated to begin in early 2025, and the remodeled building would be operational by 2026. Development of the school expansion is not anticipated to require soil import and/or export; only minor trenchwork for utility connections and building footings would be necessary.

The Project will require the following entitlements:

1. **CLASS 3 CONDITIONAL USE PERMIT (CUP)** per LAMC Section 13.B.2.3.H.1 to permit the proposed building addition and increase in student enrollment;
2. **PROJECT COMPLIANCE** per LAMC Section 13.B.4.2 with the Valley Village Specific Plan; and
3. **ZONE VARIANCE** per LAMC Section 13.B.5.3 from LAMC Section 12.21.A.4 to permit the reduced on-site parking and off-site parking in excess of 750 feet from the Subject Property to serve the school use.

II. EVALUATION OF CLASS 32 EXEMPTION CRITERIA

The following subsections provide discussion and analysis of the Project's consistency with the criteria listed in Section 15332 of the CEQA Guidelines, for a project to be eligible for a Categorical Exemption as a Class 32 In-fill Development project.

A. The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.

The Land Use Element of the City's General Plan is comprised of 35 community plans. The two-parcel Project site is located within the North Hollywood – Valley Village Community Plan area of the City with a total lot area of approximately 0.245 acres. The North Hollywood – Valley Village Community Plan classifies the land use of the site as Neighborhood Office Commercial.[3] The site is zoned as [Q]C2-1VL and the Project site is also located in the Valley Village Special Plan Area.[4] The applicable [Q] Condition reads "the use of the property shall be limited to the uses existing upon the effective date of this ordinance and thereafter to those of the C1.5-1VL Zone." It is this [Q] Condition that necessitates the instant CUP request, as high schools are permitted by-right in the C2 Zone but require a CUP in the C1.5 Zone. The Project would be required to receive discretionary approval, specifically a Class 3 CUP, to permit the proposed building addition and an increase in student enrollment.

On February 25, 1993, the Los Angeles City Council approved Ordinance No. 168,613 establishing the Valley Village Specific Plan. The Specific Plan area has since been expanded by the Los Angeles City Council on May 28, 2015 (see Ordinance No. 183,735). A Director's Interpretation, which permits roof structures to exceed the transitional height limits of the Specific Plan, was issued on January 3, 2023 and Clarified on February 24, 2023, see City Planning Case No. DIR-2022-8465-DI. The Project is requesting discretionary approval with LAMC Section 13B.4.2 Project Compliance to demonstrate conformance with the Valley Village Specific Plan requirements.

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[3] City of Los Angeles, North Hollywood – Valley Village Community Plan, Interactive Map, Accessed on November 22, 2024 at: https://dcpgis.lacity.org/portal/apps/View/index.html?appid=0f2cf06283e24f0482b5fc7a8302b0a9.

[4] City of Los Angeles, ZIMAS, Accessed on November 21, 2024 at: http://zimas.lacity.org/.

With approval of these discretionary actions, the Project would be considered consistent with the applicable General Plan designation and policies, as well as with applicable zoning designation and regulations.

B. The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.

The Project site is located within the city limits of the City of Los Angeles. The Project site is 0.245 acres in size and is surrounded by urban uses that are improved with commercial uses, including restaurants and stores, offices, and a laundromat, as well as multi-family residential uses. The Project site is also bounded by Burbank Boulevard to the north and Whitsett Avenue to the east.

C. The project site has no value as habitat for endangered, rare or threatened species.

The Project site is located within a highly urbanized portion of the City of Los Angeles. The surrounding urban landscape has been developed for decades, and the Project site is currently developed with Ner Aryeh School. Further, the Project site does not include riparian areas or other sensitive plant communities and has no value as habitat for permanent resident endangered, rare, or threatened species.

Furthermore, with regard to the on-site trees and street trees, these may serve as habitat for nesting birds, which are protected by the Migratory Bird Treaty Act (MBTA) of 1918 (50 Code of Federal Regulations [CFR] Section 10.13). The Project is required to comply with the MBTA as a matter of regulatory compliance. In addition, Sections 3503, 3503.5 and 3513 of the California Fish and Game Code prohibit take of all birds and their active nests including raptors and other migratory nongame birds (as listed under the federal MBTA). In the event that site preparation and construction activities (including disturbances to native and non-native vegetation, structures and substrates) cannot take place outside of the breeding bird season, which runs from February 1 - August 31 to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young), then, beginning 30 days prior to the disturbance of suitable nesting habitat, the Applicant shall:

- Arrange for weekly bird surveys to detect protected native birds in the habitat to be removed and any other such habitat within areas adjacent to the Project site, as access allows. The surveys shall be conducted by a qualified biologist with experience in conducting breeding bird surveys. The surveys shall continue on a weekly basis with the last survey being conducted no more than three days prior to the initiation of clearance/construction work.
- If an active nest of a protected bird is found, clearing and construction within 300 feet of the nest (or within a suitable buffer as determined by a qualified biological monitor), shall be postponed until the nest is vacated, juveniles have fledged, and there is no evidence of a second attempt at nesting. The buffer zone from the nest shall be established in the field with flagging and stakes. Construction personnel shall be instructed on the sensitivity of the area.

- The Applicant shall record the results of the protective measures described above to document compliance with applicable State and federal laws pertaining to the protection of native birds. Such records shall be submitted and received into the case file for the associated discretionary action permitting the Project.

D. Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.

Traffic Effects

A Trip Generation and Vehicle Queuing Analysis (Transportation Memo) was prepared by Linscott, Law and Greenspan, Engineers on October 17, 2024 (refer to **Attachment A**). The Transportation Memo addressed trip generation, vehicle queuing, and parking related to the proposed expansion of Ner Aryeh School.

Vehicle Miles Traveled (VMT) Analysis

The Project would result in a significant impact if it would conflict or be inconsistent with CEQA Guidelines Section 15064.3(b)(1), relating to VMT. CEQA Guidelines Section 15064.3(b)(1) applies to land use projects and states, "Vehicle Miles traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in the Project area compared to existing conditions should be presumed to have a less than significant transportation impact."

LLG conducted a trip generation analysis to determine if the Project would exceed the net 250 daily vehicle trips threshold that would require further traffic analysis.

The Transportation Memo used the Institute of Transportation Engineers' (ITE) Land Use Code 532 (Private School [K-12]) for the trip generation average rate to calculate net new daily vehicle trips for the Project using Version 1.4 of the City of Los Angeles Department of Transportation (LADOT) VMT Calculator. After accounting for the existing school trips and transit/walk-in trips, the Project is expected to generate 45 net new daily vehicle trips during the weekday. The Project is expected to generate 16 net new vehicle trips (10 inbound trips and six outbound trips) during the weekday AM peak hour. During the weekday PM peak hour, the Project is expected to generate four net new vehicle trips (two inbound trips and two outbound trips). Therefore, the LADOT[5] concluded that the Project trip generation does not meet the trip threshold requiring further traffic impact analysis (refer to Attachment A), and the VMT impact would not be significant.

[5] Los Angeles Department of Transportation, Inter-Departmental Correspondence, Trip Geneartion and Vehicle Queuing Analysis for the Proposed Ner Aryeh High School Expansion Location at 12500 Burbank Boulevard (CPC2016-2690-CU-SPP), October 18, 2024. (Attachment A).

Queuing Analysis

Upon completion of the Project, student drop-off and pick-up operations at the school would remain the same as under existing conditions. Vehicles destined to the Project site to drop-off or pick-up students would make an eastbound right-turn movement from Burbank Boulevard into the driveway. Vehicles would then continue southbound and enter the school's parking lot and complete the student drop-off or pick-up. Once the drop-off or pick-up is completed, vehicles would exit the Project dite via an eastbound right-turn onto southbound Whitsett Avenue. At least one staff member would be placed in the student drop-off/pick-up area to monitor vehicle queues. Private vehicles are the only component that contributes to the vehicle queuing analysis during the peak student drop-off and pick-up periods. The LLG analysis focuses on the morning student drop-off period, as the pick-up of students tends to be dispersed on a relative basis throughout the afternoon, particularly as many students are involved with after-school activities.

According to LLG, an estimated maximum queue of approximately two vehicles is anticipated during the student drop-off period during the AM peak hour, which would exceed any potential queuing when students are picked up in the afternoon. The planned on-site vehicle queuing area can adequately accommodate the forecast peak queue. Accordingly, Project-related trips are not expected to queue onto Burbank Boulevard.

Parking Analysis

Per the LAMC, the Project is required to supply 22 vehicular parking spaces and 26 bicycle parking spaces (24 short-term, two long-term). The Project proposes to replace two vehicular parking spaces with the required bicycle spaces, resulting in a total of 20 required vehicular parking spaces. Once the Project is complete, a total of 10 on-site vehicular parking spaces and 26 required bicycle parking spaces, with eight additional, non-required, bicycle parking spaces (32 short-term, two long-term) will be provided. The school has an agreement in place to lease a minimum of 10 vehicular parking spaces at Congregation Shaarey Zedek, located at 12800 Chandler Boulevard (approximately 0.9 driving miles from the Project site). The off-site parking would be utilized by school staff, and the school would provide a shuttle service to transport staff between the Project site and off-site parking area. In order to permit the reduced on-site parking and off-site parking in excess of 750 feet from the Project site to serve the school use, the Project requests a zone variance per LAMC Section 13.B.5.3 from LAMC Section 12.21.A.4. With approval of this discretionary action, the Project would be considered consistent with the parking provisions of the LAMC, and the Project would meet the vehicular and bicycle parking requirements set forth in the LAMC.

Based on the information provided above, the Project would not result in any significant effects related to traffic.

Noise Effects

The following analysis is based on the Noise Impact Analysis (Noise Study) that was prepared by MD Acoustics, LLC (MD Acoustics) in December 2024 (refer to **Attachment B**)[6] to evaluate

[6] MD Acoustics, LLC., Ner Aryeh School – Class 32 Categorical Exemption Noise Impact Assessment – Los Angeles, CA, December 17, 2024.

potential Project construction and operational noise impacts. Both construction and operational impacts were assessed. Standards relied on to determine whether the Project would exceed CEQA thresholds precede the analysis, below.

Applicable Noise Standards

Construction Noise

In 2006, the City set forth the Los Angeles CEQA Thresholds Guide, which was intended to provide guidance, as a voluntary tool, for CEQA impact analysis. The 2006 Los Angeles CEQA Thresholds Guide was the City's "initial effort" at guidelines for evaluating potential CEQA impacts and stated that it was "intended to be available as a voluntary tool."[7] These thresholds were developed based on more open-ended noise questions within Appendix G of the CEQA Guidelines that have since been revised. In the years following its publication, the City found that the guidelines for construction noise and vibration impact analysis were overly sensitive and resulting in conclusions of significant impacts on the environment, where the impact was temporary in nature and not necessarily impactful to public health.[8]

In 2024, the City adopted updated thresholds for construction noise and vibration, which recognize the urban nature of much of the City and the expectation that daytime construction activities are a common activity within an urban environment. The thresholds also distinguish between daytime and nighttime construction activities where nighttime construction activities are the activities that may have the greater potential to create intrusive noise and impact sleep. Potential human health impacts are addressed by the absolute thresholds below and increases in ambient noise levels are addressed in the nighttime thresholds below, including consideration of sleep disruption.

The construction noise thresholds are focused on impacts to sensitive uses. The Noise Element of the City's General Plan defines noise-sensitive land uses as single-family and multi-unit dwellings, long-term care facilities (including convalescent and retirement facilities), dormitories, motels, hotels, transient lodging, and other residential uses; places of assembly including churches or houses of worship; hospitals; libraries; schools; auditoriums; concert halls; outdoor theaters; nature and wildlife preserves; and parks.

The City has outlined the following within the LAMC as it relates to construction-period noise regulations:

Per Section 41.40, construction must occur between the hours of 7:00 a.m. and 9:00 p.m. on Monday through Friday and 8:00 a.m. to 6:00 p.m. 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

[7] City of Los Angeles, Department of City Planning, L.A. CEQA Thresholds Guide: Your Resource for Preparing CEQA Analyses in Los Angeles, 2006.

[8] City of Los Angeles, Department of City Planning, Construction Noise and Vibration: Proposed Updates to Thresholds and Methodology, December 2023.

trucks, ditchers, trenchers, compactors, scrapers, wagons, pavement breakers, compressors and pneumatic or other powered equipment must be 75 A-weighted decibels (dBA) Lmax at 50 feet when operating within 500 feet of a residential zone. Refer to Appendix A of Attachment B, for the full glossary of acoustical terms.

The Construction Noise and Vibration Updates to Thresholds and Methodology prepared for the City 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.

Operational Noise

The City has outlined the following operational noise regulations within the LAMC:

Per Section 111.03, the minimum ambient level for all residential zones is 50 dBA from 7:00 a.m. to10:00 p.m. and 40 dBA from 10:00 p.m. to 7:00 a.m. The minimum ambient level for all commercial zones is 60 dBA from 7:00 a.m. to 10:00 p.m. and 55 dBA from 10:00 p.m. to 7:00 a.m.

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 five dB.

Airport Noise

For projects located within two miles of a public airport, a conditionally acceptable sound exposure up to 65 dB CNEL for multifamily residential uses is the threshold of significance from the Noise Element of the City's General Plan.

Ambient Noise Measurements

MD Acoustics performed one one-hour measurement on December 13, 2024 between 2 p.m. and 3 p.m. located near the southern portion of the Project site, away from the roadway. The main source of ambient noise throughout the Project site and surrounding areas came from traffic on Burbank Boulevard and Whitsett Avenue. The noise level measured was 59 dBA Leq, 79 dBA Lmax, and 51 dBA Lmin. Appendix B of the Noise Study provides the field sheet, which includes the noise measurement location and data.

Construction Noise

Construction noise may vary for different areas of the Project site and also vary with the different construction phases. **Table 1, Construction Noise Levels**, presents the projected construction levels at sensitive receptors following this standard. The equipment assumptions used to model the noise projections is from the Project's Air Quality Impact Analysis, prepared by Envicom Corporation. The nearest residential receptor is the apartment building located to the south of the Project site. A likely worst-case scenario assumes that equipment is operating at an average of 70 feet from the neatest sensitive receptor through an hour time period.

Table 1
Construction Noise Levels

Location	Phase	Construction Noise Level	Exceeds Significant Threshold?
Adjacent Residential Properties	Demolition	73.5	No
	Site Preparation	71.1	No
	Grading	72.9	No
	Building	70.9	No
	Paving	77.0	No
	Architectural Coating	68.1	No
Source: MD Acoustics, LLC, Ner Aryeh School – Class 32 Categorical Exemption Noise Impact Assessment – Los Angeles, CA, Table 3, December 17, 2024. (Attachment B).			

Construction must also comply with Section 112.05 of the LAMC, which states that noise from a piece of equipment must not be above 75 dBA Lmax at 50 feet. The Project construction activities must occur between the hours of 7:00 a.m. and 7:00 p.m. on weekdays and between 8:00 a.m. and 6:00 p.m. on Saturdays. When construction activities fall between these hours, the noise limit at sensitive receptors is 80 dBA Leq per the City's Construction Noise and Vibration Updates to Thresholds and Methodology. The total Leq (8-hour) for construction activities was calculated to be up to 77 dBA. The Project would comply with City noise regulations, including the requirement that construction, repair, or excavation work must occur within the permissible hours. The Applicant will adhere to the following standard construction practices and requirements from the Construction Noise and Vibration Updates to Thresholds and Methodology and LAMC:

- Construction Shall occur during the hours of 7 a.m. to 7 p.m. on weekdays and 8:00 a.m. to 6 p.m. on Saturdays.
- Large bulldozers will operate no closer than 8.5 feet from the nearest building, and vibratory rollers will operate no closer than 18.5 feet from the nearest buildings.
- Mufflers that reduce levels to 75 dBA Lmax shall be attached properly to all construction equipment
- The contractor shall locate equipment staging areas as far as possible, away from the sensitive receptors.
- Idling equipment shall be turned off when not in use
- Equipment shall be maintained so that vehicles and their loads are secured from rattling and banging.

Based on the construction specifications of the Project and the thresholds utilized by the City, the construction impact of the Project would not be significant.

Operational Noise

Operations of the Project would consist of heating, ventilation, and air cooling (HVAC) units, on-site parking, and a basketball court. All HVAC equipment is rooftop-mounted and will be screened by a five-foot parapet wall or by the buildings' height increase from north to south. Equipment will be located at least 45 feet away from adjacent sensitive receptors (residences located to the south). The maximum sound power level from a single unit is 76 dBA. Worst-case operational noise includes the occasional basketball court game, on-site parking, and the rooftop mechanical equipment operating simultaneously.

Sensitive receptors affected by the Project's operational noise include residences to the south of the Project site and to the southeast across Whitsett Avenue. A total of two receptors were modeled to accurately evaluate the future operational noise levels at the surrounding receptor (R1 or R2). A yellow dot denotes a receptor. R1 represents the noise level at the south noise-sensitive zone. R2 represents the noise level at the southeast noise-sensitive zone. **Table 2, Worst-case Predicted Operational Noise Levels**, presents the measured ambient noise level, the Project's noise level, and the combined Project plus ambient noise level condition.

Table 2
Worst-case Predicted Operational Noise Levels

Receptor[1]	Existing Ambient Noise Level (dBA, Leq)[2]	Project Noise Level (dBA, Leq)[3]	Total Combined Noise Level (dBA, Leq)	Change in Noise Level as Result of Project
1	59	49	59	0
2	59	46	59	0

Source: MD Acoustics, LLC., Ner Aryeh School – Class 32 Categorical Exemption Noise Impact Assessment – Los Angeles, CA, Table 2, December 17, 2024. (Attachment B).

[1] Receptors 1-2 represent sensitive noise zones.
[2] See Appendix B of the Noise Study (in Attachment B) for ambient noise measurements.
[3] See Exhibit C of the Noise Study (in Attachment B) for operational noise level projects at R1 and R2.

The Noise Study's Exhibit C shows the future noise level projections and contours based on the proposed Project design. The model indicates that the Project-only noise level will be 46 to 49 dBA at the surrounding receptors. The Project plus ambient noise level is projected to be 59 dBA Leq. The Project will not increase the existing ambient noise level at the south and southeast residences and would meet the standard set in Section 11.02 of the LAMC of not increasing the ambient noise by more than five dBA. Thus, the change in noise level during operations would not be significant.

During operations, Project-generated vehicle trips would cause an incremental increase in traffic noise levels on local streets throughout the Project area. Doubling the number of noise sources, in this case doubling the traffic volume, would produce a three dB increase in the noise level, which is the level at which the increase in noise would be perceptible to the human ear. Below this level, there are no potential significant impacts from traffic related noise. The Project is not anticipated

to increase the existing noise level due to an increase in traffic; therefore, the traffic noise impact would not be significant.

The Project site is not located within two miles of a public airport or public use airport. The Project is not located in the vicinity of a private airstrip. The nearest airport influence area to the Project site is the Hollywood Burbank Airport, 2.3 miles away, to the northeast.[9] As the Project site does not fall into the land use plan area or influence area, the Project would not result in the exposure of residents or those working in the Project area to excessive noise levels from a private airstrip or public airport.

Air Quality Effects

An Air Quality Impact Analysis was prepared for the Project (refer to **Attachment C**) by Envicom Corporation to evaluate potential air quality impacts expected to result from the Project. Both construction and operational impacts were assessed.

The Project's maximum daily emissions of criteria air pollutants during construction and operations was estimated using the California Emission Estimator Model (CalEEMod) 2022.1.1.1.29 model provided by the Southern California Air Quality Management District (SCAQMD) for the purposes of evaluating air quality impacts of proposed projects. The CalEEMod output sheets are provided in Attachment A of the Air Quality Impact Analysis. **Table 3, SCAQMD Daily Emissions Thresholds**, shows the SCAQMD daily emission thresholds. Projects with daily emissions that exceed any of the following emission thresholds may be considered significant for purposes of an evaluation under CEQA.

Table 3
SCAQMD Daily Emissions Thresholds

Pollutant[1]	Construction (lbs/day)	Operations (lbs/day)[3]
ROG [2]	75	55
NO_x	100	55
CO	550	550
SO_x	150	150
PM-10	150	150
PM-2.5	55	55

Source: South Coast Air Quality Management District, SCAQMD Air Quality Significance Thresholds, Revised March 2023.
[1] ROG = reactive organic gases
NO_x = nitrogen oxides
CO = carbon monoxide
SO_x = sulfur oxides
PM-10 = respirable particulate matter
PM-2.5 = fine particulate matter
[2] For purpose of this analysis, ROG and VOC are used interchangeably since ROG represents approximately 99.9 percent of VOC.
[3] lbs = pounds

[9] County of Los Agneles Open Data, Airport Influence Area, Accessed on December 19, 2024 at: https://data.lacounty.gov/maps/lacounty::airport-influence-area/about.

Table 4
Maximum Daily Construction Emissions

	Construction Emissions [1] (lbs/day)[2]					
	ROG	**NO_x**	**CO**	**SO_2**	**PM-10**	**PM 2-5**
Maximum Daily Emissions	10.3	10.2	10.5	0.02	2.7	1.5
SCAQMD Thresholds	**75**	**100**	**55**	**150**	**150**	**55**
Significant Impact? Y/N	No	No	No	No	No	No

Source: Envicom Corporation, Air Quality Impact Analysis, December 2024. (Attachment C).
Maximum emissions reported for summer or winter season, whichever is greater.
[1] Construction emissions reflect required compliance with SCAQMD Rule 403 for applying water during grading to reduce dust.
[2] lbs = pounds

Construction activity emissions were modeled based on the size of the Project site, the size of the existing structure and hardscape to be removed (demolition), and the estimated soil excavation and import/export hauling, as well as the proposed building's square footage and parking spaces. Following construction, emissions from operations of the Project would result from mobile sources, area sources, and energy sources. **Table 4, Maximum Daily Construction Emissions**, summarizes the Project's maximum daily emissions estimated by CalEEMod for short-term construction and **Table 5, Maximum Daily Operations Emissions**, summarizes the Project's maximum daily long-term operations emissions. As shown, the Project would not exceed SCAQMD significance thresholds for air quality impacts for construction or operations, and the Project's air quality impacts would not be significant.

Table 5
Maximum Daily Operations Emissions (pounds/day)

Daily Emissions	ROG	NO_x	CO	SO_2	PM-10	PM-2.5
Summer						
Area	0.20	<0.01	0.40	<0.01	<0.01	<0.01
Energy	<0.01	0.03	0.03	<0.01	<0.01	<0.01
Mobile	0.26	0.21	2.42	0.01	0.54	0.14
Total	**0.46**	**0.24**	**2.85**	**0.01**	**0.54**	**0.14**
Winter						
Area	0.13	0.00	0.00	0.00	0.00	0.00
Energy	<0.01			<0.01	<0.01	<0.01
Mobile	0.26	0.23	2.22	0.01	0.55	0.14
Total	**0.39**	**0.26**	**2.24**	**0.01**	**0.55**	**0.14**
SCAQMD Thresholds	55	55	550	150	150	55
Significant Impact? Y/N	No	No	No	No	No	No

Source: Envicom Corporation, Air Quality Impact Analysis, December 2024. (Attachment C).
Totals may not add due to rounding.

Sensitive receptors are populations with the greatest sensitivity to air pollution exposure and include elderly, young children, the acutely and chronically ill, and persons engaged in strenuous work or exercise. The closest sensitive receptors that could potentially be subject to localized air quality impacts associated with construction of the Project would be nearby residences, because they may be occupied for extended periods, and residents or patients may be outdoors when

exposure is highest. Concentrations of emissions from the Project's construction activities, and thus localized air quality effects, would be reduced at other receptors that are farther from the Project site compared to the nearest uses due to the increased distance.

Localized Significance Thresholds (LSTs) were developed to evaluate ambient air quality on a local level in addition to the more regional emissions-based thresholds of significance. The LST methodology addresses specific emissions, namely nitrogen oxides (NO_x), carbon monoxide (CO), and particulate matter (PM-10 and PM-2.5). LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or State ambient air quality standard, and they are developed based on the ambient concentrations of each pollutant for each source receptor area and distance to the nearest sensitive receptor.

For the Project, LST impacts were evaluated using SCAQMD screening table thresholds for a one-acre site with a source-receptor distance of 25 meters, the most stringent parameters for which the screening tables provide thresholds. This evaluation is based on maximum daily on-site construction emissions that would occur during any phase of Project construction. Daily averages would be lower than the reported maximum amounts. **Table 6, Project Related LST Evaluation**, shows the relevant thresholds and the estimated peak daily onsite emissions during the construction phases that would generate the highest level of on-site emissions for each pollutant evaluated for LST impacts. As previously described, the Project would be required to implement adequate watering of exposed surfaces during grading to reduce dust emissions to comply with SCAQMD Rule 403, Fugitive Dust.

Table 6
Project Related LST Evaluation

LST 1 acre/25 meters East San Fernando Valley	Project LST Emissions (pounds/day)			
	NO_x	CO	PM-10	PM-2.5
Peak Onsite Daily Emissions	10.1	10.0	2.53	1.43
LST Threshold	80	498	4	3
Significant Impact? Yes/No	No	No	No	No
Source: Envicom Corporation, Air Quality Impact Analysis, December 2024. (Attachment C). Includes application of water for dust suppression as required by SCAQMD Rule 403.				

As shown in Table 6, the Project's maximum daily on-site construction emissions would not exceed the relevant LST screening table thresholds for LST-related criteria pollutants, and the Project's LST impact would not be significant.

Water Quality Effects

The proposed development would remove an existing asphalt paved parking lot and expand the Ner Aryeh School. Currently, Project site is developed with impervious surfaces consisting of structures and paving that cover the majority of the site, with the only exceptions being the areas of the ficus tree hedge and eucalyptus tree. Water supplies and wastewater treatment services would be provided by existing utilities that serve existing uses in the Project vicinity. There are no on-site water wells, and the Project does not propose on-site groundwater extraction to serve future uses and does not propose on-site wastewater treatment. The Project proposes to expand the school,

which would not be anticipated to generate, store, or dispose of substantial quantities of hazardous materials that could affect water quality.

Stormwater runoff that currently leaves the developed site by sheet flow to the adjacent street gutters is conveyed via storm drain inlets located on Burbank Boulevard and Whitsett Avenue to the existing City storm drain system. The Project would be required to comply with Ordinance No. 172,176 (LAMC Section 64.70 et seq.), Ordinance No. 188,125 (LAMC Section 64.72 et seq.), and Ordinance No. 182,850 (LAMC Section 91.106.4.1) that specify Stormwater and Urban Runoff Pollution Control requirements, including the application of Best Management Practices (BMPs), as applicable. The Project would also be required to comply with Chapter IX, Division 70 of the LAMC that addresses grading, excavations, and fills, as applicable.

Stormwater runoff pollution from construction and operations of redevelopment projects are regulated by the LAMC Section 64.72 Stormwater Pollution Control Measures for Development Planning and Construction Activities. Pursuant to Section 64.72, the Project would be required to comply with specifications for integration of Low Impact Development (LID) strategies, and BMP alternatives identified in the Development Best Management Practices Handbook adopted by the Board of Public Works.

Pursuant to LAMC Section 91.106.4.1(14), the Department of Building and Safety shall require applicants, as a condition for issuing a grading or building permit, to incorporate into the plan documents BMPs necessary to control stormwater pollution from sediments, erosion, and construction materials leaving the construction site. Such requirements shall be in accordance with the provisions contained in the "Development Best Management Practices Handbook, Part A Construction Activities," adopted by the Board of Public Works as authorized by Section 64.72 of the LAMC.

Pursuant to Ordinance No. 179,324 (LAMC Section 91.106.4.1[15]), to obtain grading and/or building permits, the Project would be required to incorporate BMPs as necessary to control stormwater pollution in accordance with the "Development Best Management Practices Handbook, Part B Planning Activities." Also pursuant to this code section, the Applicant must, 1) provide a signed and recorded covenant and agreement that the BMPs necessary to control stormwater pollution shall be installed and/or constructed and maintained in proper working condition at all times, and 2) submit plans with specifications showing compliance with the Standard Urban Stormwater Mitigation Plan or Site Specific Mitigation Plan.

Required compliance with these applicable regulations would ensure that the Project would not result in a significant water quality effect.

E. The site can be adequately served by all required utilities and public services.

The Project site is located in an urbanized area of the City and is surrounded by existing residential and commercial structures that are served by existing utility and public service providers. The Project is an expansion on the existing Ner Aryeh school and would be served by the same utility

and public service providers that currently serve the Project site and surrounding vicinity and would not substantially increase demand for utilities or public services over existing conditions.

Water Demand

According to the Los Angeles Department of Water and Power (LADWP) 2020 Urban Water Management Plan (UWMP), sufficient water supplies will be available for average weather years through the Year 2045 with existing passive conservation, as well as for a sequence of multiple dry years. The UWMP projects average weather year water supplies for the year 2025 to be 642,600 acre-feet per year (afy).[10] The Project would increase enrollment by 23 students and would add two employees. The existing water use and proposed water demand for the Project are calculated in **Table 7, Project Water Demand**.

Table 7
Project Water Demand

Type of Use	Size or Units	Demand Rate [1]	Water Demand (gpd)[2]
Existing			
School: High School	13.2 gpd/student [3]	69	910.8
Proposed			
School: High School	13.2 gpd/student [3]	94	1,240.8
		Net Increase in Water Demand	330

[1] City of Los Angeles , Bureau of Engineering, Sewage Generation Factors Chart, April 6, 2012. The water demand is assumed to be 120 percent of wastewater generation. Refer to Table 8, Project Wastewater Generation, for reference.
[2] GPD = gallons per day.
[3] The Project would increase student enrollment and employees; however, the sewage generation rate is "students". Employees were included in the demand rate to accurately assess the existing and proposed water usage.

Based on Table 7 above, the Project would demand 330 gpd (or 0.37) more as compared to existing conditions, which is a 27 percent increase in water usage from existing conditions. This would account for less than 0.01 percent of water demand in the City, which would not substantially increase the demand for water services and would not result in a significant impact.

Wastewater Generation

Wastewater treatment is provided by the City's Department of Public Works Bureau of Sanitation, also known as LA Sanitation and LASAN, which operates more than 6,700 miles of public sewers that convey about 400 million gallons per day (mgd) of waste flow from the City's four wastewater treatment and water reclamation plants. Four water reclamation plants serve over four million people within two service areas that cover 600 square miles.[11] The Project would be served by the

[10] LADWP, 2020 Urban Water Management Plan, page ES-21.
[11] LASanitation, Sewer and Pumping Plants, Accessed on November 18, 2024 at: https://sanitation.lacity.gov/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-cw/s-lsh-wwd-cw-s?_adf.ctrl-state=u8qexmvzs_5&_afrLoop=1087901122451619#!.

Donald C. Tillman Water Reclamation Plant, which has the capacity to treat 80 mgd.[12] As discussed above, the Project would increase enrollment by 23 students and add two employees. The existing and proposed wastewater generation for the Project are provided in **Table 8, Project Wastewater Generation**.

Table 8
Project Wastewater Generation

Type of Use	Size or Units	Demand Rate [1]	Wastewater Generation (gpd)[2]
Existing			
School: High School	11 gpd/student [3]	69	759
Proposed			
School: High School	11 gpd/student [3]	94	1,034
		Net Increase in Wastewater Generation	275

[1] City of Los Angeles, Bureau of Engineering, Sewage Generation Factors Chart, April 6, 2012. Water demand assumed to be 120 percent of wastewater generation.
[2] GPD = gallons per day.
[3] The Project would increase student enrollment and employees; however, the sewage generation rate is "students". Employees were included in the demand rate to accurately assess the existing and proposed water usage.

Based on Table 8 above, the Project would generate 275 gpd more of wastewater, which is a 36 percent increase from existing wastewater generation. The net wastewater generation would represent less than 0.01 percent of the Donald C. Tillman daily capacity, which would not substantially increase the demand for wastewater treatment services and would not result in a significant impact.

Solid Waste Generation

It is assumed that solid waste from the Project would be transported to the Sunshine Canyon City/County Landfill (SCL). SCL has a permitted capacity of 12,100 tons per day (tpd) and a remaining capacity of 54.1 tpd.[13] Future students and employees of the proposed school expansion would generate solid waste typical of school uses, which is 0.6 pounds per person per day (lbs/person/day).[14] Based on the CalRecycle generation rate, existing solid waste generated is approximately 41.4 lbs/day, and the Project expansion would increase solid waste generation to 56.4 lbs/day.[15] Therefore, the net solid waste of the Project would be 15 lbs/day, which is a 36

[12] LA Sanitation, Donald C. Tillman Reclamation Plant, Accessed on November 18, 2024 at: https://sanitation.lacity.gov/san/faces/home/portal/s-lsh-wwd/s-lsh-wwd-cw/s-lsh-wwd-cw-p/s-lsh-wwd-cw-p-dctwrp?_adf.ctrl-state=u8qexmvzs_5&_afrLoop=1088018391929057#!.

[13] Los Angeles County Public Works, Solid Wast Information Management System, Sunshine Canyon City/County Landfill, Accessed on November 18, 2024 at: https://dpw.lacounty.gov/epd/swims/site/factsheet-esri.aspx?id=1524&action=2.

[14] CalRecycle, Estimated Solid Waste Generation Rate, Accessed on November 18, 2024 at: https://www2.calrecycle.ca.gov/wastecharacterization/general/rates.

[15] Existing school solid waste generation is 41.4 lbs/day (69 people [students and employees] x 0.6 lbs/people/day = 41.4 lbs/day). Proposed school solid waste generated is 56.4 lbs/day (94 people x 0.6 lbs/people/day = 56.4 lbs/day). Therefore, solid waste net increase is 15 lbs/day.

percent increase from existing solid waste generation. The solid waste net increase of 15 lbs/day (0.0075 tpd) would be transported to SLC to be disposed of or recycled. This would represent 0.01 percent of the daily remaining capacity of SLC. Therefore, operational solid waste impacts would be less than significant.

Other Public Services

The Project would be served by public service providers that serve the site and surrounding vicinity under existing conditions, including:[16]

- Los Angeles Fire Department Station 102
- Los Angeles Police Department Valley Bureau, Reporting District 1531
- City of Los Angeles Department of Recreation and Parks
- Los Angeles Public Library

The Project would add 5,245 sf to the existing Ner Aryeh School with an increased enrollment of 23 students and 2 employees. The Project would be served by existing public service providers, is consistent with existing planning and zoning, and would not substantially increase the demand for utilities or public services over existing conditions.

The service population would not increase as a result of the Project regarding fire, police, and library service. The Project would not be required to pay LAUSD school fees, since the Project is exclusively a private full-time school per Article VI of the Los Angeles Unified School District Developer Fee Policy.[17] Thus, the Project would not increase the service population, and the Project would be adequately served by required utilities and public services.

III. CONSIDERATION OF EXCEPTIONS

Section 15300.2 of the CEQA Guidelines provides a list of exceptions for consideration of a project as categorically exempt. As required by the City's Class 32 Requirements, those exceptions relevant to the Class 32 Categorical Exemption, and justification that none of the exceptions would apply to the Project, are discussed below.

A. Location – Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located.

The Project is seeking a Class 32 Exemption, not a Class 3, 4, 5, 6, or 11 exemption. Therefore, this exception to a categorical exemption for the Project is not applicable.

B. Cumulative Impact – The project and successive projects of the same type in the same place would not result in cumulative impacts.

[16] City of Los Angeles, ZIMAS, Accessed on November 18, 2024 at: http://zimas.lacity.org/.
[17] Los Angeles Unified School District, Developer Fee Policy, Updated April 9, 2024.

According to Section 15355 of the CEQA Guidelines, cumulative impacts refer to:

"Two or more individual effects which, when considered together, are considerable or which compound or increase other environmental effects. The individual effects may be changes resulting from a single project or a number of separate projects. The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time."

The Project proposes a school expansion of the existing Ner Aryeh School within an urban setting surrounded by existing residential and commercial structures that are served by existing utility and public service providers. The Project's environmental effects regarding the issues of habitat of value for endangered, rare, or threatened species; traffic; noise; air quality; water quality; and utilities and public services would be less than significant, as discussed above.

The Project site is located within a highly urbanized area and is surrounded by existing residential, commercial, roadway, and other right-of-way uses, and therefore does not contain significant biological habitat or other resources. As evaluated above, the Project would have no impact regarding habitat of value for endangered, rare, or threatened species. The related projects are also located in a developed area of the City with extensive development and would not be anticipated to have such significant impacts but would be reviewed by the City for the potential need for CEQA analysis to determine potential impacts. Thus, cumulative impacts to sensitive habitat resulting from the Project and related projects would be less than significant.

As the City grows, it is the goal of the City and Southern California Association of Governments (SCAG) to reduce VMT cumulatively, throughout the region. Urban development on infill properties can reduce VMT, and such projects over time combined with an increase in transit use would further reduce VMT. The Project would expand the existing school with a 5,495-sf addition, and the Project is screened out of a VMT analysis, as discussed above; therefore, the Project would have no cumulative VMT impact. Additionally, no cumulative impact related to hazards from transportation design features or incompatible uses would occur, because the Project would utilize the same existing driveways. Thus, cumulative impacts to transportation associated with the Project and related projects would be less than significant.

The Project is located in a highly urbanized setting, including noise from area sources, of which traffic noise is generally the largest component. As Los Angeles continues to grow and allow increased densities in the area, noise levels will generally increase. The Project noise analysis considers Project noise impacts based on a real-world scenario in which noise measurements account for ambient noise associated with surrounding uses and activities. As discussed in the noise analysis above, cumulative increases associated with the Project and ambient noise levels would be less than significant, because cumulative noise level increases in the vicinity would be less than three dB and would not be readily perceptible to the human ear in typical conditions. As such, impacts associated with cumulative traffic noise would also be less than significant.

The SCAQMD methodology used in the Project Air Quality analysis occurs in a cumulative context. The Project's air quality impacts would be less than significant, because the Project would not exceed SCAQMD emissions thresholds, which are determined based on the level of emissions that could jeopardize regional attainment of air quality standards. The Project would abide by all relevant regulatory requirements, which would further reduce the less than significant impacts. Other projects would be evaluated by the City for potential air quality impacts and would be subject to CEQA review, where warranted. As such, the Project would not result in a cumulatively considerable contribution to air quality impacts and cumulative air quality impacts would be less than significant.

No other direct or indirect cumulative impacts on the surrounding environment are anticipated to result from this Project and related projects. Further, the Project would not be expected to result in a cumulatively considerable contribution to impacts involving other past, present, or future projects in the area.

C. Unusual Circumstances – There are no unusual circumstances that would create a reasonable possibility of significant effects.

The Project site is surrounded by existing urban development, including single-family and multi-family residential uses and commercial uses, including stores, restaurants, and offices. The Project site is already developed with the Ner Aryeh School and would expand the school to improve facilities and serve additional students. The Project site is not located in an area identified to be a Methane Zone, and no wells are located on-site.[18] The potential for hazardous waste to significantly affect the Project is analyzed below in Section III(e).

Thus, there are no unusual circumstances that would cause the Project to result in a significant effect on the environment.

D. Scenic Highways – The Project would not result in damage to scenic resources, including, but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within an officially designated scenic highway.

There are no eligible or designated State Scenic Highways in the vicinity of the Project site, as shown on the California Department of Transportation (Caltrans) list of scenic highways.[19] The closest designated scenic highway is the Topanga Canyon State Scenic Highway (portion of Route 27), which is approximately 12.5 miles southwest, and the Project site is not visible from Route 27. Additionally, the Project site is not located within or near a Historic Preservation Ordinance Zone.[20] The Project site does not contain designated historic buildings, rock outcroppings, or similar

[18] City of Los Angeles, ZIMAS, Accessed on November 15, 2024 at: https://zimas.lacity.org/

[19] Caltrans, State Scenic Highway Map, Accessed on August 24, 2022 at: https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=465dfd3d807c46cc8e8057116f1aacaa.

[20] City of Los Angeles Department of City Planning, Historic Preservation Overlay Zones, Accessed on November 15, 2024 at: https://ladcp.maps.arcgis.com/apps/View/index.html?appid=ed19e4498cae45839e71bd937a3e3d10.

resources, and it would not remove protected trees. Therefore, the Project would have a less than significant impact on such resources within an officially-designated scenic highway.

E. Hazardous Waste Sites – The project is not located on a site that the Department of Toxic Substances Control and the Secretary of the Environmental Protection have identified, pursuant to Government Code Section 65962.5, as being affected by hazardous wastes or clean-up problems.

Envicom Corporation consulted the government sources that the State has identified as constituting the list compiled pursuant to Section 65962.5 of the Government Code (also referred to as the Cortese List). The Cortese List consists of five databases containing information from the Department of Toxic Substances Control (DTSC), State Department of Health Services, State Water Resources Control Board (State Water Board), and other State agencies. It is updated annually according to specific criteria found in various sections of the Government Code and only contains properties that meet those criteria.

The DTSC EnviroStor database shows that the site is not located within 1,000 feet of a cleanup site.[21] A review of the State Water Board's GeoTracker database shows that the Project site is not listed as an active hazardous materials cleanup site; however, the property located at 12501 Burbank Boulevard was listed as a Leaking Underground Storage Tank cleanup site that has been closed since May of 2000.[22] The Project site is not identified by the State Water Board with waste constituents above hazardous waste levels outside of the waste management unit.[23] Further, the Project site is not listed by the State Water Board as a site for which a Cease and Desist or Clean Up and Abatement Order is active.[24]

Therefore, the Project would not be located on a site affected by hazardous wastes or clean-up problems, pursuant to Government Code Section 65962.5.

F. Historical Resources –The project would not cause a substantial adverse change in the significance of an historical resource.

The Project site is currently developed with an existing school building and associated asphalt parking. As discussed above, the Project is not located within or near an Historic Preservation

[21] Department of Toxic Substances Control, EnviroStor, Accessed November 15, 2024 at: https://www.envirostor.dtsc.ca.gov/public/map/?global_id=38330005.

[22] State Water Resources Control Board, GeoTracker, Accessed November 15, 2024 at: https://geotracker.waterboards.ca.gov/map/?myaddress=California&from=header&cqid=9854947745.

[23] CalEPA, Sites Identified with Waste Constituents above Hazardous Waste Levels Outside the Waste Management Unit, 2024.

[24] CalEPA, List of "Active" CDO and CAO from State Water Board, Excel file accessed on November 15, 2024 at: https://calepa.ca.gov/SiteCleanup/CorteseList/.

Ordinance Zone.[25] The existing structure located on the Project site is not identified by SurveyLA[26] and is not a contributing building for the National Register of Historic Places.[27] The Project is not required to undergo Historic Preservation Review, which is required for a property that is listed in a local, State or national register or has been determined eligible for designation.[28] Therefore, construction of the Project would not directly impact the significance of a historic resource. With the exception of the south-facing wall, the existing building would not be demolished for the Project, which would construct a 5,495-sf school expansion. As the Project would not demolish this existing structure and would not further comprise the surrounding environment, the Project would not cause a substantial adverse change in the significance of the potential historical resources.

IV. CONCLUSION

Based on the above information and attached documentation, this analysis shows that development of the Ner Aryeh School Project would be consistent with the criteria for a Class 32 Categorical Exemption per Section 15332 of the CEQA Guidelines, using the City's Class 32 Requirements.

ATTACHMENTS:

Attachment A Trip Generation and Vehicle Queuing Analysis and LADOT Review Letter
Attachment B Noise Impact Analysis
Attachment C Air Quality Impact Analysis

[25] City of Los Angeles Department of City Planning, Historic Preservation Overlay Zones, Accessed on November 15, 2024 at: https://ladcp.maps.arcgis.com/apps/View/index.html?appid=ed19e4498cae45839e71bd937a3e3d10.

[26] Los Angeles Historic Resources Survey, Historic Resources Survey Report, North Hollywood-Valley Village Community Plan Area, February 16, 2013.

[27] National Park Service, National Register of Historic Places, Accessed on November 15, 2024 at: https://www.nps.gov/maps/full.html?mapId=7ad17cc9-b808-4ff8-a2f9-a99909164466.

[28] City of Los Angeles, ZIMAS, Accessed on November 15, 2024 at: https://zimas.lacity.org/.

ATTACHMENT A

Trip Generation and Vehicle Queuing Analysis and LADOT Review Letter

MEMORANDUM

To:	Los Angeles Department of Transportation	Date:	October 17, 2024
From:	David S. Shender, P.E. Jason A. Shender, AICP Linscott, Law & Greenspan, Engineers	LLG Ref:	1-24-4639-1
Subject:	**Trip Generation and Vehicle Queuing Analysis for the Proposed Ner Aryeh High School Addition Project**		

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Pasadena, CA 91106
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Pasadena
Irvine
San Diego

This memorandum has been prepared by Linscott, Law & Greenspan, Engineers ("LLG") to provide a trip generation and vehicle queuing analysis related to the proposed expansion of the existing Ner Aryeh High School ("School") located at 12500 Burbank Boulevard in the North Hollywood – Valley Village Community Plan Area of the City of Los Angeles ("Project Site"). The School has an enrollment of 57 students, the maximum permitted by the School's existing Conditional Use Permit ("CUP"). The School is pursuing a Plan Approval to expand and remodel the existing school building, as well as increase the maximum enrollment from 57 to 80 students ("Project").

This memorandum provides: 1) a description of the existing setting; 2) a description of the proposed Project and its forecast potential vehicular trip generation; and 3) a queuing analysis for the Project's drop-off/pick-up area.

Existing Setting

The Project Site is located at 12500 Burbank Boulevard and 5551 Whitsett Avenue in the North Hollywood – Valley Village Community Plan Area of the City of Los Angeles ("City"). The Project Site is comprised of two legal lots, assigned Assessor Parcel Numbers ("APNs") 234-6007-009 and 234-6007-010, and is generally bounded by Burbank Boulevard to the north, a multifamily residential building to the south, a commercial building and associated surface parking to the west, and Whitsett Avenue to the west. The Project Site and general vicinity are shown in ***Figure 1***. An aerial photograph of the Project Site is displayed in ***Figure 2***.

The Project Site comprises approximately 10,659 square feet (0.25 acre) and is improved with a two-story building ("School Building") and associated surface parking. The existing School Building provides approximately 5,210 square feet of existing floor area, including classrooms, offices, a library, and a teacher's lounge. Inbound vehicular access to the existing Project Site is provided via one driveway along the south side of Burbank Boulevard and outbound vehicular access is provided via one driveway along the west site of Whitsett Avenue.

Under existing conditions, vehicles access the Project Site during the student drop-off and pick-up periods is facilitated by an eastbound right-turn from Burbank Boulevard into the driveway. Vehicles then continue southbound and enter the School's parking lot and complete student drop-off or pick-up. Once drop-off or pick-up is completed, vehicles exit the Project Site via an eastbound right-turn onto southbound Whitsett Avenue.

Project Description

The Project proposes to increase the School's enrollment capacity from 57 students to a maximum of 80 students. In conjunction with the increase in enrollment, the School proposes to construct on the southerly portion of the Project Site a two-story addition over the existing parking lot which will connect to the existing School Building. The addition will provide an additional 5,494 square feet of floor area and will include new classrooms, a lunch area, and outdoor recreation space. Additionally, the Project proposes to remodel and enlarge the existing library, classrooms, and offices within the existing School Building. Upon completion of the Project, the School Building will provide a total of 10,704 square feet of floor area. The site plan for the Project is shown ***Figure 3***.

Inbound vehicular access to the Project Site will continue to be provided via the existing driveway along the south side of Burbank Boulevard and outbound vehicular access will continue to be provided via the existing driveway along the west side of Whitsett Avenue.

Project Vehicular and Bicycle Parking

Per the Los Angeles Municipal Code ("LAMC"), the Project is required to provide one vehicular parking space for every 500 square feet of building floor area, for a total of 22 vehicular parking spaces. Additionally, the Project is required to provide four short-term bicycle parking spaces per classroom and one long-term bicycle parking space for every 10 classrooms, with a minimum of two spaces to be provided. Upon completion of the Project, the School Building will contain six classrooms. Therefore, the Project is required to provide 24 short-term bicycle parking spaces and two long-term bicycle parking spaces.

The Project proposes to replace two vehicular parking spaces with an additional eight short-term bicycle parking spaces, resulting in a total of 20 required vehicular parking spaces. Upon completion of the Project, a total of 10 vehicular parking spaces will be provided, along with 32 short-term bicycle parking spaces and two long-term bicycle parking spaces.

The School has an agreement in place to lease a minimum of 10 vehicular parking spaces at Congregation Shaarey Zedek ("Parking Site"), located at 12800 Chandler Boulevard, in order to provide the LAMC-required vehicular parking spaces. ***Figure 4*** depicts the location of the Parking Site in relation to the Project Site. The leased parking spaces at the Parking Site will be utilized by School staff. The School will provide a shuttle service to transport staff between the Project Site and the Parking Site, and one of the parking spaces at the Project Site will be reserved for the shuttle service vehicle. With the leased parking spaces at the Parking Site, the Project will meet the vehicular parking requirements set forth in the LAMC.

Project Traffic Generation

Traffic generation is expressed in vehicle trip ends, defined as one-way vehicular movements, either entering or exiting the generating land use. Traffic volumes expected to be generated by the Project during the weekday AM and PM peak hours were estimated using rates provided in the Institute of Transportation Engineers' ("ITE") *Trip Generation Manual.*[1] The following trip generation rates were used to forecast the traffic volumes expected to be generated by the Project:

- Private School: ITE Land Use Code 532 (Private School [K-12]) trip generation average rates were used to forecast the traffic volumes expected to be generated by the Project.

In addition to the trip generation forecasts for the proposed Project (which are essentially an estimate of the number of vehicles that could be expected to enter and exit the Project site access points), an adjustment was made to the trip generation forecast based on the Project Site's existing land use. The existing land use includes the existing School, a private school with a current enrollment of 57 students. Trips associated with the existing land use will be subtracted from the projected Project trips to account for the existing environmental condition. ITE Land Use Code 532 (Private School [K-12]) trip generation average rates were used to estimate the trip reduction related to the existing School.

Furthermore, a forecast was also made of the transit/walk-in trips that will be generated by the Project in lieu of trips by the private automobile. The Project Site is currently served by local lines via stops located within convenient walking distance along Burbank Boulevard and Whitsett Avenue. The transit lines include Metro Local Line 237 and the Los Angeles Department of Transportation ("LADOT") DASH Van Nuys/Studio City Line. Also, it is understood that many of the current students walk to the School, and it is anticipated that this will continue upon completion of the Project. A transit/walk-in adjustment of 15% has been utilized.

The weekday AM and PM peak hour trip generation forecast for the Project is summarized in ***Table 1***. As presented in *Table 1*, the Project is expected to generate 16 net new vehicle trips (10 inbound trips and 6 outbound trips) during the weekday AM peak hour. During the weekday PM peak hour, the Project is expected to generate 4 net new vehicle trips (2 inbound trips and 2 outbound trips).

The net new daily vehicle trips expected to be generated by the Project were estimated using Version 1.4 of the City's VMT Calculator. The VMT Calculator screening worksheet for the Project is contained in ***Appendix A***. Over a 24-hour period, the Project is forecasted to generate 45 net new daily vehicle trip ends during a typical weekday.

[1] Institute of Transportation Engineers, *Trip Generation Manual,* 11th Edition, Washington, D.C., 2021.

Onsite Vehicle Queuing Analysis

Proposed Student Drop-Off/Pick-Up Operations

Upon completion of the Project, student drop-off and pick-up operations at the School will remain the same as under existing conditions. As described above and shown in *Figure 3*, vehicles destined to the Project Site to drop off or pick up students will make an eastbound right-turn movement from Burbank Boule into the driveway. Vehicles will then continue southbound and enter the School's parking lot and complete the student drop-off or pick-up. Once the drop-off or pick-up is completed, vehicles will exit the Project Site via an eastbound right-turn onto southbound Whitsett Avenue. At least one staff member will be placed in the student drop-off/pick-up area to monitor vehicle queues.

Estimated Peak Vehicle Queue

Private vehicles are the only component that contributes to the vehicle queuing analysis during the peak student drop-off and pick-up periods. The analysis focuses on the morning student drop-off period, as the pick-up of students tends to be dispersed on a relative basis throughout the afternoon, particularly as many students are involved with after-school activities.

The Project at build-out (80 students) is forecast to generate 34 inbound trips and 20 outbound trips during the AM peak hour (refer to the section above for a discussion of the Project's trip generation forecasts). While the ITE trip rates do not distinguish between trips related to staff arrivals and student drop-offs in the morning, it can be generally assumed that the 20 outbound trips during the AM peak hour would correlate with at least 20 inbound trips during this period related to student drop-off operations. The remaining inbound vehicle trips during the AM peak hour are likely due to administrative staff, visitors, etc., at the campus, who would arrive at the Project Site outside of the AM student drop-off period. Therefore, for this queuing analysis, it has been assumed that approximately 20 vehicles would utilize the onsite vehicle queue area during the AM peak hour as part of the student drop-off operations. It is noted that School staff will be instructed to arrive at the Project Site prior to the commencement of the student drop-off period to prevent interference with student drop-off operations.

The M/M/s queuing model was used to prepare the onsite queuing analysis. The M/M/s queuing model calculates average queuing, as well as peak queues at various confidence levels. For this analysis, the peak queue at the 95th percentile confidence level was utilized, which means the forecast vehicle queue will be equal to or less than the 95th percentile queue 95% of the time during the peak of the morning student drop-off period. For example, the 95th percentile peak hour confidence level is used by traffic engineers in the design of left-turn pocket lengths at intersections to accommodate peak hour vehicle queues.

The model requires the input of three parameters: 1) average arrival rate per hour, 2) the number of servers (i.e., staff monitors assisting students to and from cars), and 3) average

service rate per hour for each staff monitor. For this analysis, the model inputs are based on an arrival rate of 20 vehicles per hour accommodated by the one monitor (server), with each monitor able to process one car per minute (or 60 vehicles per hour) during the student drop-off period.

The M/M/s queuing calculations[2] prepared for the Project are provided in ***Appendix B***. As shown *Appendix B*, the average queue is approximately 0.17 vehicles (customers). As further shown in the table provided in *Appendix D*, at the 95th percent confidence level (precisely 96.30% as shown in *Appendix D*), the maximum onsite queue is calculated to be two vehicles.

Therefore, it is concluded that the planned onsite vehicle queuing area can adequately accommodate the forecast peak queue of two vehicles during the morning student drop-off operation at the School. Project-related trips are not expected to queue onto Burbank Boulevard.

Conclusions

The conclusions of this trip generation and vehicle queuing analysis related to the expansion of the existing Ner Aryeh High School located at 12500 Burbank Boulevard in the North Hollywood – Valley Village Community Plan Area of the City of Los Angeles are as follows:

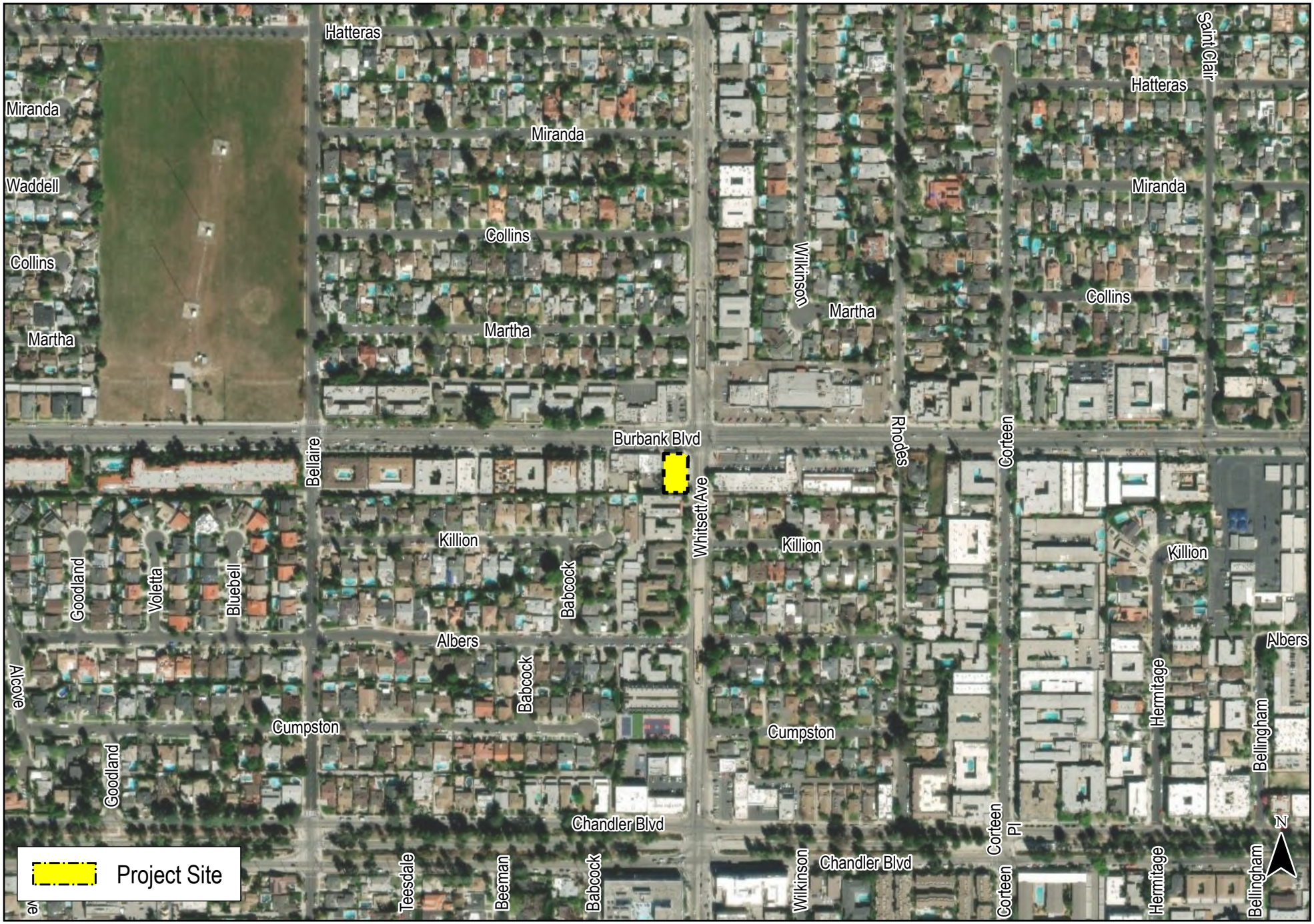
- The Project proposes to increase the School's enrollment capacity from 57 students to a maximum of 80 students. In conjunction with the increase in enrollment, the School proposes on the southerly portion of the Project Site to construct a two-story addition over the existing parking lot and connect to the existing School Building. The addition will provide an additional 5,494 square feet of floor area and will include new classrooms, a lunch area, and outdoor recreation space. Additionally, the Project proposes to remodel and enlarge the existing library, classrooms, and offices within the existing School Building. Upon completion of the Project, the School Building will provide a total of 10,704 square feet of floor area.

- Upon completion of the Project, a total of 10 vehicular parking spaces will be provided at the Project Site. The School has an agreement in place to lease a minimum of 10 vehicular parking spaces for use by School staff at Congregation Shaarey Zedek located at 12800 Chandler Boulevard, in order to meet the minimum parking requirements set forth in the LAMC. The School will provide a shuttle service to transport staff between the Project Site and Congregation Shaarey Zedek, and one of the parking spaces at the Project Site will be reserved for the shuttle service vehicle.

[2] *Tutorial on Queuing Theory,* Kardi Teknomo, 2014.

- The Project is expected to generate 16 net new vehicle trips (10 inbound trips and 6 outbound trips) during the weekday AM peak hour. During the weekday PM peak hour, the Project is expected to generate 4 net new vehicle trips (2 inbound trips and 2 outbound trips). The Project is expected to generate 45 net new daily vehicle trips.

- As summarized herein, an estimated maximum queue of approximately two vehicles is anticipated during the student drop-off period during the AM peak hour, which would exceed any potential queuing when students are picked up in the afternoon. The planned onsite vehicle queuing area can adequately accommodate the forecast peak queue. Accordingly, Project-related trips are not expected to queue onto Burbank Boulevard.



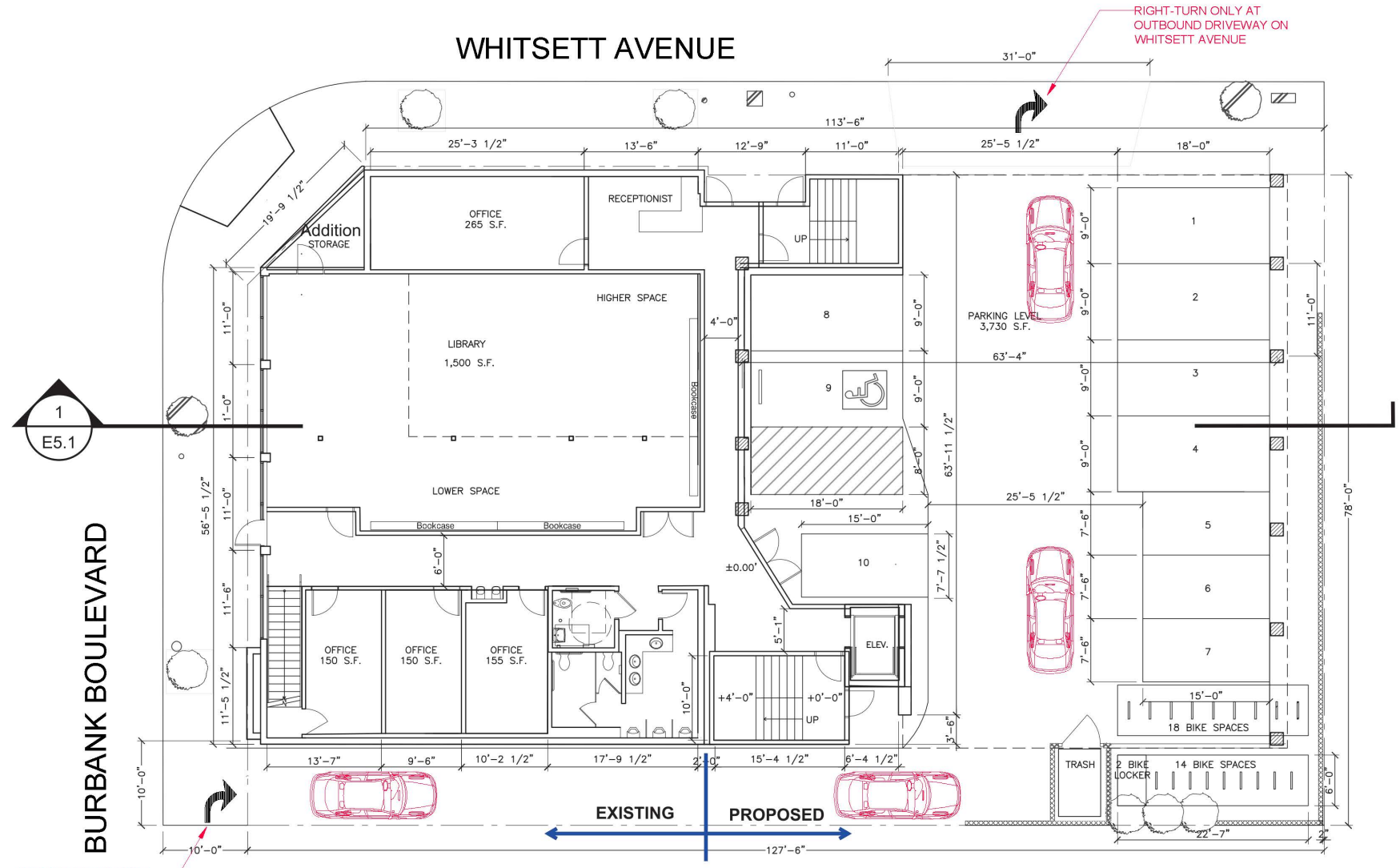
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Figure 1
Vicinity Map
Ner Aryeh High School Addition



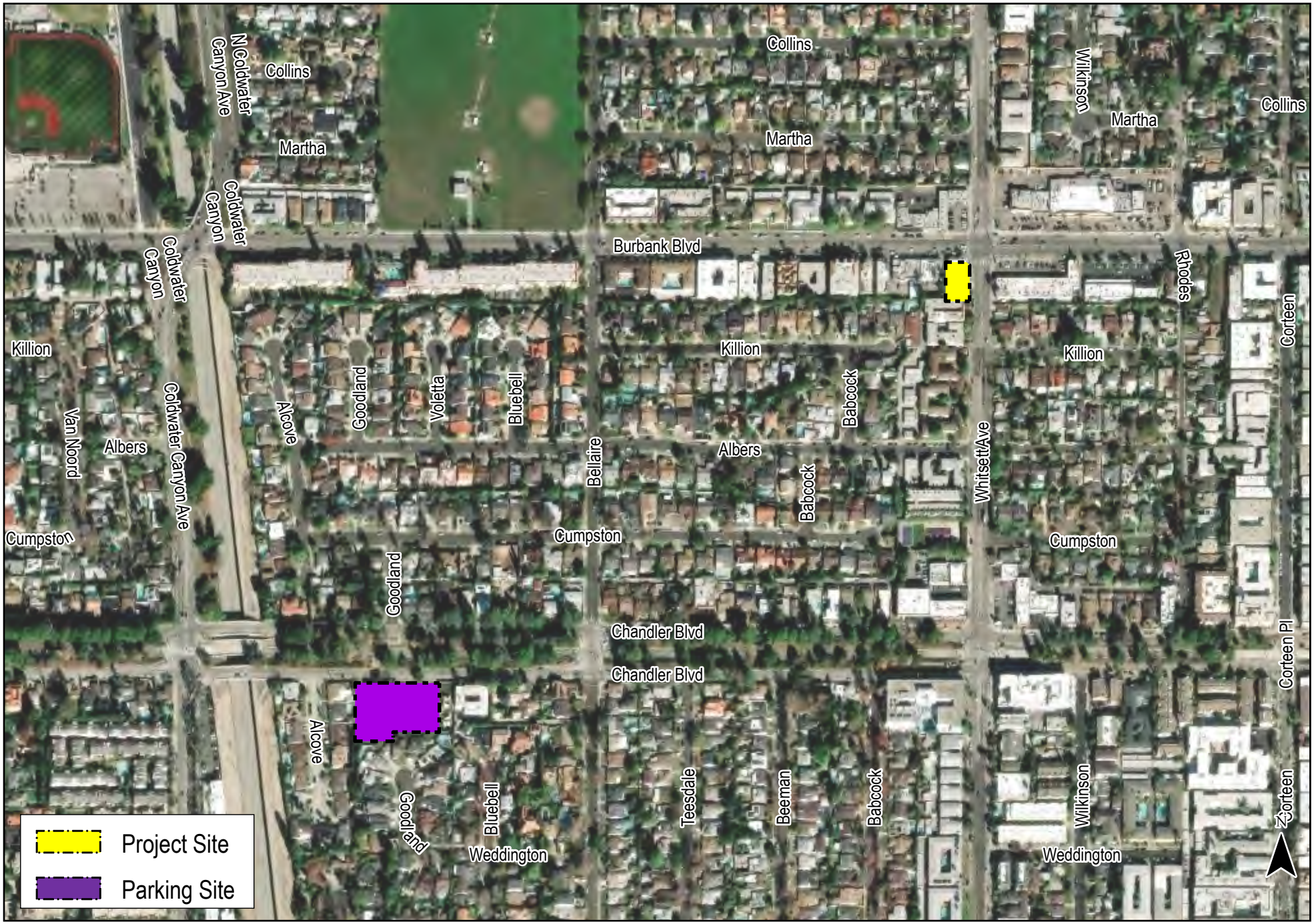
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Figure 2
Aerial Photograph of Existing Project Site
Ner Aryeh High School Addition



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Date: 10/17/2024
Time: 12:57 PM
Source: Kalban Architects

Figure 3
Project Site Plan
Ner Aryeh High School Addition



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Time: 11:40 AM
Maxar

Figure 4
Location of Project Site and Parking Site
Ner Aryeh High School Addition

Table 1
PROJECT TRIP GENERATION [1]

19-Aug-24

LAND USE	SIZE	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
		IN	OUT	TOTAL	IN	OUT	TOTAL
Proposed Project							
Private School [3]	80 Students	40	23	63	6	8	14
Transit/Walk-In Trips [4]							
Private School (15%)		(6)	(3)	(9)	(1)	(1)	(2)
Subtotal Project Driveway Trips		**34**	**20**	**54**	**5**	**7**	**12**
Existing Site							
Private School [3]	(57) Students	(28)	(17)	(45)	(4)	(6)	(10)
Existing Transit/Walk-In Trips [4]							
Private School (15%)		4	3	7	1	1	2
Subtotal Existing Driveway Trips		**(24)**	**(14)**	**(38)**	**(3)**	**(5)**	**(8)**
NET INCREASE DRIVEWAY TRIPS		**10**	**6**	**16**	**2**	**2**	**4**

[1] Source: ITE *Trip Generation Manual,* 11th Edition, 2021.
[2] Trips are one-way traffic movements, entering or leaving.
[3] ITE Land Use Code 532 (Private School [K-12]) trip generation average rates per number of students.
- AM Peak Hour Trip Rate: 0.79 trips/student; 63% inbound/37% outbound
- PM Peak Hour Trip Rate: 0.17 trips/student; 43% inbound/57% outbound

[4] The transit/walk-in reduction is based on the Project Site's proximity to various bus stops and bus lines, projections on the percentage of students expected to walk to the Project, and the land use characteristics of the Project.

APPENDIX A

LADOT VMT CALCULATOR OUTPUT

CITY OF LOS ANGELES VMT CALCULATOR Version 1.4

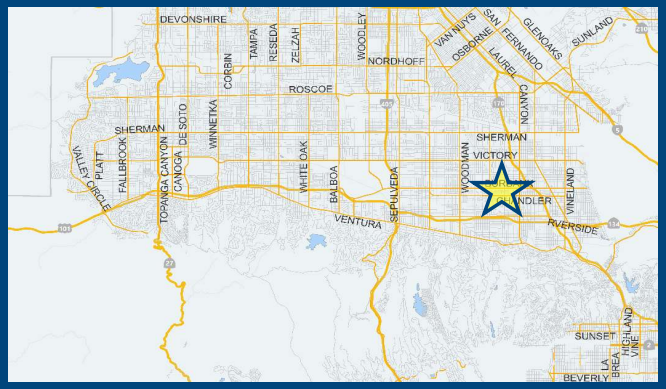
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: Ner Aryeh High School Expansion

Scenario: Proposed Project

Address: 12500 W BURBANK BLVD, 91607



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
School | Private School (K-12)	57	Students
School | Private School (K-12)	57	Students

☐ 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
School | Private School (K-12)	80	Students
School | Private School (K-12)	80	Students

☐ Click here to add a single custom land use type (will be included in the above list)

Project Screening Summary

Existing Land Use	Proposed
113 Daily Vehicle Trips	158 Daily Vehicle Trips
887 Daily VMT	1,242 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	45 Net Daily Trips
The net increase in daily VMT ≤ 0	355 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	0.000 ksf

The proposed project is not required to perform VMT analysis.

Measuring the Miles

8/21/2024

APPENDIX B

M/M/S QUEUING MODEL OUTPUT

Queuing M/M/s (Multi-Channel)

Arrival rate, lambda	20	customers/hour
Mean service time, miu	60	customers/hour
Number of servers, s	1	(max = 50)

Economic Analysis of Queue

Waiting cost per time period per each unit, Cw	1	$/Hour
Service cost per time period for each channel, Cs	1	$/Hour

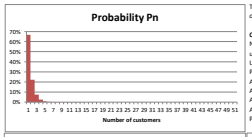
Queuing Performances

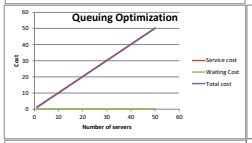
utilization single server, rho	0.333333333	
Utilization factor, U	33%	OK
Prob. Empty system, P0	67%	
Average queue length Lq	0.1667	customers
Average system length L	0.5000	customers
Average waiting in queue Wq	0.0083	hour =
Average waiting in system W	0.0250	hour =
Prob. of waiting	33.33%	
Optimum number of servers	1	

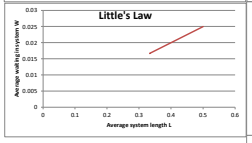
Number of customers	Probability	Sum
0	66.67%	66.67%
1	22.22%	88.89%
2	7.41%	96.30%
3	2.47%	98.77%
4	0.82%	99.59%
5	0.27%	99.86%
6	0.09%	99.95%
7	0.03%	99.98%
8	0.01%	99.99%
9	0.00%	100.00%
10	0.00%	100.00%
11	0.00%	100.00%
12	0.00%	100.00%
13	0.00%	100.00%
14	0.00%	100.00%
15	0.00%	100.00%
16	0.00%	100.00%
17	0.00%	100.00%
18	0.00%	100.00%
19	0.00%	100.00%
20	0.00%	100.00%
21	0.00%	100.00%
22	0.00%	100.00%
23	0.00%	100.00%
24	0.00%	100.00%
25	0.00%	100.00%
26	0.00%	100.00%
27	0.00%	100.00%
28	0.00%	100.00%
29	0.00%	100.00%
30	0.00%	100.00%
31	0.00%	100.00%
32	0.00%	100.00%
33	0.00%	100.00%
34	0.00%	100.00%
35	0.00%	100.00%
36	0.00%	100.00%
37	0.00%	100.00%
38	0.00%	100.00%
39	0.00%	100.00%
40	0.00%	100.00%
41	0.00%	100.00%
42	0.00%	100.00%
43	0.00%	100.00%
44	0.00%	100.00%
45	0.00%	100.00%
46	0.00%	100.00%
47	0.00%	100.00%
48	0.00%	100.00%
49	0.00%	100.00%
50	0.00%	100.00%
>50	0.00%	100.00%
Sum	100.00%	

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Queuing Theory
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$$P_0 = \left(\sum_{n=0}^{s-1} \frac{\lambda^n}{n!} + \frac{\lambda^s}{s!} \left(\frac{s\mu}{s\mu - \lambda} \right) \right)^{-1}$$

Computation of the Probability of empty server, P0

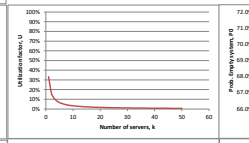
n	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
adden for each n	1	0.3333	0.0556	0.0062	0.0005	3E-05	2E-06	9E-08	4E-09	1E-10	5E-12	1E-13	4E-15	1E-16	2E-18	5E-20	1E-21	2E-23	4E-25	7E-27	1E-28	2E-30	3E-32	4E-34	6E-36	8E-38	1E-39	1E-41	1E-43	2E-45	2E-47	2E-49	2E-51	2E-53	2E-55	2E-57	2E-59	2E-61	1E-63	1E-65	1E-67	8E-70	7E-72	5E-74	4E-76	3E-78	2E-80	1E-82	1E-84	7E-87	4.57997E-89
denominator adden	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

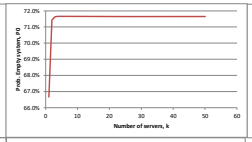
Computation of Optimization Table

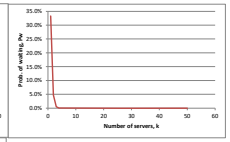
Number of servers, k	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
Average system length, L	0.5	0.3429	0.334	0.3334	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333
Service cost	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
Waiting Cost	0.5	0.3429	0.334	0.3334	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333
Total cost	1.5	2.3429	3.334	4.3334	5.3333	6.3333	7.3333	8.3333	9.3333	10.333	11.333	12.333	13.333	14.333	15.333	16.333	17.333	18.333	19.333	20.333	21.333	22.333	23.333	24.333	25.333	26.333	27.333	28.333	29.333	30.333	31.333	32.333	33.333	34.333	35.333	36.333	37.333	38.333	39.333	40.333	41.333	42.333	43.333	44.333	45.333	46.333	47.333	48.333	49.333	50.333
optimum server	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

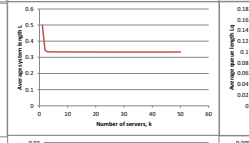
Queuing Performances Table

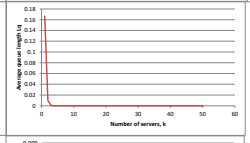
Number of servers, k	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
utilization single server, rho	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333
Utilization factor, U	33%	17%	11%	8%	7%	6%	5%	4%	4%	3%	3%	3%	3%	2%	2%	2%	2%	2%	2%	2%	2%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Prob. Empty system, P0	66.7%	71.4%	71.6%	71.7%	71.7%	71.7%	71.7%	71.7%	71.7%	71.7%	71.7%	71.7%	71.7%	71.7%	71.7%	71.7%	71.7%	71.7%	71.7%	71.7%	71.7%	71.7%	71.7%	71.7%	71.7%	71.7%	71.7%	71.7%	71.7%	71.7%	71.7%	71.7%	71.7%	71.7%	71.7%	71.7%	71.7%	71.7%	71.7%	71.7%	71.7%	71.7%	71.7%	71.7%	71.7%	71.7%	71.7%	71.7%	71.7%	71.7%
Average queue length Lq	0.1667	0.0095	0.0006	4E-05	2E-06	9E-08	3E-09	1E-10	4E-12	1E-13	3E-15	8E-17	2E-18	4E-20	9E-22	2E-23	3E-25	6E-27	9E-29	1E-30	2E-32	3E-34	4E-36	6E-38	7E-40	9E-42	1E-43	1E-45	1E-47	1E-49	2E-51	2E-53	2E-55	1E-57	1E-59	1E-61	1E-63	9E-66	8E-68	6E-70	5E-72	4E-74	3E-76	2E-78	2E-80	1E-82	7E-85	5E-87	3E-89	2E-91
Average system length L	0.5	0.3429	0.334	0.3334	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333	0.3333
Average waiting in queue Wq	0.0083	0.0005	3E-05	2E-06	9E-08	4E-09	2E-10	6E-12	2E-13	6E-15	2E-16	4E-18	1E-19	2E-21	4E-23	9E-25	2E-26	3E-28	5E-30	7E-32	1E-33	2E-35	2E-37	3E-39	4E-41	5E-43	5E-45	6E-47	7E-49	7E-51	8E-53	8E-55	7E-57	7E-59	6E-61	6E-63	5E-65	5E-67	4E-69	3E-71	2E-73	2E-75	1E-77	1E-79	8E-82	5E-84	4E-86	3E-88	2E-90	1E-92
Average waiting in system W	0.025	0.0171	0.0167	0.0167	0.0167	0.0167	0.0167	0.0167	0.0167	0.0167	0.0167	0.0167	0.0167	0.0167	0.0167	0.0167	0.0167	0.0167	0.0167	0.0167	0.0167	0.0167	0.0167	0.0167	0.0167	0.0167	0.0167	0.0167	0.0167	0.0167	0.0167	0.0167	0.0167	0.0167	0.0167	0.0167	0.0167	0.0167	0.0167	0.0167	0.0167	0.0167	0.0167	0.0167	0.0167	0.0167	0.0167	0.0167	0.0167
Prob. of waiting, Pw	33.3%	4.8%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

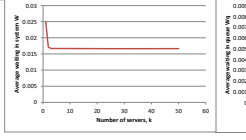














CITY OF LOS ANGELES

INTER-DEPARTMENTAL CORRESPONDENCE

12500 W. Burbank Boulevard
LADOT Case No. SFV24-117378
LADOT Project ID No. 57758

Date: October 18, 2024

To: Claudia Rodriguez, Senior City Planner
Department of City Planning

Vicente Cordero

From: Vicente Cordero, Transportation Engineer
Department of Transportation

Subject: **TRIP GENERATION AND VEHICLE QUEUING ANALYSIS FOR THE PROPOSED NER ARYEH HIGH SCHOOL EXPANSION LOCATED AT 12500 WEST BURBANK BOULEVARD (CPC-2016-2690-CU-SPP)**

The Los Angeles Department of Transportation (LADOT) has reviewed the technical memorandum prepared by Linscott Law & Greenspan, Engineers (LLG), dated October 17, 2024, for the proposed expansion of the existing Ner Aryeh High School located at 12500 W. Burbank Boulevard in the North Hollywood – Valley Village Community Plan Area of the City of Los Angeles. The School currently has an enrollment of 57 students which is the maximum permitted by the School's existing Conditional Use Permit. The School is pursuing a Plan Approval to expand and remodel the existing school building and increase the maximum enrollment from 57 to 80 students.

The Project proposes to increase the School's enrollment capacity from 57 students to a maximum of 80 students. In conjunction with the increase in enrollment, the School proposes constructing a two-story addition over the existing parking lot on the southerly portion of the project site that will connect to the existing school building. The addition will provide an additional 5,494 square feet of floor area, including new classrooms, a lunch area, and outdoor recreation space. Additionally, the Project proposes remodeling and enlarging the existing library, classrooms, and offices within the school building. Upon completion of the Project, the school building will provide a total of 10,704 square feet of floor area. The site plan for the Project is shown in **Attachment A**.

Upon completion of the Project, 10 vehicular parking spaces and 34 bicycle parking spaces will be provided at the Project Site. The School has an agreement to lease a minimum of 10 vehicular parking spaces for use by School staff at Congregation Shaarey Zedek located at 12800 Chandler Boulevard, to meet the minimum parking requirements set forth in the LAMC. The School will provide a shuttle service to transport staff between the Project Site and Congregation Shaarey Zedek, and one of the parking spaces at the Project Site will be reserved for the shuttle service vehicle.

In compliance with Senate Bill (SB) 743 and the California Environmental Quality Act (CEQA), a VMT analysis is required to identify the project's ability to promote the reduction of green-house gas emissions, the access to diverse land uses, and the development of multi-modal networks. The significance of a project's impact in this regard is measured against the VMT thresholds established in LADOT's Transportation Assessment Guidelines (TAG).

A trip generation analysis was conducted to determine if the project would exceed the net 250 daily vehicle trips threshold requiring further analysis. The results indicated that the proposed project would generate 45 daily vehicle trips. A copy of the analysis is provided in **Attachment B** to this report. LADOT concurs with the conclusion of the transportation analysis that the project trip generation does not meet the trip threshold required for a traffic impact analysis. Therefore, LADOT will not require preparing a traffic impact analysis for this project.

Upon completion of the Project, vehicles access the Project Site during the student drop-off and pick-up periods, which is facilitated by an eastbound right turn from Burbank Boulevard into the driveway. Vehicles then continue southbound, enter the School's parking lot, and complete student drop-off or pick-up. Once drop-off or pick-up is completed, vehicles exit the Project Site via an eastbound right turn onto southbound Whitsett Avenue. At least one staff member will be placed in the student drop-off/pick-up area to monitor vehicle queues.

An estimated maximum queue of approximately two vehicles is anticipated during the student drop-off period during the AM peak hour, which would exceed any potential queuing when students are picked up in the afternoon. The planned onsite vehicle queuing area can adequately accommodate the forecast peak queue. Accordingly, Project-related trips are not expected to queue on Burbank Boulevard.

Please note this LADOT assessment does not constitute approval of the driveway dimensions and internal circulation schemes. Those require separate review and approval and should be coordinated with LADOT's Citywide Planning Coordination Section (6262 Van Nuys Boulevard, 3rd Floor, Room 320, at 818-374-4699).

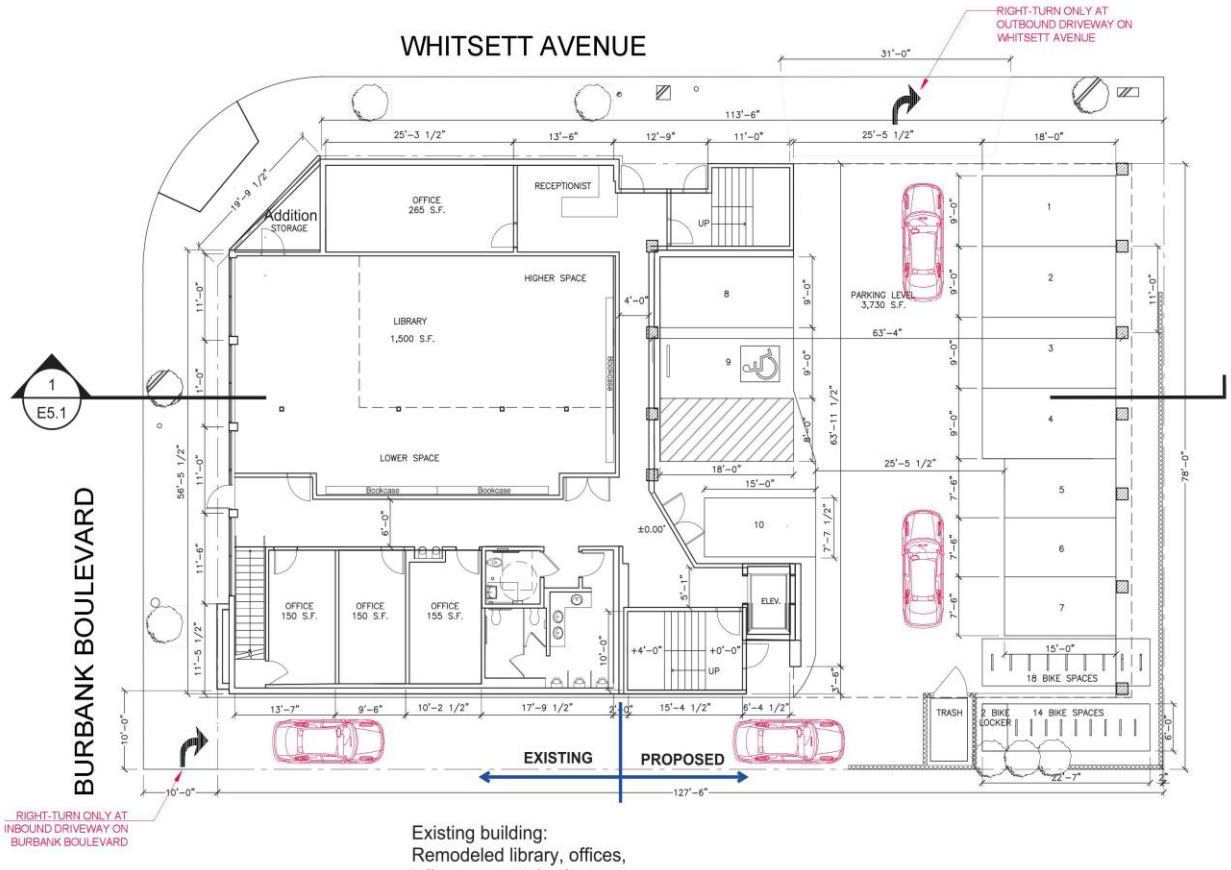
If you have any questions, contact Durre Shamsi of my staff at (818) 374-4699.

Attachments

F:\Projects\SFV\SFV24-57758_12500Burbank _Ner Aryeh High School_ltr.docx

c: Jeff Camp, Council District 2
Steve Rostam, LADOT East Valley District
Ali Nahass, BOE Valley District
Quyen Phan, BOE Land Development Group
David S. Shender, LLG Engineers

Attachment A
Site Plan



Existing building:
Remodeled library, offices, toilet rooms and exit.

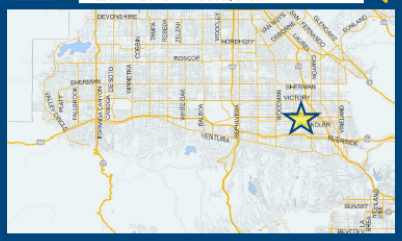
Attachment B
City of LA VMT Calculator Results

CITY OF LOS ANGELES VMT CALCULATOR Version 1.4

Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: Ner Aryeh High School Expansion
Scenario: Proposed Project
Address: 12500 W BURBANK BLVD, 91607



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
School | Private School (K-12)	57	Students
School | Private School (K-12)	57	Students

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
School | Private School (K-12)	80	Students
School | Private School (K-12)	80	Students

Click here to add a single custom land use type (will be included in the above list)

Project Screening Summary

Existing Land Use	Proposed
113 Daily Vehicle Trips	158 Daily Vehicle Trips
887 Daily VMT	1,242 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	45 Net Daily Trips
The net increase in daily VMT ≤ 0	355 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	0.000 ksf

The proposed project is not required to perform VMT analysis.

Measuring the Miles

CITY OF LOS ANGELES VMT CALCULATOR Version 1.4

Project Information

Project: Ner Aryeh High School Expansion
Scenario:
Address: <char code='09'/> <char code='09'/>1



Proposed Project Land Use Type	Value	Unit
School | Private School (K-12)	80	Students

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)
	50	percent of employees subject to priced parking
☐ Proposed Prj ☐ Mitigation		
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
158 Daily Vehicle Trips	158 Daily Vehicle Trips
1,242 Daily VMT	1,242 Daily VMT
N/A Household VMT per Capita	N/A Household VMT per Capita
N/A Work VMT per Employee	N/A Work VMT per Employee

Significant VMT Impact?

Household: N/A Threshold = 9.4 15% Below APC	Household: N/A 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

LADOT **Attachment D: Plan, Policy, and Program Consistency Worksheet**

Plans, Policies and Programs Consistency Worksheet

The worksheet provides a structured approach to evaluate the threshold T-1 question below, that asks whether a project conflicts with a program, plan, ordinance or policy addressing the circulation system. The intention of the worksheet is to streamline the project review by highlighting the most relevant plans, policies and programs when assessing potential impacts to the City's circulation system.

> ***Threshold T-1***: Would the project conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities?

This worksheet does not include an exhaustive list of City policies, and does not include community plans, specific plans, or any area-specific regulatory overlays. The Department of City Planning project planner will need to be consulted to determine if the project would obstruct the City from carrying out a policy or program in a community plan, specific plan, streetscape plan, or regulatory overlay that was adopted to support multimodal transportation options or public safety. LADOT staff should be consulted if a project would lead to a conflict with a mobility investment in the Public Right of Way (PROW) that is currently undergoing planning, design, or delivery. This worksheet must be completed for all projects that meet the Section I. Screening Criteria. For description of the relevant planning documents, **see Attachment D.1.**

For any response to the following questions that checks the box in **bold text** ((i.e.□ **Yes** or □ **No**), further analysis is needed to demonstrate that the project does not conflict with a plan, policy, or program.

I. SCREENING CRITERIA FOR POLICY ANALYSIS

If the answer is 'yes' to any of the following questions, further analysis will be required:

Does the project require a discretionary action that requires the decision maker to find that the project would substantially conform to the purpose, intent and provisions of the General Plan?

☒ Yes □ No

Is the project known to directly conflict with a transportation plan, policy, or program adopted to support multimodal transportation options or public safety?

□ Yes ☒ No

Is the project required to or proposing to make any voluntary modifications to the public right-of-way (i.e., dedications and/or improvements in the right-of-way, reconfigurations of curb line, etc.)?

☒ Yes □ No

II. PLAN CONSISTENCY ANALYSIS

A. Mobility Plan 2035 PROW Classification Standards for Dedications and Improvements

These questions address potential conflict with:

LADOT

Plan, Policy, and Program Consistency Worksheet

Mobility Plan 2035 Policy 2.1 *– Adaptive Reuse of Streets. Design, plan, and operate streets to serve multiple purposes and provide flexibility in design to adapt to future demands.*

Mobility Plan 2035 Policy 2.3 *– Pedestrian Infrastructure. Recognize walking as a component of every trip, and ensure high quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.*

Mobility Plan 2035 Policy 3.2 – *People with Disabilities. Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right-of-way.*

Mobility Plan 2035 Street Designations and Standard Roadway Dimensions

A.1 Does the project include additions or new construction along a street designated as a Boulevard I, and II, and/or Avenue I, II, or III on property zoned for R3 or less restrictive zone? ☒ Yes ☐ No

A.2 If **A.1 is yes**, is the project required to make additional dedications or improvements to the Public Right of Way as demonstrated by the street designation. ☒ Yes ☐ No ☐ N/A

A.3 If **A.2 is yes**, is the project making the dedications and improvements as necessary to meet the designated dimensions of the fronting street (Boulevard I, and II, or Avenue I, II, or III)?

☒ Yes ☐ No ☐ N/A

If the answer is to **A.1 or A.2 is NO, or to A.1, A.2 and A.3. is YES**, then the project does not conflict with the dedication and improvement requirements that are needed to comply with the Mobility Plan 2035 Street Designations and Standard Roadway Dimensions.

A.4 If the answer to **A.3. is NO**, is the project applicant asking to waive from the dedication standards?

☐ **Yes** ☐ **No** ☒ N/A

Lists any streets subject to dedications or voluntary dedications and include existing roadway and sidewalk widths, required roadway and sidewalk widths, and proposed roadway and sidewalk width or waivers. *See below

Frontage 1 Existing PROW'/Curb' : Existing _____Required_____Proposed_____

Frontage 2 Existing PROW'/Curb' : Existing _____Required_____Proposed_____

Frontage 3 Existing PROW'/Curb' : Existing _____Required_____Proposed_____

Frontage 4 Existing PROW'/Curb' : Existing _____Required_____Proposed_____

If the answer to **A.4 is NO**, the project is inconsistent with Mobility Plan 2035 street designations and must file for a waiver of street dedication and improvement.

If the answer to **A.4 is YES**, additional analysis is necessary to determine if the dedication and/or improvements are necessary to meet the City's mobility needs for the next 20 years. The following factors may contribute to determine if the dedication or improvement is necessary:

Is the project site along any of the following networks identified in the City's Mobility Plan?

BOE Required Dedications/Improvements

- Burbank Boulevard: 5' to complete 55' required half ROW
- Whitsett Avenue (Northerly Parcel): 1' to complete 43' required half ROW
- Whitsett Avenue (Northerly Parcel): 18' to complete 43' required half ROW
- Upgraded corner ramp at Burbank/Whitsett

- Transit Enhanced Network
- Bicycle Enhanced Network
- Bicycle Lane Network
- Pedestrian Enhanced District
- Neighborhood Enhanced Network

To see the location of the above networks, see **Transportation Assessment Support Map**.[1]

Is the project within the service area of Metro Bike Share, or is there demonstrated demand for micro-mobility services?

If the project dedications and improvements asking to be waived are necessary to meet the City's mobility needs, the project may be found to conflict with a plan that is adopted to protect the environment.

B. Mobility Plan 2035 PROW Policy Alignment with Project-Initiated Changes

B.1 Project-Initiated Changes to the PROW Dimensions

These questions address potential conflict with:

> ***Mobility Plan 2035 Policy 2.1*** *– Adaptive Reuse of Streets. Design, plan, and operate streets to serve multiple purposes and provide flexibility in design to adapt to future demands.*
>
> ***Mobility Plan 2035 Policy 2.3*** *– Pedestrian Infrastructure. Recognize walking as a component of every trip, and ensure high quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.*
>
> ***Mobility Plan 2035 Policy 3.2 –*** *People with Disabilities. Accommodate the needs of people with disabilities when modifying or installing infrastructure in the public right-of-way.*
>
> ***Mobility Plan 2035 Policy 2.10*** *– Loading Areas. Facilitate the provision of adequate on and off-site street loading areas.*
>
> **Mobility Plan 2035 Street Designations and Standard Roadway Dimensions**

B.1 Does the project propose, above and beyond any PROW changes needed to comply with Section 12.37 of the LAMC as discussed in Section II.A, physically modify the curb placement or turning radius and/or physically alter the sidewalk and parkways space that changes how people access a property?

Examples of developer-initiated physical changes to the public right-of-way include:

- widening the roadway,
- narrowing the sidewalk,
- adding space for vehicle turn outs or loading areas,
- removing bicycle lanes, bike share stations, or bicycle parking

[1] LADOT Transportation Assessment Support Map https://arcg.is/fubbD

- modifying existing bus stop, transit shelter, or other street furniture
- paving, narrowing, shifting or removing an existing parkway or tree well

□ Yes ☒ No

B.2 Driveway Access

These questions address potential conflict with:

Mobility Plan 2035 Policy 2.10 *– Loading Areas. Facilitate the provision of adequate on and off-site street loading areas.*

Mobility Plan 2035 Program PL.1. Driveway Access. *Require driveway access to buildings from non-arterial streets or alleys (where feasible) in order to minimize interference with pedestrian access and vehicular movement.*

Citywide Design Guidelines - Guideline 2*: Carefully incorporate vehicular access such that it does not degrade the pedestrian experience.*

Site Planning Best Practices:

- *Prioritize pedestrian access first and automobile access second. Orient parking and driveways toward the rear or side of buildings and away from the public right-of-way. On corner lots, parking should be oriented as far from the corner as possible.*
- *Minimize both the number of driveway entrances and overall driveway widths.*
- *Do not locate drop-off/pick-up areas between principal building entrances and the adjoining sidewalks.*
- *Orient vehicular access as far from street intersections as possible.*
- *Place drive-thru elements away from intersections and avoid placing them so that they create a barrier between the sidewalk and building entrance(s).*
- *Ensure that loading areas do not interfere with on-site pedestrian and vehicular circulation by separating loading areas and larger commercial vehicles from areas that are used for public parking and public entrances.*

B.2 Does the project add new driveways along a street designated as an Avenue or a Boulevard that conflict with LADOT's Driveway Design Guidelines (See Sec. 321 in the Manual of Policies and Procedures) by any of the following:

- locating new driveways for residential properties on an Avenue or Boulevard, and access is otherwise possible using an alley or a collector/local street, or
- locating new driveways for industrial or commercial properties on an Avenue or Boulevard and access is possible along a collector/local street, or
- the total number of new driveways exceeds 1 driveway per every 200 feet[2] along on the Avenue or Boulevard frontage, or
- locating new driveways on an Avenue or Boulevard within 150 feet from the intersecting street, or
- locating new driveways on a collector or local street within 75 feet from the intersecting street, or

[2] for a project frontage that exceeds 400 feet along an Avenue or Boulevard, the incremental additional driveway above 2 is more than 1 driveway for every 400 additional feet.

- locating new driveways near mid-block crosswalks, requiring relocation of the mid-block crosswalk

□ **Yes** ☒ No

If the answer to **B.1 and B.2 are both NO**, then the project would not conflict with a plan or policies that govern the PROW as a result of the project-initiated changes to the PROW.

Impact Analysis

If the answer to either **B.1 or B.2 are YES**, City plans and policies should be reviewed in light of the proposed physical changes to determine if the City would be obstructed from carrying out the plans and policies. The analysis should pay special consideration to substantial changes to the Public Right of Way that may either degrade existing facilities for people walking and bicycling (e.g., removing a bicycle lane), or preclude the City from completing complete street infrastructure as identified in the Mobility Plan 2035, especially if the physical changes are along streets that are on the High Injury Network (HIN). The analysis should also consider if the project is in a Transit Oriented Community (TOC) area, and would degrade or inhibit trips made by biking, walking and/ or transit ridership. The streets that need special consideration are those that are included on the following networks identified in the Mobility Plan 2035, or the HIN:

- Transit Enhanced Network
- Bicycle Enhanced Network
- Bicycle Lane Network
- Pedestrian Enhanced District
- Neighborhood Enhanced Network
- High Injury Network

To see the location of the above networks, see **Transportation Assessment Support Map**.[3]

Once the project is reviewed relevant to plans and policies, and existing facilities that may be impacted by the project, the analysis will need to answer the following two questions in concluding if there is an impact due to plan inconsistency.

B.2.1 Would the physical changes in the public right of way or new driveways that conflict with LADOT's Driveway Design Guidelines degrade the experience of vulnerable roadway users such as modify, remove, or otherwise negatively impact existing bicycle, transit, and/or pedestrian infrastructure?

□ **Yes** ☒ No □ N/A

B.2.2 Would the physical modifications or new driveways that conflict with LADOT's Driveway Design Guidelines preclude the City from advancing the safety of vulnerable roadway users?

□ **Yes** ☒ No □ N/A

If either of the answers to either **B.2.1 or B.2.2 are YES**, the project may conflict with the Mobility Plan 2035, and therefore conflict with a plan that is adopted to protect the

[3] LADOT Transportation Assessment Support Map https://arcg.is/fubbD

environment. If either of the answers to both **B.2.1. or B.2.2. are NO**, then the project would not be shown to conflict with plans or policies that govern the Public Right-of-Way.

C. Network Access

C. 1 Alley, Street and Stairway Access

These questions address potential conflict with:

Mobility Plan Policy 3.9 *Increased Network Access: Discourage the vacation of public rights-of-way.*

C.1.1 Does the project propose to vacate or otherwise restrict public access to a street, alley, or public stairway?

☐ Yes ☒ No

C.1.2 If the answer to C.1.1 is Yes, will the project provide or maintain public access to people walking and biking on the street, alley or stairway?

☐ Yes ☐ **No** ☒ N/A

C.2 New Cul-de-sacs

These questions address potential conflict with:

Mobility Plan 2035 Policy 3.10 *Cul-de-sacs: Discourage the use of cul-de-sacs that do not provide access for active transportation options.*

C.2.1 Does the project create a cul-de-sac or is the project located adjacent to an existing cul-de-sac?

☐ Yes ☒ No

C.2.2 If yes, will the cul-de-sac maintain convenient and direct public access to people walking and biking to the adjoining street network?

☐ Yes ☐ **No** ☒ N/A

If the answers to either C.1.2 or C.2.2 are YES, then the project would not conflict with a plan or policies that ensures access for all modes of travel. If the answer to either **C.1.2 or C.2.2 are NO**, the project may conflict with a plan or policies that governs multimodal access to a property. Further analysis must assess to the degree that pedestrians and bicyclists have sufficient public access to the transportation network.

D. Parking Supply and Transportation Demand Management

These questions address potential conflict with:

Mobility Plan 2035 Policy 3.8 *– Bicycle Parking, Provide bicyclists with convenient, secure and well maintained bicycle parking facilities.*

Mobility Plan 2035 Policy 4.8 – *Transportation Demand Management Strategies. Encourage greater utilization of Transportation Demand Management Strategies to reduce dependence on single-occupancy vehicles.*

LADOT

Plan, Policy, and Program Consistency Worksheet

Mobility Plan 2035 Policy 4.13 *– Parking and Land Use Management: Balance on-street and off-street parking supply with other transportation and land use objectives.*

D.1 Would the project propose a supply of onsite parking that exceeds the baseline amount[4] as required in the Los Angeles Municipal Code or a Specific plan, whichever requirement prevails?

□ Yes □ No

D.2 If the answer to D.1. is YES, would the project propose to actively manage the demand of parking by independently pricing the supply to all users (e.g. parking cash-out), or for residential properties, unbundle the supply from the lease or sale of residential units?

□ Yes ◘ **No** □ N/A

If the answer to **D.2. is NO** the project may conflict with parking management policies. Further analysis is needed to demonstrate how the supply of parking above city requirements will not result in additional (induced) drive-alone trips as compared to an alternative that provided no more parking than the baseline required by the LAMC or Specific Plan. If there is potential for the supply of parking to result in induced demand for drive-alone trips, the project should further explore transportation demand management (TDM) measures to further off-set the induced demands of driving and vehicle miles travelled (VMT) that may result from higher amounts of on-site parking. The TDM measures should specifically focus on strategies that encourage dynamic and context-sensitive pricing solutions and ensure the parking is efficiently allocated, such as providing real time information. Research has demonstrated that charging a user cost for parking or providing a 'cash-out' option in return for not using it is the most effective strategy to reduce the instances of drive-alone trips and increase non-auto mode share to further reduce VMT. To ensure the parking is efficiently managed and reduce the need to build parking for future uses, further strategies should include sharing parking with other properties and/or the general public.

D.3. Would the project provide the minimum on and off-site bicycle parking spaces as required by Section 12.21 A.16 of the LAMC?

□ Yes ◘ **No**

D.4. Does the Project include more than 25,000 square feet of gross floor area construction of new non-residential gross floor?

□ Yes □ No

D.5 If the answer to D.4. is YES, does the project comply with the City's TDM Ordinance in Section 12.26 J of the LAMC?

□ Yes □ **No** □ N/A

If the answer to **D.3. or D.5. is NO** the project conflicts with LAMC code requirements of bicycle parking and TDM measures. If the project includes uses that require bicycle parking (Section 12.21 A.16) or TDM (Section 12.26 J), and the project does not comply with those Sections of the LAMC, further analysis is required to ensure that the project supports the intent of the two LAMC sections. To meet the intent of

[4] The baseline parking is defined here as the default parking requirements in section 12.21 A.4 of the Los Angeles Municipal Code or any applicable Specific Plan, whichever prevails, for each applicable use not taking into consideration other parking incentives to reduce the amount of required parking.

bicycle parking requirements, the analysis should identify how the project commits to providing safe access to those traveling by bicycle and accommodates storing their bicycle in locations that demonstrates priority over vehicle access.

Similarly, to meet the intent of the TDM requirements of Section 12.26 J of the LAMC, the analysis should identify how the project commits to providing effective strategies in either physical facilities or programs that encourage non-drive alone trips to and from the project site and changes in work schedule that move trips out of the peak period or eliminate them altogether (as in the case in telecommuting or compressed work weeks).

E. Consistency with Regional Plans

This section addresses potential inconsistencies with greenhouse gas (GHG) reduction targets forecasted in the Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP) / Sustainable Communities Strategy (SCS).

E.1 Does the Project or Plan apply one the City's efficiency-based impact thresholds (i.e. VMT per capita, VMT per employee, or VMT per service population) as discussed in **Section 2.2.3** of the TAG?

□ Yes □ No

E.2 If the Answer to **E.1 is YES**, does the Project or Plan result in a significant VMT impact?

□ **Yes** □ No □ N/A

E.3 If the Answer to **E.1 is NO**, does the Project result in a net increase in VMT?

□ **Yes** □ No □ N/A

If the Answer to **E.2 or E.3 is NO**, then the Project or Plan is shown to align with the long-term VMT and GHG reduction goals of SCAG's RTP/SCS.

E.4 If the Answer to **E.2 or E.3 is YES**, then further evaluation would be necessary to determine whether such a project or land use plan would be shown to be consistent with VMT and GHG reduction goals of the SCAG RTP/SCS. For the purpose of making a finding that a project is consistent with the GHG reduction targets forecasted in the SCAG RTP/SCS, the project analyst should consult **Section 2.2.4** of the Transportation Assessment Guidelines (TAG). **Section 2.2.4** provides the methodology for evaluating a land use project's cumulative impacts to VMT, and the appropriate reliance on SCAG's most recently adopted RTP/SCS in reaching that conclusion.

The analysis methods therein can further support findings that the project is consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in either a sustainable communities strategy or an alternative planning strategy for which the State Air Resources Board, pursuant to Section 65080(b)(2)(H) of the Government Code, has accepted a metropolitan planning organization's determination that the sustainable communities strategy or the alternative planning strategy would, if implemented, achieve the greenhouse gas emission reduction targets.

References

BOE Street Standard Dimensions S-470-1
http://eng2.lacity.org/techdocs/stdplans/s-400/S-470-1_20151021_150849.pdf

LADCP Citywide Design Guidelines.
https://planning.lacity.org/odocument/f6608be7-d5fe-4187-bea6-20618eec5049/Citywide_Design_Guidelines.pdf

LADOT Transportation Assessment Support Map https://arcg.is/fubbD

Mobility Plan 2035
https://planning.lacity.org/odocument/523f2a95-9d72-41d7-aba5-1972f84c1d36/Mobility_Plan_2035.pdf

SCAG. Connect SoCal, 2020-2045 RTP/SCS, https://www.connectsocal.org/Pages/default.aspx

ATTACHMENT D.1: CITY PLAN, POLICIES AND GUIDELINES

The Transportation Element of the City's General Plan, Mobility Plan 2035, established the "Complete Streets Design Guide" as the City's document to guide the operations and design of streets and other public rights-of-way. It lays out a vision for designing safer, more vibrant streets that are accessible to people, no matter what their mode choice. As a living document, it is intended to be frequently updated as City departments identify and implement street standards and experiment with different configurations to promote complete streets. The guide is meant to be a toolkit that provides numerous examples of what is possible in the public right-of-way and that provides guidance on context-sensitive design.

The Plan for A Healthy Los Angeles (March 2015) includes policies directing several City departments to develop plans that promote active transportation and safety.

The City of Los Angeles Community Plans, which make up the Land Use Element of the City's General Plan, guide the physical development of neighborhoods by establishing the goals and policies for land use. The 35 Community Plans provide specific, neighborhood-level detail for land uses and the transportation network, relevant policies, and implementation strategies necessary to achieve General Plan and community-specific objectives.

The stated goal of Vision Zero is to eliminate traffic-related deaths in Los Angeles by 2025 through a number of strategies, including modifying the design of streets to increase the safety of vulnerable road users. Extensive crash data analysis is conducted on an ongoing basis to prioritize intersections and corridors for implementation of projects that will have the greatest effect on overall fatality reduction. The City designs and deploys Vision Zero Corridor Plans as part of the implementation of Vision Zero. If a project is proposed whose site lies on the High Injury Network (HIN), the applicant should consult with LADOT to inform the project's site plan and to determine appropriate improvements, whether by funding their implementation in full or by making a contribution toward their implementation.

The Citywide Design Guidelines (October 24, 2019) includes sections relevant to development projects where improvements are proposed within the public realm. Specifically, Guidelines one through three provide building design strategies that support the pedestrian experience. The Guidelines provide best practices in designing that apply in three spatial categories of site planning, building design and public right of way. The Guidelines should be followed to ensure that the project design supports pedestrian safety, access and comfort as they access to and from the building and the immediate public right of way.

The City's Transportation Demand Management (TDM) Ordinance (LA Municipal Code 12.26.J) requires certain projects to incorporate strategies that reduce drive-alone vehicle trips and improve access to destinations and services. The ordinance is revised and updated periodically and should be reviewed for application to specific projects as they are reviewed.

The City's LAMC Section 12.37 (Waivers of Dedication and Improvement) requires certain projects to dedicate and/or implement improvements within the public right-of-way to meet the street designation standards of the Mobility Plan 2035.

The Bureau of Engineering (BOE) Street Standard Dimensions S-470-1 provides the specific street widths and public right of way dimensions associated with the City's street standards.

ATTACHMENT B

Noise Impact Analysis

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December 17, 2024

Ms. Johanna Falzarano
Envicom Corporation
4165 East Thousand Oaks Boulevard, Suite 290
Westlake Village, CA 91362

Subject: Ner Aryeh School – Class 32 Categorial Exemption Noise Impact Assessment – Los Angeles, CA

Dear Ms. Falzarano:

MD Acoustics, LLC (MD) has completed a noise impact assessment for the proposed Ner Aryeh School Project located at 12500 W. Burbank Boulevard in the Valley Village area of the City of Los Angeles, CA (City). 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 demonstrates 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 site is approximately 5,210 square feet in size and is an existing small, private school. The Project includes adding 5,494 square feet to the current building, resulting in a total of 10,704 square feet. The proposed building would include 3 stories, with parking at the ground level (open-air), classrooms and offices on the second level, and a lunch room on the third level that opens to an outdoor basketball court relocated to the roof from the existing parking lot. Enrollment will increase from 57 to 80 students. The Project would include a total of 10 vehicular parking spaces on the first level of the building and 34 bicycle parking spaces. The proposed Project site plan is in Exhibit B.

The Project site zoning is commercial ([Q]C2-1VL). The applicable [Q] Condition reads "the use of the property shall be limited to the uses existing upon the effective date of this ordinance and thereafter to those of the C1.5-1VL Zone." The [Q] Condition necessitates the Modification of the existing Conditional Use Permit, as high schools are permitted by-right in the C2 Zone but require a Conditional Use Permit in the C1.5 Zone. Land uses and the closest existing sensitive receptors surrounding the site include low medium residentially zoned land to the south and low residentially zoned land to the east (across Whitsett Ave) and southwest. The Project site is not located within two miles of a public airport or public use airport. The proposed Project site location is provided in Exhibit A.

2.0 Local Acoustical Requirements and CEQA Guidelines

The City 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 7:00 a.m. to 10:00 p.m. and 40 dBA from 10:00 p.m. to 7:00 a.m. The minimum ambient level for all commercial zones is 60 dBA from 7:00 a.m. to 10:00 p.m. and 55 dBA from 10:00 p.m. to 7:00 a.m.
>
> 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 41.40, construction must occur between the hours of 7:00 a.m. and 9:00 p.m. on Monday through Friday and 8:00 a.m. to 6:00 p.m. 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 when operating within 500 feet of a residential zone.

The Construction Noise and Vibration Updates to Thresholds and Methodology prepared for the City 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 the 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

MD performed one (1) 1-hour measurement on 11/13/24 between 2 PM and 3 PM, as shown in Appendix B. Noise Measurement 1 (NM1) was placed near the south of the Project site, away from the roadway. The main source of ambient noise throughout the Project site and surrounding areas came from traffic on Burbank Boulevard and Whitsett Avenue. The noise level measured was 59 dBA Leq, 79 dBA Lmax, and 51 dBA Lmin, as shown in Table 1. Further notes and pictures are provided in Appendix B.

Table 1: Short-Term Measurement Summary, dBA

Location	Start	Leq	Lmax	Lmin	L2	L8	L25	L50	L90
NM1	2:15 PM	59.3	78.5	50.8	65.5	61.3	59.1	57.2	54.0
Notes: [1.] The noise monitoring locations are illustrated in Appendix B.									

3.2 SoundPLAN Acoustic Model

SoundPLAN (SP) acoustical modeling software was utilized to model future worst-case stationary noise impacts to the adjacent land uses. SP is capable of evaluating multiple stationary noise source impacts at various receiver locations. SP's software utilizes algorithms (based on the inverse square law and reference equipment noise level data) to calculate noise level projections. The software allows the user to input specific noise sources, spectral content, sound barriers, building placement, topography, and sensitive receptor locations.

The future worst-case noise level projections were modeled using referenced sound level data for the various stationary on-site sources (rooftop mechanical equipment, on-site parking, and a rooftop basketball court). As a worst-case scenario, the model assumes that 12 rooftop heating, ventilation, and air cooling (HVAC) units are operating simultaneously and continuously in the mechanical area, the 10 on-site parking spaces have 5.4 movements per space per hour for a total of 54 AM peak hour trips, and the rooftop basketball court is in use. The 12 rooftop units were modeled as point sources, each representing one HVAC unit with a sound power level of 76 dB. The basketball court was modeled as a point source. The parking area was modeled as an area source within SoundPLAN. Appendix C provides the SoundPLAN inputs and outputs.

3.3 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 include speed, site conditions, average daily traffic (ADT), and vehicle mix data. The modeling does not take into account any existing barriers, structures, and/or topographical features that may further reduce noise levels.

The most recent traffic counts for this section of Burbank Boulevard were conducted in 2016, while the counts for Whitsett Avenue were taken in 2017. According to the traffic noise model using the City traffic counts and trip generation prepared by Linscott, Law & Greenspan, Engineers ("LLG"), the calculated CNEL level is 71 dBA. At the northeast corner, where Whitsett Avenue meets Burbank Boulevard, the calculated CNEL level is 68 dBA. These calculations represent the estimated traffic-related noise levels along the northern portion of the site. For further details, refer to Appendix D.

3.4 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.

3.5 Construction Vibration Model

Construction activities can produce vibration that may be felt by adjacent land uses. The construction of the 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 or a large bulldozer. A vibratory roller has a vibration impact of 0.21 inches per second peak particle velocity (PPV) at 25 feet. A large bulldozer has a vibration impact of 0.089 inches per second PPV at 25 feet. The vibratory roller is likely perceptible, but use of both the roller and the large bulldozer are 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 Burbank Boulevard and Whitsett Avenue will be the main source of noise impacting the Project site and the surrounding area.

It takes a change of 3 dB or more to hear an audible difference, which would occur with a doubling of traffic. It is predicted that the Project will generate an increase of 45 daily trips. The Project is not anticipated to increase the existing noise level due to an increase in traffic, and therefore the impact is less than significant. Calculations are provided in Appendix D.

5.0 Project Operational Noise Level Projections

Typical Project operations will consist of HVAC units, on-site parking, and a basketball court. All HVAC equipment is rooftop-mounted and will be screened by a 5-foot parapet wall or by the building's height increase from north to south. Equipment will be located at least 45 feet away from adjacent sensitive receptors (residences located to the south). The maximum sound power level from a single unit is 76 dBA. Worst-case operational noise includes the occasional basketball court game, on-site parking, and the rooftop mechanical equipment operating simultaneously.

Sensitive receptors affected by the Project operational noise include residences to the south of the Project site and to the southeast across Whitsett Ave. A total of two (2) receptors were modeled to accurately evaluate the future operational noise levels at the surrounding receptor. A yellow dot denotes a receptor. R1 represents the noise level at the south noise-sensitive zone. R2 represents the noise level at the southeast noise-sensitive zone. All yellow dots represent either a property line or a sensitive receptor, such as a sensitive outdoor area or building façade.

Table 2 presents the measured ambient noise level, the Project's noise level, and the combined Project plus ambient noise level condition.

Table 2: Worst-Case Predicted Operational Noise Levels (dBA)[1]

Receptor[1]	Existing Ambient Noise Level (dBA, Leq)[2]	Project Noise Level (dBA, Leq)[3]	Total Combined Noise Level (dBA, Leq)	Change in Noise Level as Result of Project
1	59	49	59	0
2	59	46	59	0

Notes:
1. Receptors 1-2 represent sensitive noise zones.
2. See Appendix B for the ambient noise measurement.
3. See Exhibit C for the operational noise level projections at said receptors.

Exhibit C shows the future noise level projections and contours based on the proposed Project design. The model indicates that the Project-only noise level will be 46 to 49 dBA at the surrounding receptors. The Project plus ambient noise level is projected to be 59 dBA Leq. The Project will not increase the existing ambient noise level at the south and southeast residences and would meet the standard set in Section 112.02 of not increasing the ambient noise level by more than 5 dBA. Thus, the change in noise level during operations will be less than significant.

6.0 Construction Noise Level 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 construction will vary with the different phases of construction. Table 3 presents the construction noise levels at sensitive receptors with all equipment following this standard. The equipment assumptions come from the Project's Air Quality Impact Analysis (Envicom Corporation). The nearest residential receptor is the apartment building located to the south. A likely worst-case construction noise scenario assumes that equipment is operating at an average of 70 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	Exceeds Significant Threshold?
Adjacent Residential Properties	Demolition	73.5	No
	Site Preparation	71.1	No
	Grading	72.9	No
	Building	70.9	No
	Paving	77.0	No
	Architectural Coating	68.1	No

Construction must also comply with Section 112.05 of the Los Angeles Municipal Code, which states that noise from a piece of equipment must not be above 75 dBA Lmax at 50 feet. The Project construction activities must occur between the hours of 7:00 a.m. and 7:00 p.m. on weekdays and between 8:00 a.m. and 6:00 p.m. on Saturdays. When construction activities fall between these hours, the noise limit at sensitive receptors is 80 dBA Leq per the City's Construction Noise and Vibration Updates to Thresholds and Methodology. The total Leq (8-hour) for construction activities was calculated to be up to 77 dBA. Therefore, the construction noise impact will be less than significant with required adherence to the Los Angeles Municipal Code.

7.0 Construction Vibration Projections

The largest source of vibration during Project construction may be from a vibratory roller or from a large bulldozer. The nearest existing building is located directly south of the Project site. The minimum distance between that building and Project construction activities is 5 feet. Vibratory rollers are expected to operate no closer than 18.5 feet from the nearest off-site buildings. At this distance, vibration levels could reach 0.29 in/sec PPV, which may be noticeable but is within the damage threshold for the adjacent residential building (0.3 in/sec PPV is the threshold for older residential structures per the City's Construction Noise and Vibration Updates to Thresholds and Methodology). Non-vibratory rollers can operate at the property line. Similarly, large bulldozers are assumed to operate no closer than 8.5 feet from the nearest off-site buildings. Vibration at this distance could reach 0.29 in/sec PPV, which is likely perceptible but below the damage threshold of 0.3 in/sec PPV. Small bulldozers can operate at the property line. Based on the construction specifications of the Project and the thresholds utilized by the City, the construction vibration impact is less than significant. See Appendix E for calculations.

7.2 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. The Applicant will adhere to the following standard construction practices and requirements from the thresholds guide and municipal code:

1. Construction shall occur during the hours of 7:00 a.m. to 7:00 p.m. on weekdays and 8:00 a.m. to 6:00 p.m. on Saturdays.
2. Large bulldozers will operate no closer than 8.5 feet from the nearest building, and vibratory rollers will operate no closer than 18.5 feet from the nearest building.
3. Mufflers that reduce levels to 75 dBA Lmax shall be attached properly to all construction equipment.
4. The contractor shall locate equipment staging areas as far as possible, away from the sensitive receptors.
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.

8.0 Conclusions

The Project will be compliant with the City's noise ordinance and CEQA Guidelines with the implementation of typical construction noise best practices. In addition, the Project will not generate a noise impact during operation. 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

Sarah Ostergaard

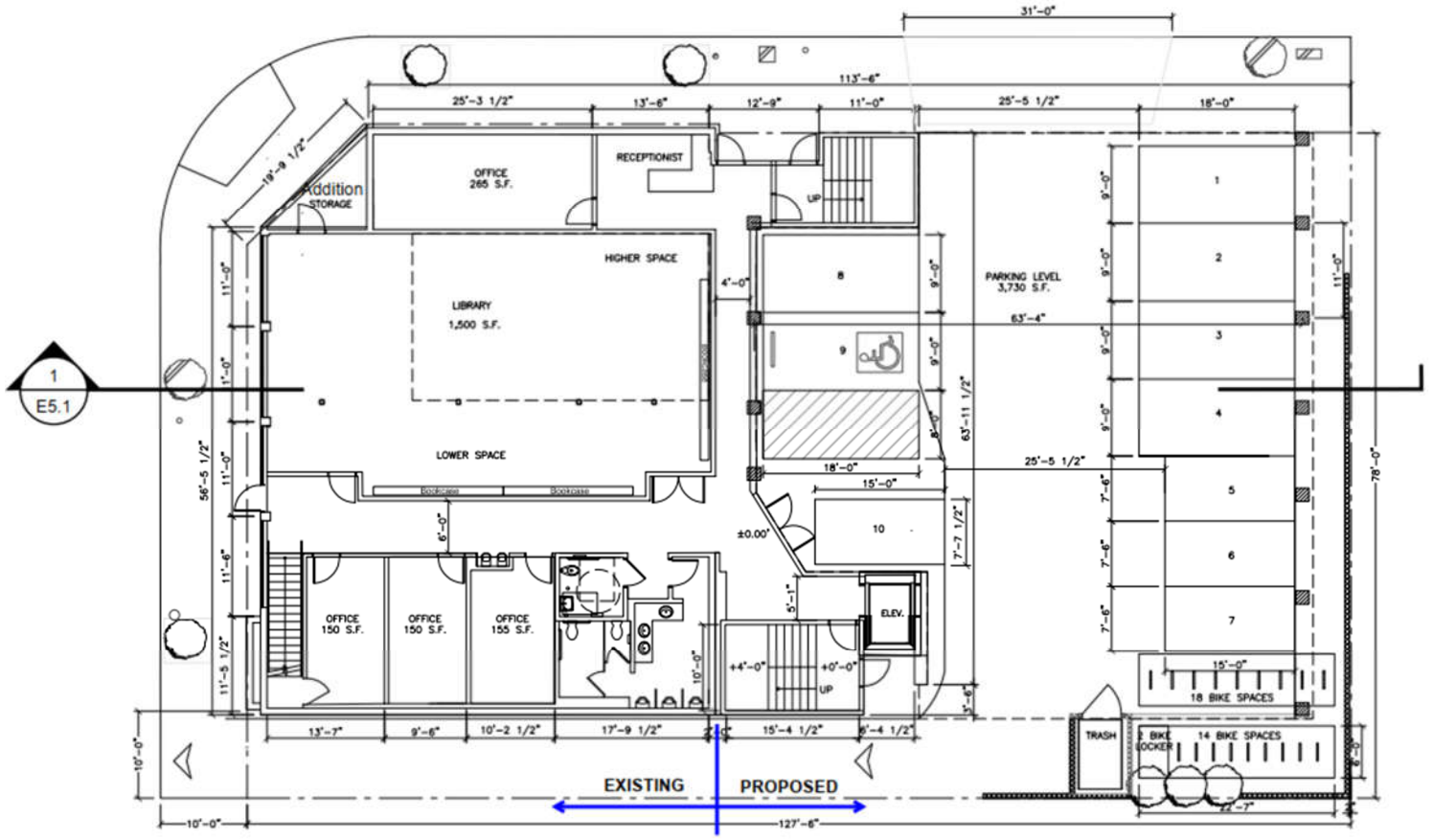
Sarah Ostergaard, INCE-USA
Acoustical Consultant

Claire Pincock, INCE-USA
Sr. Acoustical Consultant

Exhibit A
Location Map



Exhibit B
Site Plan



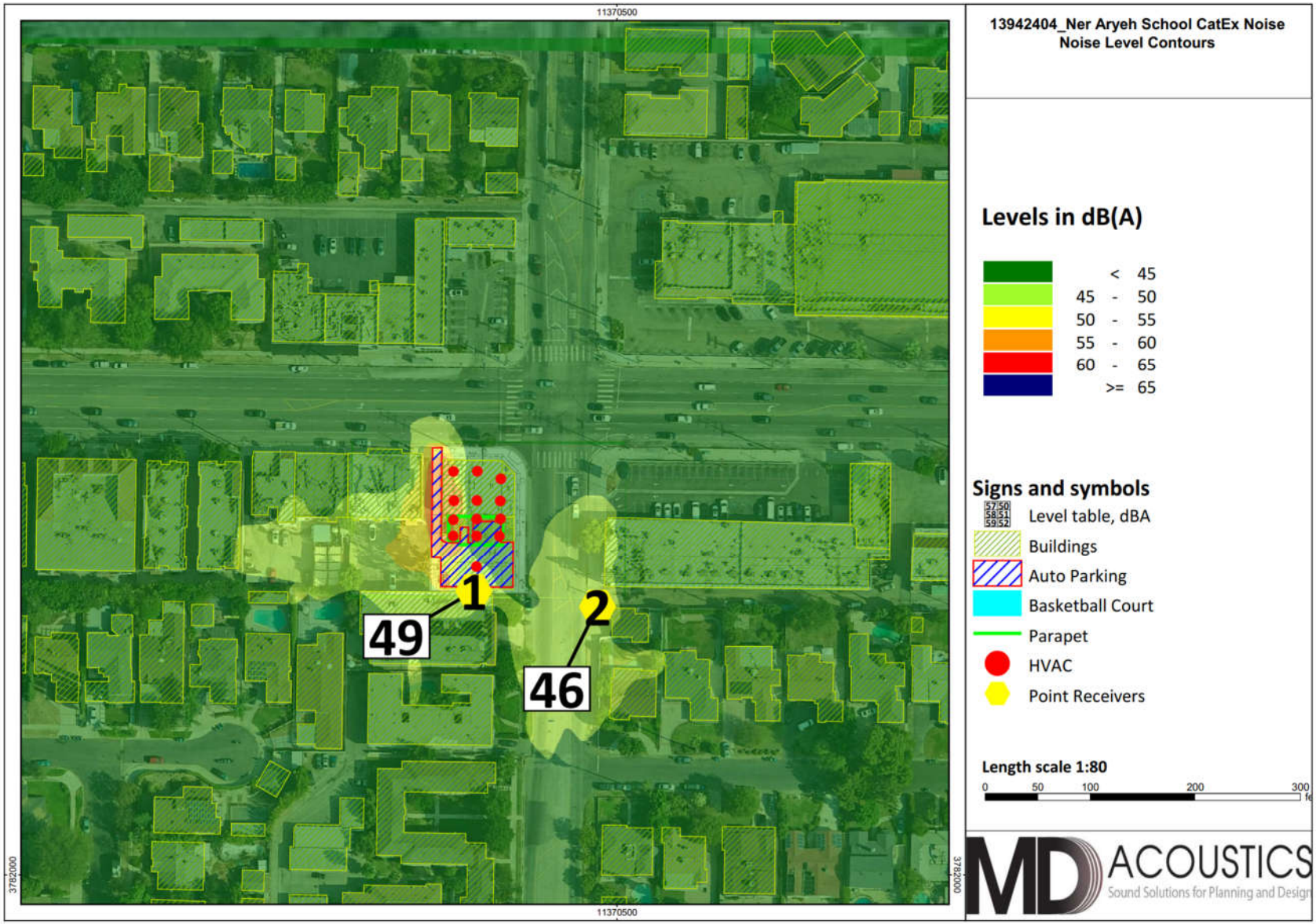
GROUND LEVEL PLAN
SCALE: 1/16" = 1'-0"

4,440 S.F.

Existing building:
Remodeled library, offices, toilet rooms and exit.

0' 4' 8' 16' 32'

Exhibit C
Operational Noise Levels



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.

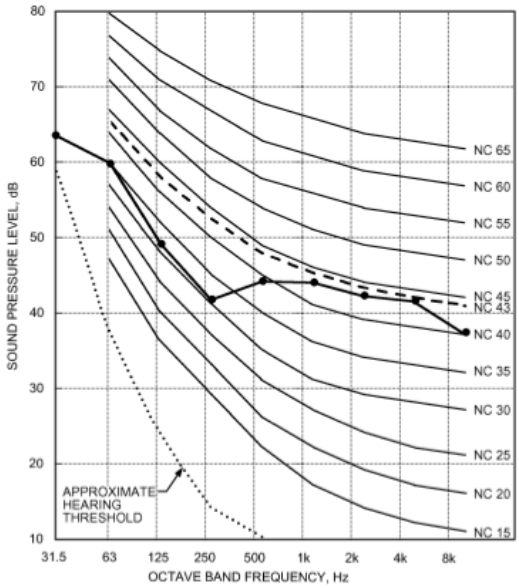
Percent Noise Levels: See L(n).

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

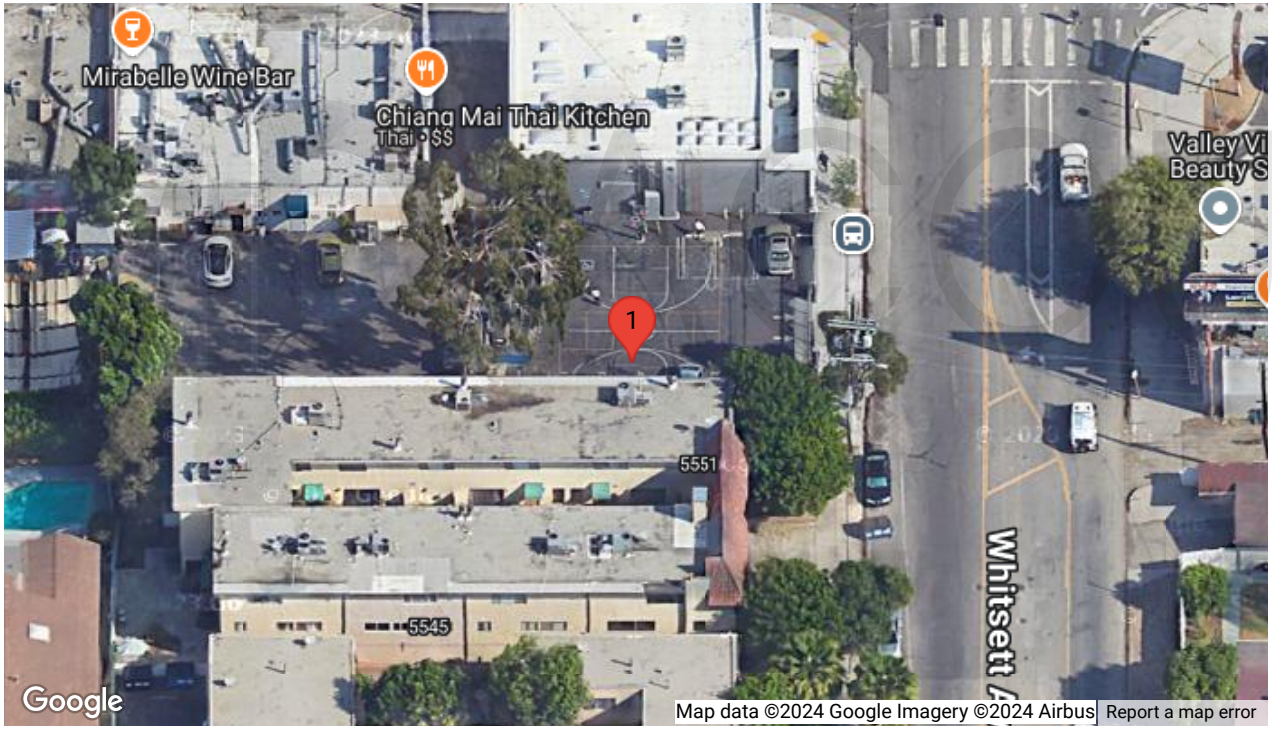
1-Hour Noise Measurement Datasheet - NM1

Project Name:	Ner Aryeh School Addition
Project: #/Name:	1394-2024-004
Site Address/Location:	Burbank Blvd & Whitsett Ave
Date:	11/15/2024
Field Tech/Engineer:	Jason Schuyler / Sarah Ostergaard

Site Observations:

64f wind at NM1 was 3-5MPH, General wind 7-10MPH overcast. NM was placed 4" above the top of the wall.

Sound Meter:	XL2, NTI	**SN:**	A2A-08562-E0
Settings:	A-weighted, slow, 1-sec, 1-hour interval		
Site Id:	NM1		



STICS

1-Hour Noise Measurement Datasheet - Cont. - NM1

Project Name:	Ner Aryeh School Addition	**Calibrator:**	
Site Address/Location:	Burbank Blvd & Whitsett Ave	**Cal Check: Pre-test:**	**Post Test:**
Site Id:	NM1		

Figure 1: NM1

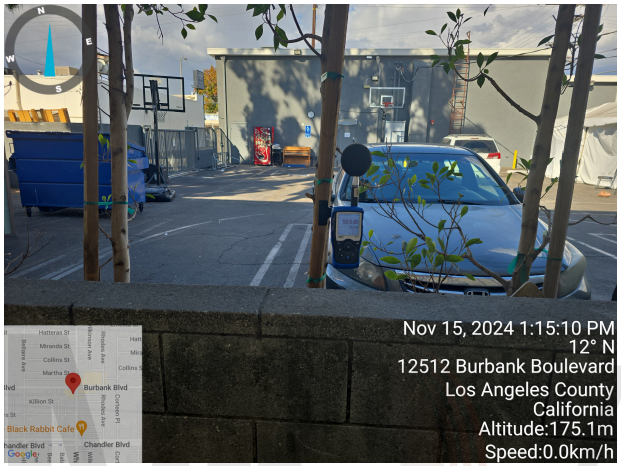


Figure 2: NM1



Figure 3: NM1



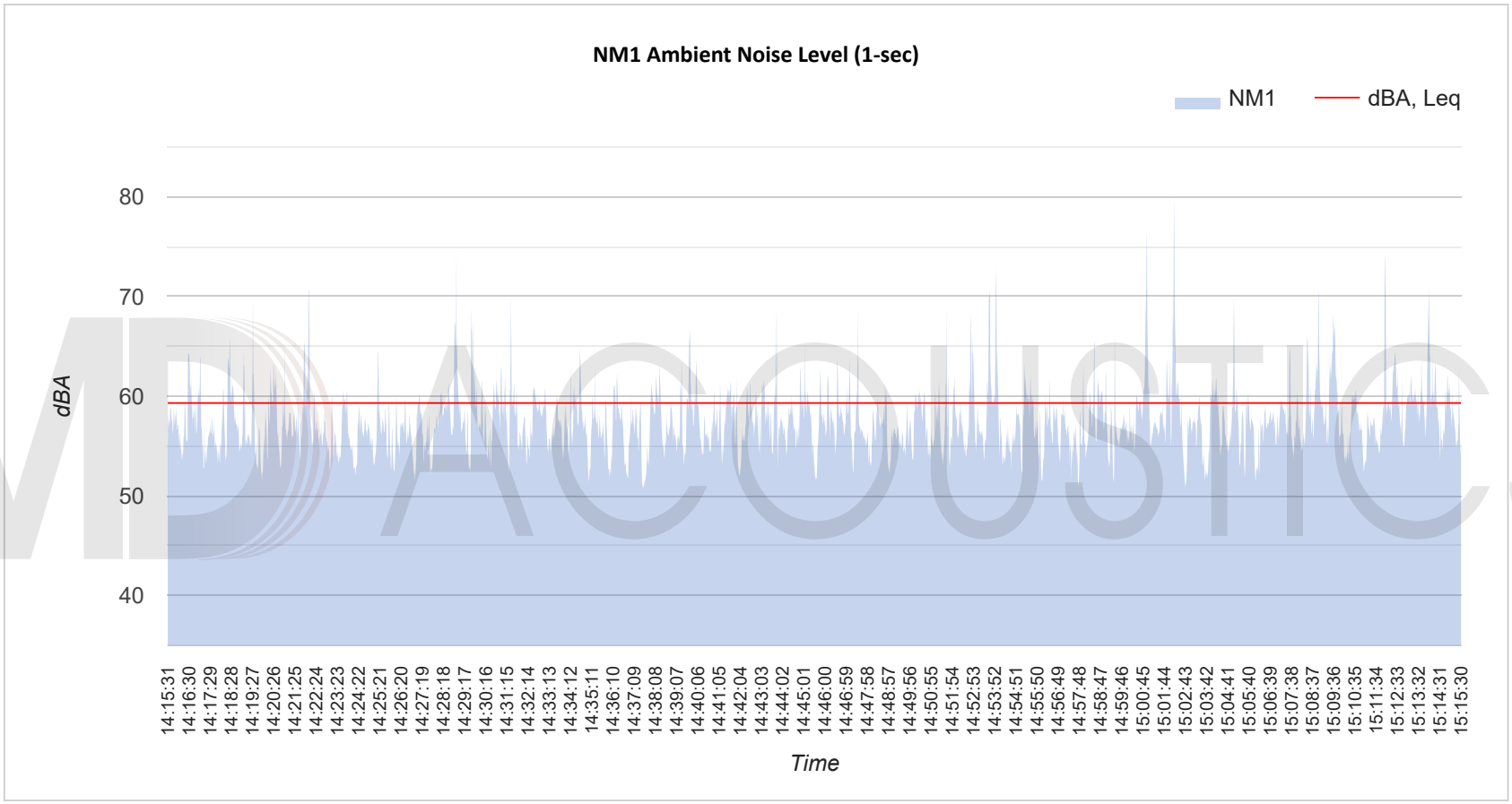
Table 1: Baseline Noise Measurement Summary

Location	Start	Stop	Leq	Lmax	Lmin	L2	L8	L25	L50	L90
NM1	2:15 PM	3:15 PM	59.3	78.5	50.8	65.5	61.3	59.1	57.2	54

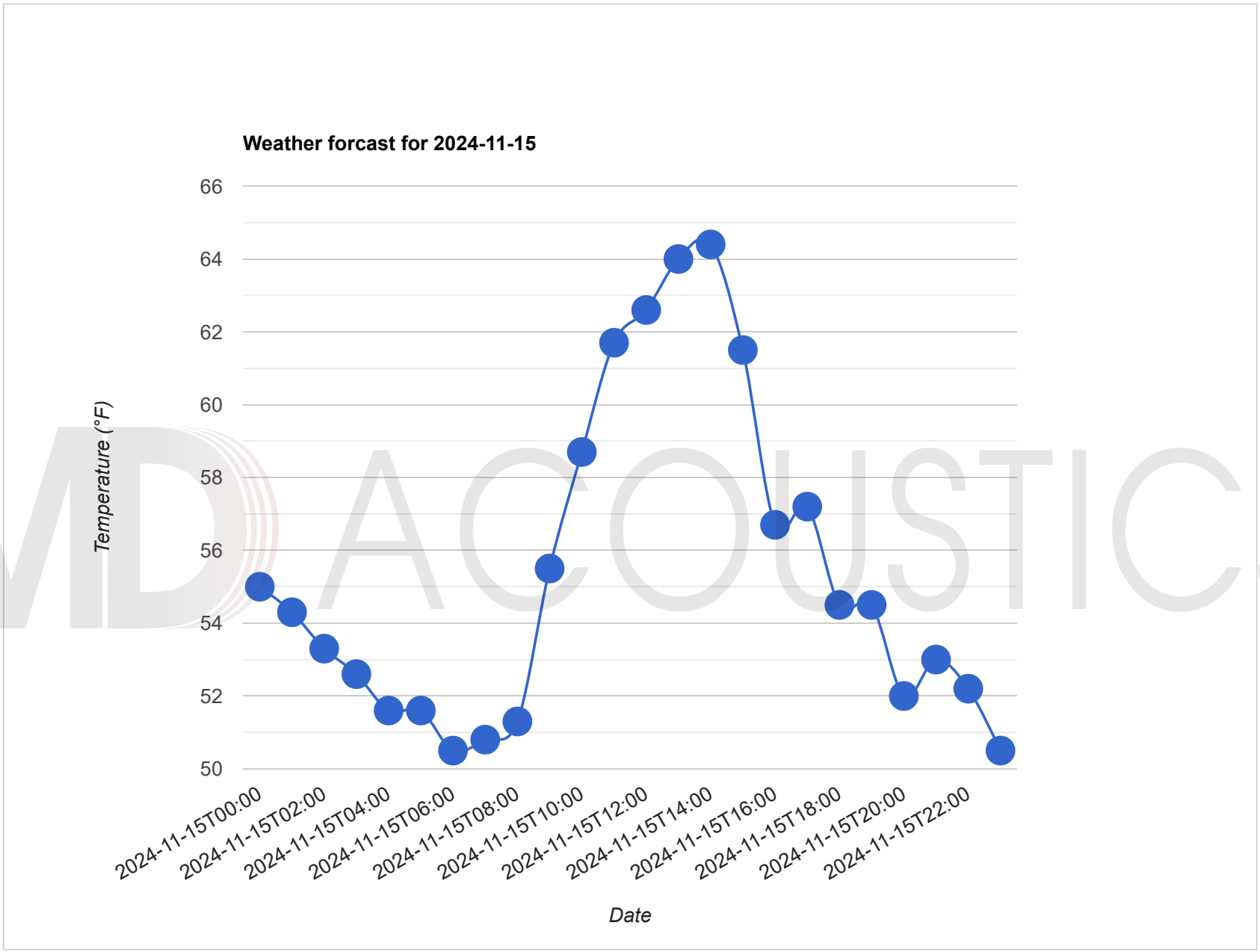
MD ACOUSTICS

1-Hour Noise Measurement Datasheet - Cont. - NM1

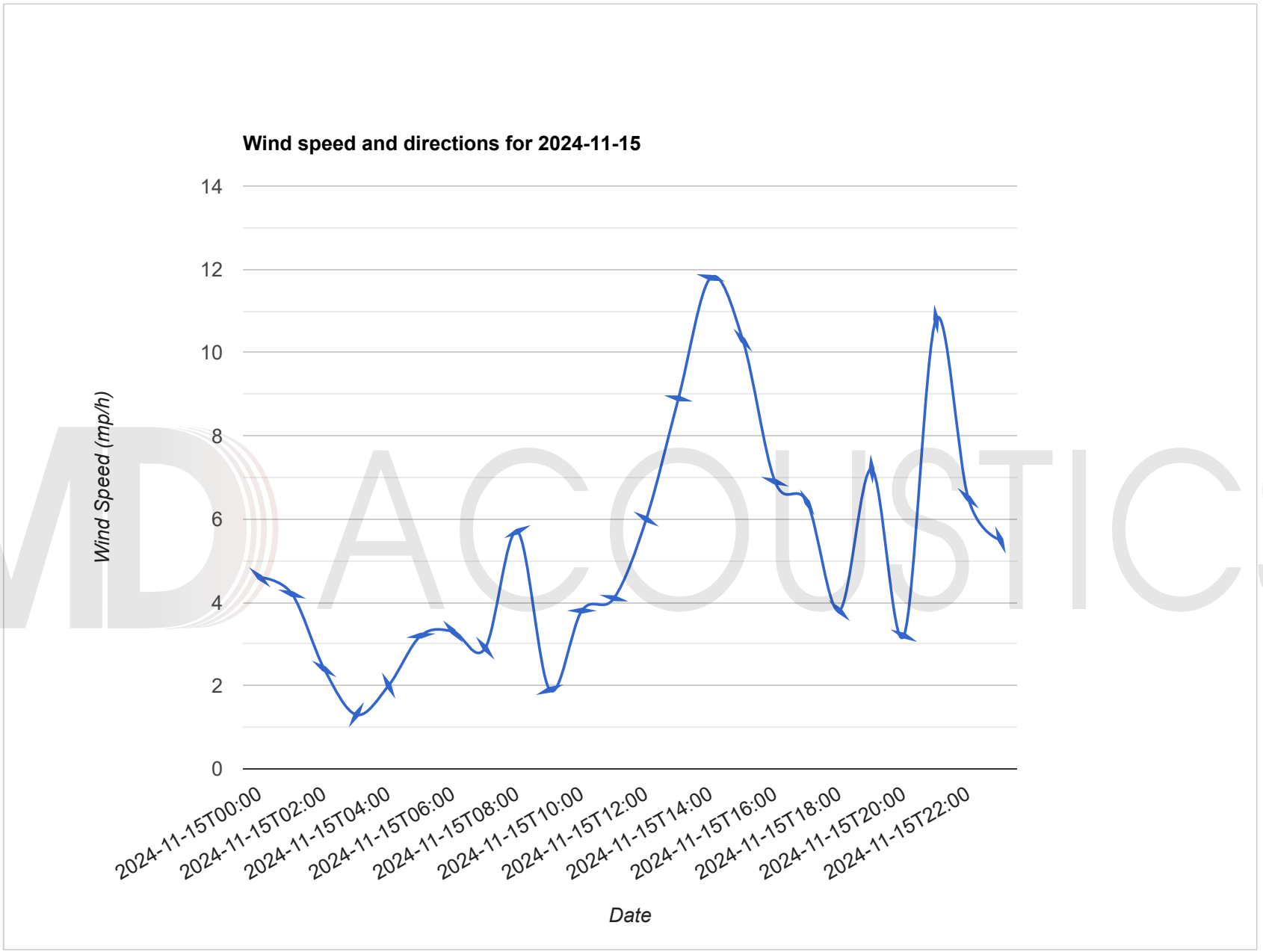
Project Name:	Ner Aryeh School Addition	**Site Topo:**	Buildings and Asphalt	**Noise Source(s) w/ Distance:**	
Site Address/Location:	Burbank Blvd & Whitsett Ave	**Meteorological Cond.:**	67F sunny winds 0-3mph	traffic noise	
Site Id:	NM1	**Ground Type:**	Buildings and asphalt		



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Source: Global Forecast System (GFS) weather forcast model

MD ACOUSTICS

Appendix C
SoundPLAN Inputs/Outputs

Ner Aryeh School CatEx Noise
Contribution spectra - 001 - Ner Aryeh School CatEx: Outdoor

Source	Sum	63Hz	125Hz	250Hz	500Hz	1kHz	2kHz	4kHz	
	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	
Receiver R1 Fl G Lr,lim dB(A) Leq,d 49.3 dB(A)									
Auto Parking	40.1	27.6	36.4	26.6	31.0	31.1	31.4	28.5	
Basketball	48.6				48.6				
HVAC	24.4	8.5	13.6	14.1	17.3	18.5	17.8	14.3	
HVAC	23.4	9.0	14.2	13.8	16.4	17.0	16.2	13.0	
HVAC	24.6	11.3	16.5	14.9	17.4	17.4	17.5	13.6	
HVAC	24.7	11.8	17.1	15.5	17.4	17.4	17.3	13.9	
HVAC	24.4	11.6	16.7	15.2	16.9	16.8	17.3	13.8	
HVAC	23.9	9.3	14.4	12.9	16.2	17.4	17.7	14.4	
HVAC	19.7	3.4	7.9	7.0	13.2	14.5	13.6	8.7	
HVAC	17.8	3.1	7.6	6.7	10.8	12.1	11.2	6.9	
HVAC	17.8	3.2	7.8	7.0	10.6	12.1	11.2	6.8	
HVAC	23.4	4.9	9.4	8.5	16.8	18.6	17.6	12.3	
HVAC	21.8	4.8	9.3	8.5	14.6	16.6	15.9	11.8	
HVAC	20.8	4.7	9.1	8.3	14.1	15.5	14.6	10.0	
Receiver R2 Fl G Lr,lim dB(A) Leq,d 45.7 dB(A)									
Auto Parking	26.6	14.4	23.8	14.2	16.5	15.1	18.0	13.2	
Basketball	45.0				45.0				
HVAC	20.5	6.4	13.5	13.7	14.7	13.3	9.4	3.1	
HVAC	21.8	4.9	11.9	12.3	16.7	16.2	13.2	8.8	
HVAC	23.2	7.5	14.7	15.4	17.6	17.1	13.8	7.8	
HVAC	21.8	6.0	13.2	13.9	16.1	15.7	12.5	7.6	
HVAC	22.0	5.0	12.2	13.0	16.7	16.4	13.1	8.4	
HVAC	21.2	2.6	9.8	10.3	15.7	16.4	13.2	8.3	
HVAC	32.1	9.0	17.9	20.6	25.3	26.9	26.3	21.8	
HVAC	25.8	5.5	13.8	15.8	19.8	20.7	18.9	12.3	
HVAC	16.9	-0.4	5.5	4.8	9.1	11.7	11.8	4.5	
HVAC	12.8	-1.4	4.1	3.3	6.9	6.8	4.6	-1.0	
HVAC	15.5	0.7	6.6	6.0	8.3	10.3	8.1	1.6	
HVAC	32.7	9.9	18.8	21.4	26.0	27.5	26.6	22.2	

Ner Aryeh School CatEx Noise
Assessed contribution level - 001 - Ner Aryeh School CatEx:

Source	Source type	Leq,d dB(A)	
Receiver R1 Fl G Lr,lim dB(A) Leq,d 49.3 dB(A)			
Basketball	Point	48.6	
Auto Parking	PLot	40.1	
HVAC	Point	24.7	
HVAC	Point	24.6	
HVAC	Point	24.4	
HVAC	Point	24.4	
HVAC	Point	23.9	
HVAC	Point	23.4	
HVAC	Point	23.4	
HVAC	Point	21.8	
HVAC	Point	20.8	
HVAC	Point	19.7	
HVAC	Point	17.8	
HVAC	Point	17.8	
Receiver R2 Fl G Lr,lim dB(A) Leq,d 45.7 dB(A)			
Basketball	Point	45.0	
HVAC	Point	32.7	
HVAC	Point	32.1	
Auto Parking	PLot	26.6	
HVAC	Point	25.8	
HVAC	Point	23.2	
HVAC	Point	22.0	
HVAC	Point	21.8	
HVAC	Point	21.8	
HVAC	Point	21.2	
HVAC	Point	20.5	
HVAC	Point	16.9	
HVAC	Point	15.5	
HVAC	Point	12.8	

Ner Aryeh School CatEx Noise
Octave spectra of the sources in dB(A) - 001 - Ner Aryeh School CatEx: Outdoor SP

Name	Source type	l or A	Li	Rw	L'w	Lw	KI	KT	DO-Wall	Emission spectrum	63Hz	125Hz	250Hz	500Hz	1kHz	2kHz	4kHz	8kHz	16kHz	
		m,m²	dB(A)	dB	dB(A)	dB(A)	dB	dB	dB		dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	dB(A)	
Auto Parking	PLot	420.02			50.8	77.0	0.0	0.0	0	Typical spectrum	60.3	71.9	64.4	68.9	69.0	69.4	66.7	60.5	47.7	
Basketball	Point				90.0	90.0	0.0	0.0	0	Street basketball				90.0						
HVAC	Point				76.0	76.0	0.0	0.0	0	HVAC: 67.7dB @ 3ft - Carrier 50TFQ0006 -	52.3	61.1	63.9	68.7	70.4	70.2	67.2	62.8	51.1	
HVAC	Point				76.0	76.0	0.0	0.0	0	HVAC: 67.7dB @ 3ft - Carrier 50TFQ0006 -	52.3	61.1	63.9	68.7	70.4	70.2	67.2	62.8	51.1	
HVAC	Point				76.0	76.0	0.0	0.0	0	HVAC: 67.7dB @ 3ft - Carrier 50TFQ0006 -	52.3	61.1	63.9	68.7	70.4	70.2	67.2	62.8	51.1	
HVAC	Point				76.0	76.0	0.0	0.0	0	HVAC: 67.7dB @ 3ft - Carrier 50TFQ0006 -	52.3	61.1	63.9	68.7	70.4	70.2	67.2	62.8	51.1	
HVAC	Point				76.0	76.0	0.0	0.0	0	HVAC: 67.7dB @ 3ft - Carrier 50TFQ0006 -	52.3	61.1	63.9	68.7	70.4	70.2	67.2	62.8	51.1	
HVAC	Point				76.0	76.0	0.0	0.0	0	HVAC: 67.7dB @ 3ft - Carrier 50TFQ0006 -	52.3	61.1	63.9	68.7	70.4	70.2	67.2	62.8	51.1	
HVAC	Point				76.0	76.0	0.0	0.0	0	HVAC: 67.7dB @ 3ft - Carrier 50TFQ0006 -	52.3	61.1	63.9	68.7	70.4	70.2	67.2	62.8	51.1	
HVAC	Point				76.0	76.0	0.0	0.0	0	HVAC: 67.7dB @ 3ft - Carrier 50TFQ0006 -	52.3	61.1	63.9	68.7	70.4	70.2	67.2	62.8	51.1	
HVAC	Point				76.0	76.0	0.0	0.0	0	HVAC: 67.7dB @ 3ft - Carrier 50TFQ0006 -	52.3	61.1	63.9	68.7	70.4	70.2	67.2	62.8	51.1	
HVAC	Point				76.0	76.0	0.0	0.0	0	HVAC: 67.7dB @ 3ft - Carrier 50TFQ0006 -	52.3	61.1	63.9	68.7	70.4	70.2	67.2	62.8	51.1	
HVAC	Point				76.0	76.0	0.0	0.0	0	HVAC: 67.7dB @ 3ft - Carrier 50TFQ0006 -	52.3	61.1	63.9	68.7	70.4	70.2	67.2	62.8	51.1	
HVAC	Point				76.0	76.0	0.0	0.0	0	HVAC: 67.7dB @ 3ft - Carrier 50TFQ0006 -	52.3	61.1	63.9	68.7	70.4	70.2	67.2	62.8	51.1	

Appendix D

Traffic Noise Calculations

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

PROJECT:	Ner Aryeh School	JOB #:	1394-24-04
ROADWAY:	Burbank Blvd	DATE:	17-Dec-24
LOCATION:	Clybourn Ave & Sepulveda Blvd	ENGINEER:	S Ostergaard

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	31,215	
SPEED =	35	
PK HR % =	10	
NEAR LANE/FAR LANE DIS	65	
ROAD ELEVATION =	0.0	
GRADE =	1.0	%
PK HR VOL =	3,122	

RECEIVER INPUT DATA

RECEIVER DISTANCE =		55
DIST C/L TO WALL =		80
RECEIVER HEIGHT =		5.0
WALL DISTANCE FROM RECEIVER		(25)
PAD ELEVATION =		0.5
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:	0.0	
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	0.9742
MEDIUM TRUCK	0.848	0.049	0.103	0.0184
HEAVY TRUCKS	0.865	0.027	0.108	0.0074

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES	2.0	44.51	- -
MEDIUM TRUCKS	4.0	44.40	- -
HEAVY TRUCKS	8.0	44.44	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	69.6	67.7	66.0	59.9	68.5	69.1
MEDIUM TRUCKS	62.1	60.6	54.3	52.7	61.2	61.4
HEAVY TRUCKS	63.4	62.0	52.9	54.2	62.5	62.7
NOISE LEVELS (dBA)	71.1	69.4	66.4	61.5	70.1	70.6

NOISE IMPACTS (WITH TOPO AND BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	69.6	67.7	66.0	59.9	68.5	69.1
MEDIUM TRUCKS	62.1	60.6	54.3	52.7	61.2	61.4
HEAVY TRUCKS	63.4	62.0	52.9	54.2	62.5	62.7
NOISE LEVELS (dBA)	71.1	69.4	66.4	61.5	70.1	70.6

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	63	199	628	1987
LDN	56	178	563	1779

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

PROJECT:	Ner Aryeh School	JOB #:	1394-24-04
ROADWAY:	Burbank Blvd	DATE:	17-Dec-24
LOCATION:	Clybourn Ave & Sepulveda Blvd	ENGINEER:	S Ostergaard

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	31,260	
SPEED =	35	
PK HR % =	10	
NEAR LANE/FAR LANE DIS	65	
ROAD ELEVATION =	0.0	
GRADE =	1.0	%
PK HR VOL =	3,126	

RECEIVER INPUT DATA

RECEIVER DISTANCE =		55
DIST C/L TO WALL =		80
RECEIVER HEIGHT =		5.0
WALL DISTANCE FROM RECEIVER		(25)
PAD ELEVATION =		0.5
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:	0.0	
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	0.9742
MEDIUM TRUCK	0.848	0.049	0.103	0.0184
HEAVY TRUCKS	0.865	0.027	0.108	0.0074

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES	2.0	44.51	- -
MEDIUM TRUCKS	4.0	44.40	- -
HEAVY TRUCKS	8.0	44.44	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	69.6	67.7	66.0	59.9	68.5	69.1
MEDIUM TRUCKS	62.1	60.6	54.3	52.7	61.2	61.4
HEAVY TRUCKS	63.4	62.0	52.9	54.2	62.5	62.7
NOISE LEVELS (dBA)	71.1	69.4	66.5	61.6	70.1	70.6

NOISE IMPACTS (WITH TOPO AND BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	69.6	67.7	66.0	59.9	68.5	69.1
MEDIUM TRUCKS	62.1	60.6	54.3	52.7	61.2	61.4
HEAVY TRUCKS	63.4	62.0	52.9	54.2	62.5	62.7
NOISE LEVELS (dBA)	71.1	69.4	66.5	61.6	70.1	70.6

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	63	199	629	1990
LDN	56	178	563	1782

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

PROJECT:	Ner Aryeh School	JOB #:	1394-24-04
ROADWAY:	Whitsett Ave	DATE:	17-Dec-24
LOCATION:	At Burbank Blvd	ENGINEER:	S Ostergaard

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	17,364	
SPEED =	35	
PK HR % =	10	
NEAR LANE/FAR LANE DIS	30	
ROAD ELEVATION =	0.0	
GRADE =	1.0	%
PK HR VOL =	1,736	

RECEIVER INPUT DATA

RECEIVER DISTANCE =		50
DIST C/L TO WALL =		80
RECEIVER HEIGHT =		5.0
WALL DISTANCE FROM RECEIVER		(30)
PAD ELEVATION =		0.5
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:	0.0	
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	0.9742
MEDIUM TRUCK	0.848	0.049	0.103	0.0184
HEAVY TRUCKS	0.865	0.027	0.108	0.0074

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES	2.0	47.83	- -
MEDIUM TRUCKS	4.0	47.72	- -
HEAVY TRUCKS	8.0	47.76	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	66.8	64.9	63.1	57.1	65.7	66.3
MEDIUM TRUCKS	59.3	57.8	51.4	49.8	58.3	58.5
HEAVY TRUCKS	60.5	59.1	50.1	51.3	59.7	59.8
NOISE LEVELS (dBA)	68.3	66.5	63.6	58.7	67.2	67.7

NOISE IMPACTS (WITH TOPO AND BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	66.8	64.9	63.1	57.1	65.7	66.3
MEDIUM TRUCKS	59.3	57.8	51.4	49.8	58.3	58.5
HEAVY TRUCKS	60.5	59.1	50.1	51.3	59.7	59.8
NOISE LEVELS (dBA)	68.3	66.5	63.6	58.7	67.2	67.7

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	30	93	296	935
LDN	26	84	265	837

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

PROJECT:	Ner Aryeh School	JOB #:	1394-24-04
ROADWAY:	Whitsett Ave	DATE:	17-Dec-24
LOCATION:	At Burbank Blvd	ENGINEER:	S Ostergaard

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	17,409	
SPEED =	35	
PK HR % =	10	
NEAR LANE/FAR LANE DIS	30	
ROAD ELEVATION =	0.0	
GRADE =	1.0	%
PK HR VOL =	1,741	

RECEIVER INPUT DATA

RECEIVER DISTANCE =		50
DIST C/L TO WALL =		80
RECEIVER HEIGHT =		5.0
WALL DISTANCE FROM RECEIVER		(30)
PAD ELEVATION =		0.5
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:	0.0	
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	0.9742
MEDIUM TRUCK	0.848	0.049	0.103	0.0184
HEAVY TRUCKS	0.865	0.027	0.108	0.0074

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES	2.0	47.83	- -
MEDIUM TRUCKS	4.0	47.72	- -
HEAVY TRUCKS	8.0	47.76	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	66.8	64.9	63.1	57.1	65.7	66.3
MEDIUM TRUCKS	59.3	57.8	51.4	49.9	58.3	58.6
HEAVY TRUCKS	60.5	59.1	50.1	51.3	59.7	59.8
NOISE LEVELS (dBA)	68.3	66.5	63.6	58.7	67.3	67.7

NOISE IMPACTS (WITH TOPO AND BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	66.8	64.9	63.1	57.1	65.7	66.3
MEDIUM TRUCKS	59.3	57.8	51.4	49.9	58.3	58.6
HEAVY TRUCKS	60.5	59.1	50.1	51.3	59.7	59.8
NOISE LEVELS (dBA)	68.3	66.5	63.6	58.7	67.3	67.7

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	30	94	296	937
LDN	27	84	265	839

Appendix E

Construction Noise and Vibration Calculations

Receptor - Residences to the South

Construction Phase Equipment Item	# of Items	Item Lmax at 50 feet, dBA[1]	Center of Site to Receptor, feet	Item Usage Percent[1]	Ground Factor[2]	Usage Factor	Recptor. Item wo/Muffler Leq, dBA
DEMOLITION							
Tractor	2	75	70	40	0	0.40	68.1
Dozer	1	75	70	40	0	0.40	68.1
Concrete Saw	1	75	70	20	0	0.20	65.1
						Log Sum	73.5
SITE PREP							
Grader	1	75	70	40	0	0.40	68.1
Tractor	1	75	70	40	0	0.40	68.1
						Log Sum	71.1
GRADE							
Grader	1	75	70	40	0	0.40	68.1
Dozer	1	75	70	40	0	0.40	68.1
Tractor	1	75	70	40	0	0.40	68.1
							72.9
BUILD							
Crane	1	75	70	16	0	0.16	64.1
Man lift	1	75	70	20	0	0.20	65.1
Tractor	1	75	70	40	0	0.40	68.1
Tractor	1	75	70	40	0	0.40	68.1
							70.9
PAVE							
Tractor	1	75	70	40	0	0.40	68.1
Drum Mixer	4	75	70	50	0	0.50	69.1
Paver	1	75	70	50	0	0.50	69.1
Roller	1	75	70	20	0	0.20	65.1
							77.0
ARCH COAT							
Compressor (air)	1	75	70	40	0	0.40	68.1
							68.1

[1]FHWA Construction Noise Handbook: Table 9.1 RCNM Default Noise Emission Reference Levels and Usage Factors

VIBRATION LEVEL IMPACT

Project:	Ner Aryeh School	Date: 12/17/24
Source:	Vibratory Roller	
Scenario:	Unmitigated	
Location:	Adjacent residences	
Address:	12500 W. Burbank Boulevard	

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 =	18.50	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 =	**0.29**	IN/SEC	OUTPUT IN RED

VIBRATION LEVEL IMPACT

Project:	Ner Aryeh School	Date: 12/17/24
Source:	Vibratory Roller	
Scenario:	Unmitigated	
Location:	Adjacent residences	
Address:	12500 W. Burbank Boulevard	

PPV = PPVref(25/D)^n (in/sec)

DATA INPUT

Equipment = Type	2	Large Bulldozer	INPUT SECTION IN BLUE
PPVref =	0.089	Reference PPV (in/sec) at 25 ft.	
D =	8.50	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 =	**0.29**	IN/SEC	OUTPUT IN RED

Appendix F
Stationary Equipment

Project: Sound Library

Job Number: 0000-2020-02

Site Address/Location:

Date:

Field Tech/Engineer: Carrier

Source/System: Carrier WeatherMaster 50hcA04 - 3 Ton

General Location:

Sound Meter: **SN:**

Settings:

Meteorological Cond.:

Site Observations:

Measurements are expressed in terms of sound power. Outdoor sound data is measure in accordance with AHRI.

Leq	Lmin	Lmax
0.0	0.0	0.0

Ln 2	Ln 8	Ln 25	Ln 50	Ln 90	Ln 99
0.0	0.0	0.0	0.0	0.0	0.0

MD ACOUSTICS

Table 1: Summary Measurement Data

Source/System	Overall Source	Overall dB(A)	3rd Octave Band Data (dBA)																													
			20	25	31.5	40	50	63	80	100	125	160	200	250	315	400	500	630	800	1k	1.25k	1.6k	2k	2.5k	3.15k	4k	5k	6.3k	8k	10k	12.5k	16k	20k
Carrier WeatherMaster 50hcA(	HVAC	76.0	0.0	0.0	0.0	0.0	0.0	78.0	0.0	0.0	78.0	0.0	0.0	74.0	0.0	0.0	73.0	0.0	0.0	70.0	0.0	0.0	66.0	0.0	0.0	62.0	0.0	0.0	57.0	0.0	0.0	0.0	0.0

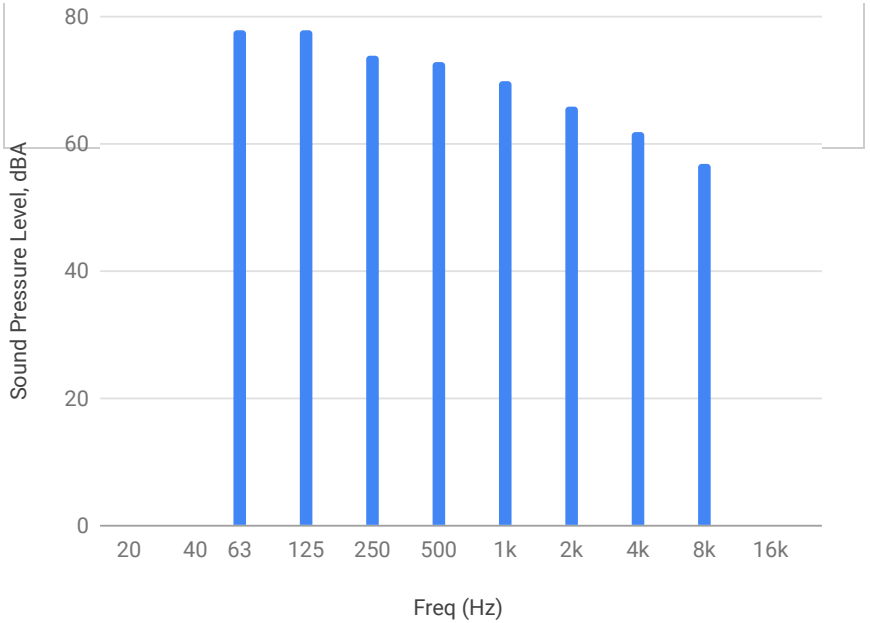
Table 2: Summary Measurement Data (1/1 octave)

Source/System	Overall Source	Overall dB(A)	1st Octave Band Data (dBA)									
			31.5	63	125	250	500	1k	2k	4k	8k	16k
Carrier WeatherMaster 50hcA(	HVAC	82.7	4.8	78	78	74	73	70	66	62	57	4.8

Figure 1: Commercial Air Conditioner - Carrier WeatherMaster

Acoustic Spectrum - Carrier WeatherMaster 50hcA04 - 3 Ton





MD ACOUSTICS

ATTACHMENT C

Air Quality Impact Analysis

AIR QUALITY IMPACT ANALYSIS

Ner Aryeh School Project
City of Los Angeles

Envicom Project # 2024-135-01

Prepared for:

NER ARYEH SCHOOL
12500 Burbank Boulevard & 55551 Whitsett Avenue
Valley Village, CA 91607

Prepared by:

ENVICOM CORPORATION
4165 E. Thousand Oaks Boulevard, Suite 290
Westlake Village, CA 91362

December 2024

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3.0	**PROPOSED DEVELOPMENT**	1
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FIGURE

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ATTACHMENT

Attachment A CalEEMod Version 2022.1.1.29 Computer Model Output

1.0 INTRODUCTION

The purpose of this Air Quality Impact Analysis is to identify, describe, and evaluate the significance of potential air quality impacts resulting from the construction and operation of the proposed Ner Aryeh School Project (project) located within the North Hollywood – Valley Village Community Plan Area of the City of Los Angeles (City).

2.0 EXISTING CONDITIONS

The project site is located at 12500 Burbank Boulevard and 55551 Whitsett Avenue ("project site") southeast of the intersection of Burbank Boulevard and Whitsett Avenue in the North Hollywood – Valley Village Community Plan Area in the City and within the South Coast Air Basin ("Air Basin"), as shown in **Figure 1, Regional Location Map**. The project site is located in the South Coast Air Basin (Air Basin), which is bounded by the Pacific Ocean to the west; the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east; and San Diego County to the south.

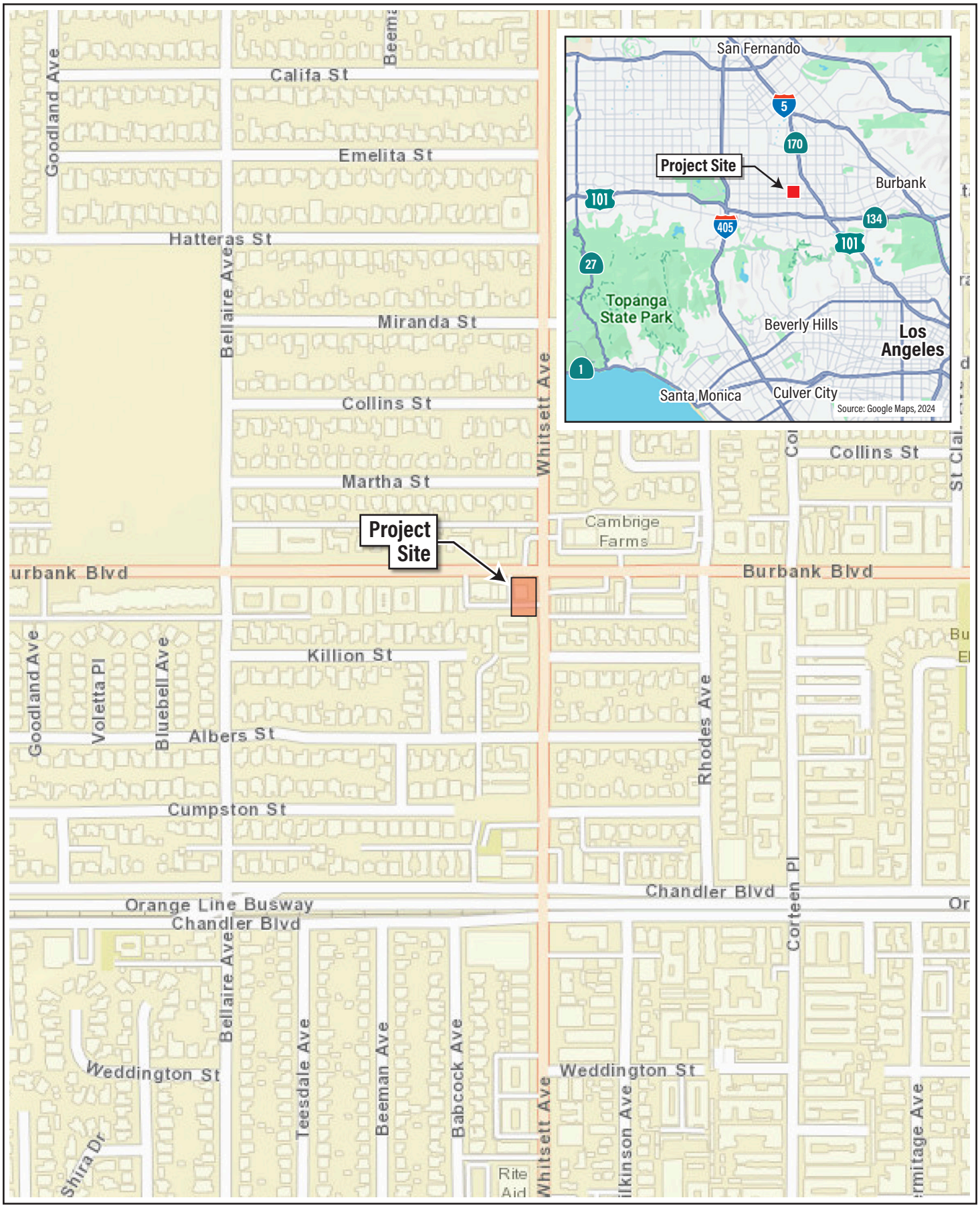
In addition to being a metropolitan area with a high level of human activity, the topography and climate of Southern California combine to produce unhealthful air quality in the Air Basin. Low temperature inversions, light winds, shallow vertical mixing, and extensive sunlight, in combination with topographical features, such as adjacent mountain ranges that hinder dispersion of air pollutants, can result in degraded air quality within the Air Basin.

The project site is approximately 0.24 acres in size and contains the approximately 5,210 square-foot (sf) single-story Ner Aryeh School and a paved asphalt parking lot that also serves as a basketball court. The project site is located within a densely urbanized area and is surrounded largely by commercial and multi-family and single-family developments. Vehicular ingress to the project site is provided via the existing driveway along the south side of Burbank Boulevard and egress is provided by the existing driveway along the west side of Whitsett Avenue. Properties to the north, east, and west of the project site are developed with commercial uses and directly south of the project site are multi-family apartment complexes.

Public transportation in the area is provided by the Los Angeles County Metropolitan Transportation Authority (Metro) 237 bus line and the Los Angeles Department of Transportation (LADOT) Downtown Area Short Hop (DASH) Van Nuys/Studio City Line, which provides a stop adjacent to the project site at Burbank Boulevard and Whitsett Avenue intersection.

3.0 PROPOSED DEVELOPMENT

The project would demolish the existing parking lot and south wall of the existing school and proposes to provide a 5,495-sf addition to the school, including three new classrooms, a new science classroom, a new science preparation area, additional restrooms, an additional office, and a new lunchroom. The existing library would be remodeled and enlarged. The basketball court would be relocated to the roof and would be fenced and screened from view with canvas acoustical padding. The parking spaces would remain on the ground level but would be situated below the new second-story addition, and the project would continue to provide the same entrance and exit access points. The project would also provide bicycle parking spaces. The new structure would reach 42 feet and eight inches in height (from the lowest point, five feet from the building). Construction of the project is anticipated to begin in early 2025, and the remodeled building would be operational by 2026. Development of the school expansion is not anticipated to require soil import and/or export; only minor trenchwork for utility connections and building footings would be necessary.



Source: ESRI, World Street Map, 2024

January 2, 2025

NER ARYEH SCHOOL PROJECT - AIR QUALITY IMPACT ANALYSIS

envicom

Regional Location Map

FEET 0 250 500

FIGURE 1

4.0 AIR QUALITY SETTING

Ambient Air Quality Standards

National and State ambient air quality standards,[1] shown in **Table 1**, **Ambient Air Quality Standards,** are the air quality levels that are considered safe, with an adequate margin of safety, to protect the public health and welfare of "sensitive receptors," which include the elderly, young children, the acutely and chronically ill (e.g., those with cardio-respiratory disease, including asthma), and persons engaged in strenuous work or exercise. Healthy adults can tolerate occasional exposure to air pollutant concentrations considerably above these minimum standards before adverse effects are observed. Recent research has shown, however, that chronic exposure to Ozone (O_3), the primary ingredient in photochemical smog, may lead to adverse respiratory health, even at concentrations close to the ambient standard. Sources and health effects of various pollutants are shown in **Table 2, Health Effects of Major Criteria Pollutants.**

Baseline Air Quality

Existing levels of ambient air quality and historical trends and projections in the project area are documented from measurements made by the South Coast Air Quality Management District (SCAQMD), which is the agency that is responsible for regulating stationary sources of emissions in the Air Basin. The North Hollywood monitoring station (Station 034) is located nearest to the project site.[2] **Table 3, Project Area Air Quality Monitoring Summary 2019-2023,** provides data from this monitoring station and the other nearby monitoring stations for the previous five years (2019-2023) (data is made available from the SCAQMD website[3]). The air quality data and trends in the project vicinity, as documented in Table 3, are summarized below:

1. From 2019-2023, O_3 levels exceeded the 1-hour State standard on 58 days and the federal and State 8-hour standard on 112 days.
2. Particulate Matter (PM-2.5) levels exceeded the current national 24-hour standard approximately 0.6 percent of all days monitored from 2019-2023.
3. Carbon monoxide (CO) and nitrogen oxide (No_x) levels have not exceeded national or State standards in the previous five years of monitoring data.

Air Quality Planning

In the Air Basin, the agencies designated to develop the regional Air Quality Management Plan (AQMP) are the SCAQMD and the Southern California Association of Governments (SCAG). The 2022 AQMP is a regional blueprint for achieving air quality standards and healthful air, and it represents a comprehensive analysis of emissions, meteorology, atmospheric chemistry, regional growth projections, and the impact of existing control measures. According to the AQMP, the principal contributor to air quality challenges in the Air Basin is mobile source emissions.

[1] California Air Resources Board, California Ambient Air Quality Standards, May 4, 2016.
[2] California Air Resources Board, Air Monitoring Sites – Interactive Map, accessed on November 18, 2024 at: https://ww2.arb.ca.gov/applications/air-monitoring-sites-interactive-map.
[3] South Coast Air Quality Management District, Historical Data by Year, 2023, 2022, 2021, 2020 and 2019 Air Quality Data Tables.

Table 1
Ambient Air Quality Standards

Ambient Air Quality Standards						
Pollutant	**Averaging Time**	**California Standards** [1]		**National Standards** [2]		
		Concentration [3]	**Method** [4]	**Primary** [3,5]	**Secondary** [3,6]	**Method** [7]
Ozone (O_3)[8]	1 Hour	0.09 ppm (180 µg/m^3)	Ultraviolet Photometry	—	Same as Primary Standard	Ultraviolet Photometry
	8 Hour	0.070 ppm (137 µg/m^3)		0.070 ppm (137 µg/m^3)		
Respirable Particulate Matter (PM10)[9]	24 Hour	50 µg/m^3	Gravimetric or Beta Attenuation	150 µg/m^3	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m^3		—		
Fine Particulate Matter (PM2.5)[9]	24 Hour	—	—	35 µg/m^3	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	12 µg/m^3	Gravimetric or Beta Attenuation	9.0 µg/m^3	15.0 µg/m^3	
Carbon Monoxide (CO)	1 Hour	20 ppm (23 mg/m^3)	Non-Dispersive Infrared Photometry (NDIR)	35 ppm (40 mg/m^3)	—	Non-Dispersive Infrared Photometry (NDIR)
	8 Hour	9.0 ppm (10 mg/m^3)		9 ppm (10 mg/m^3)	—	
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m^3)		—	—	
Nitrogen Dioxide (NO_2)[10]	1 Hour	0.18 ppm (339 µg/m^3)	Gas Phase Chemiluminescence	100 ppb (188 µg/m^3)	—	Gas Phase Chemiluminescence
	Annual Arithmetic Mean	0.030 ppm (57 µg/m^3)		53 ppb (100 µg/m^3)	Same as Primary Standard	
Sulfur Dioxide (SO_2)[11]	1 Hour	0.25 ppm (655 µg/m^3)	Ultraviolet Fluorescence	75 ppb (196 µg/m^3)	—	Ultraviolet Flourescence; Spectrophotometry (Pararosaniline Method)
	3 Hour	—		—	0.5 ppm (1300 µg/m^3)	
	24 Hour	0.04 ppm (105 µg/m^3)		0.14 ppm (for certain areas)[11]	—	
	Annual Arithmetic Mean	—		0.030 ppm (for certain areas)[11]	—	
Lead[12,13]	30 Day Average	1.5 µg/m^3	Atomic Absorption	—	—	High Volume Sampler and Atomic Absorption
	Calendar Quarter	—		1.5 µg/m^3 (for certain areas)[12]	Same as Primary Standard	
	Rolling 3-Month Average	—		0.15 µg/m^3		
Visibility Reducing Particles[14]	8 Hour	See footnote 14	Beta Attenuation and Transmittance through Filter Tape	**No National Standards**		
Sulfates	24 Hour	25 µg/m^3	Ion Chromatography			
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m^3)	Ultraviolet Fluorescence			
Vinyl Chloride[12]	24 Hour	0.01 ppm (26 µg/m^3)	Gas Chromatography			

See footnotes on next page …

For more information please call ARB-PIO at (916) 322-2990 **California Air Resources Board (7/16/24)**

1. California standards for ozone, carbon monoxide (except 8-hour Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, and particulate matter (PM10, PM2.5, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.

2. National standards (other than ozone, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM10, the 24 hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 $\mu g/m^3$ is equal to or less than one. For PM2.5, the 24 hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact the U.S. EPA for further clarification and current national policies.

3. Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.

4. Any equivalent measurement method which can be shown to the satisfaction of the ARB to give equivalent results at or near the level of the air quality standard may be used.

5. National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.

6. National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.

7. Reference method as described by the U.S. EPA. An “equivalent method” of measurement may be used but must have a “consistent relationship to the reference method” and must be approved by the U.S. EPA.

8. On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm.

9. On February 7, 2024, the national annual PM2.5 primary standard was lowered from 12.0 $\mu g/m^3$ to 9.0 $\mu g/m^3$. The existing national 24-hour PM2.5 standards (primary and secondary) were retained at 35 $\mu g/m^3$, as was the annual secondary standard of 15.0 $\mu g/m^3$. The existing 24-hour PM10 standards (primary and secondary) of 150 $\mu g/m^3$ also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.

10. To attain the 1-hour national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 ppb. Note that the national 1-hour standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the national 1-hour standard to the California standards the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm.

11. On June 2, 2010, a new 1-hour SO_2 standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO_2 national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.
Note that the 1-hour national standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the 1-hour national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.

12. The ARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.

13. The national standard for lead was revised on October 15, 2008 to a rolling 3-month average. The 1978 lead standard (1.5 $\mu g/m^3$ as a quarterly average) remains in effect until one year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.

14. In 1989, the ARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the statewide and Lake Tahoe Air Basin standards, respectively.

For more information please call ARB-PIO at (916) 322-2990 **California Air Resources Board (7/16/24)**

Table 2
Health Effects of Major Criteria Pollutants

Pollutants	Examples of Sources	Health Effects
Particulate Matter (PM-2.5, PM-10)	• Cars and trucks (especially diesels) • Fireplaces, woodstoves • Windblown dust from roadways, agriculture and construction	• Hospitalizations for worsened heart diseases and respiratory diseases • Emergency room visits for asthma • Premature death • Reduced visibility and material soiling
Ozone (O_3)	• Precursor sources*: motor vehicles, industrial emissions, and consumer products	• Cough, chest tightness • Difficulty taking a deep breath • Worsened asthma symptoms • Lung inflammation
Carbon Monoxide (CO)	• Any source that burns fuel such as cars, trucks, construction and farming equipment, and residential heaters and stoves	• Chest pain in heart patients ** • Headaches, nausea ** • Reduced mental alertness ** • Death at very high levels **
Nitrogen Dioxide (NO_2)	• See CO sources	• Increased response to allergens

Source: California Air Resources Board, Common Air Pollutants, accessed on November 18, 2024 at: https://ww2.arb.ca.gov/resources/common-air-pollutants, and accompanying webpages for individual pollutants.
* Ozone is not generated directly by these sources. Rather, chemicals emitted by these precursor sources react with sunlight to form ozone in the atmosphere.
** Health effects from CO exposures occur at levels considerably higher than ambient.

Table 3
Project Area Air Quality Monitoring Summary 2019-2023

Pollutant/Standard	2019 [(a)]	2020	2021	2022	2023
Ozone					
Number of Days Standards Exceeded					
1-Hour > 0.09 ppm (S)	1	34	6	6	11
8-Hour > 0.07 ppm (S, F)	6	49	17	15	25
Maximum Observed Concentration					
Max. 1-Hour Conc. (ppm)	0.101	0.133	0.110	0.106	0.120
Max. 8-Hour Conc. (ppm)	0.087	0.108	0.089	0.091	0.096
Carbon Monoxide [(b)]					
Number of Days Standards Exceeded					
8-Hour > 9.0 ppm (S, F)	0	0	0	0	0
Maximum Observed Concentration					
Max 8-Hour Conc. (ppm)	2.2	2.0	2.6	2.2	2.3
Nitrogen Dioxide					
Number of Days Standards Exceeded					
1-Hour > 0.18 ppm (S)	0	0	0	0	0
Maximum Observed Concentration					
Max. 1-Hour Conc. (ppm)	0.064	0.060	0.065	0.054	0.051
Inhalable Particulates (PM-10) [(c)]					
Number of Days Standards Exceeded/Days Monitored					
24-Hour > 50 $\mu g/m^3$ (S)	-	-	-	-	-
24-Hour > 150 $\mu g/m^3$ (F)	-	-	-	-	-

Pollutant/Standard	2019 [a]	2020	2021	2022	2023
Maximum Observed Concentration					
Max. 24-Hr. Conc. (μg/m^3)	-	-	-	-	-
Ultra-Fine Particulates (PM-2.5) [b]					
Number of Days Standards Exceeded/Days Monitored					
24-Hour > 35 μg/m^3 (F)	0/118	0/16	3/120	0/121	0/120
Maximum Observed Concentration					
Max. 24-Hr. Conc. (μg/m^3)	30.0	27.6	55.5	20.5	21.9

Source: SCAQMD, Historical Data by Year, Air Quality Data Tables downloaded on November 18, 2024 from: https://www.aqmd.gov/home/air-quality/historical-air-quality-data/historical-data-by-year.

[a] Station 034 data is not available for 2019. Data is from the next closest monitoring Station (Reseda Monitoring Station 074).
[b] CO and PM-2.5 data is not available for Station 034. Data is from the next closest monitoring station (Station 074).
[c] The two closest air monitoring stations to the project site do not have PM-10 data available.

Primary Pollutants

Primary pollutants are those that are emitted in their already unhealthful form. CO is an example of such a pollutant, which can have effects at a very localized level, near an individual source of emissions or a collection of sources, such as a crowded intersection or parking lot. Many particulates, especially fugitive dust emissions, are also primary pollutants. Because of the non-attainment status of the Air Basin for PM-10, SCAQMD Rule 403 requires construction projects to implement an aggressive dust control program.

Secondary Pollutants

Secondary pollutants are those that transform over time from more benign components directly emitted from a source(s) to a more unhealthful contaminant. O_3 is an example of a secondary pollutant, which is created through chemical reactions involving primary precursors reactive organic gases (ROG), NO_x, and sunlight.

5.0 Air Quality Impacts

Significance Criteria

California Environmental Quality Act Guidelines

Air quality impacts of a project are considered significant if they cause clean air standards to be violated where they are currently met, or if they substantially contribute to an existing violation of standards. Substantial emissions of air contaminants for which there is no safe exposure, or nuisance emissions such as dust or odors that are generated by a project, would also be considered significant impacts.

As set forth in Appendix G, Environmental Checklist, of the California Environmental Quality Act (CEQA) Guidelines, a project could have a potentially significant impact if it would:

a. Conflict with or obstruct implementation of the applicable air quality plan;
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or State ambient air quality standard;
c. Expose sensitive receptors to substantial pollutant concentrations; and/or
d. Result in other emissions such as those leading to odors adversely affecting a substantial number of people.

SCAQMD Emissions Thresholds

The SCAQMD's 2022 AQMP is the region's applicable air quality plan. While SCAG adopted the 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), the California Air Resources Board (CARB) has not certified the 2024-2050 RTP/SCS. Growth estimates used to prepare the 2022 AQMP are derived from the 2020-2045 RTP/SCS, which provide estimates for population, households, and jobs for cities and counties within the SCAGs jurisdictions. As the project would expand an existing school, the project would not increase the population or households of the City. Expansion of the school would introduce a few jobs created by the project (temporary construction jobs and two additional school staff jobs), which would be well within the expected job growth projections for the City. The RTP/SCS is the regional document certified by CARB to meet the State's 2035 GHG reduction targets, and the project is consistent with the applicable air quality plan. However, the project's consistency with the AQMP is primarily based upon its consistency with SCAQMD's project impact evaluation thresholds. The SCAQMD significance thresholds were established to assess regional and localized impacts of project-related criteria pollutant emissions, and non-exceedance of these thresholds demonstrates consistency with the AQMP. As the amount of a secondary pollutants that may result from a project cannot be quantified by direct measurement of its emissions from a source, the SCAQMD has designated significant emissions levels of precursor components as surrogates for evaluating whether a project's emissions could result in significant regional air quality impacts associated with secondary pollutants. Projects with daily emissions that exceed any of the following emission thresholds shown in **Table 4, SCAQMD CEQA Daily Emissions Thresholds,** are recommended by the SCAQMD to be considered as resulting in significant impacts under CEQA.

Table 4
SCAQMD CEQA Daily Emissions Thresholds

Pollutant	Construction (pounds/day)	Operations (pounds/day)
ROG	75	55
NO_X	100	55
CO	550	550
PM-10	150	150
PM-2.5	55	55
SO_X	150	150
Source: SCAQMD CEQA Air Quality Significance Thresholds, Revision March 2023.		

Sensitive Receptors

Air quality impacts are analyzed relative to those persons with the greatest sensitivity to air pollution exposure. Such persons are called "sensitive receptors." Sensitive receptors include the elderly, young children, the acutely and chronically ill (e.g., those with cardio-respiratory disease, including asthma), and persons engaged in strenuous work or exercise. For the project, the nearest sensitive uses for air quality effects would be the adjacent residences located south of the project site, because they may be occupied for extended periods and residents may be outdoors when exposure is highest.

Construction Activity Impacts

Dust is typically the primary concern during the construction of projects that would involve land clearing and grading. Because such emissions are not amenable to collection and discharge through a controlled source, they are called "fugitive emissions." Emission rates vary as a function of many parameters (including soil silt, soil moisture, wind speed, area disturbed, number of vehicles, and depth of disturbance or excavation).

The California Emissions Estimator Model (CalEEMod) is a Statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant emissions associated with both construction and operations from a variety of land use projects. The model quantifies direct emissions from construction and operation activities (including vehicle use), as well as indirect emissions, such as from energy use, solid waste disposal, vegetation planting and/or removal, and water use. The model was developed for the California Air Pollution Control Officers Association (CAPCOA) in collaboration with the California Air Districts.

The project's estimated construction emissions were modeled using CalEEMod Version 2022.1.1.29 to identify maximum daily emissions for each pollutant during project construction. The output report from CalEEMod is included as **Attachment A** to this report. Construction emissions were modeled based on lot acreage, amount of debris to be removed during demolition,[4] and the proposed building's square footage by use and number of parking spaces. The CalEEMod model provides a construction timeline of under one year, which may be faster than the actual construction time. This provides a conservative emissions estimate for analysis purposes, as extending the duration of construction would result in a reduction of the estimated maximum daily emissions when activities occur over a longer time period. A conceptual construction equipment fleet list and approximate duration of each construction phase on which this analysis is based on the CalEEMod generated model, which is shown below in **Table 5, Conceptual Construction Equipment Fleet**. The building construction phase was manually modified to reflect information provided by the project team. The CalEEMod-generated schedule projects a six month construction timeline with five-day, eight-hour construction work weeks. In reality, the construction timeline will vary around school hours to minimize disruption with the existing school schedule. Since the emissions are compared to SCAQMD daily thresholds, the CalEEMod-generated schedule would be conservative analysis and actual construction emissions would be lower.

All construction grading projects in the City must comply with the requirements of SCAQMD Rule 403, Fugitive Dust, which requires the implementation of Best Available Control Measures for all fugitive dust sources. SCAQMD Rule 403, Control Measure 08-2, states that during earth moving activities, projects are required to "Re-apply water as necessary to maintain soils in a damp condition and to ensure that visible emissions do not exceed 100 feet in any direction." Therefore, pursuant to SCAQMD Rule 403, the project would be required to implement adequate watering of exposed surfaces during grading.

The project's maximum daily construction emissions as calculated by CalEEMod are listed below in **Table 6, Maximum Daily Construction Emissions**.

Seen below in Table 6, peak daily construction activity emissions of criteria air pollutants are estimated to be far below the SCAQMD thresholds of significance. Therefore, construction period air quality impacts of the project would be less than significant.

[4] Demolition includes portions of the existing building and the existing parking lot.

Table 5
Conceptual Construction Equipment Fleet

Phase Name and Duration	Equipment
Demolition (10 days)	1 Concrete/Industrial Saw
	1 Rubber-tired Dozer
	2 Tractors/Loader/Backhoes
Site Preparation (1 day)	1 Grader
	1 Loader/Backhoe
Grading (2 days)	1 Grader
	1 Rubber Tired Dozer
	1 Tractor/Loader/Backhoe
Building Construction (100 days)	1 Forklift
	2 Tractor/Loader/Backhoe
	1 Crane
Paving (5 days)	4 Cement/Mortar Mixers
	1 Paver
	1 Roller
	1 Tractor/Loader/Backhoe
Architectural Coating (5 days)	1 Air Compressor

Table 6
Maximum Daily Construction Emissions

	Construction Emissions [(a)] (pounds/day)					
	ROG	**NO_X**	**CO**	**SO_2**	**PM-10**	**PM-2.5**
Maximum Daily Emissions	10.3	10.2	10.5	0.02	2.7	1.5
SCAQMD Thresholds	**75**	**100**	**550**	**150**	**150**	**55**
Significant Impact? Yes/No	No	No	No	No	No	No

Source: CalEEMod Report, November 18, 2024, Attachment A.
Maximum emissions reported for summer or winter season, whichever is greater.
[(a)] Construction emissions reflect required compliance with SCAQMD Rule 403 for applying water during grading to reduce dust.

Localized Significance Thresholds Analysis

The SCAQMD has developed analysis parameters to evaluate ambient air quality on a local level in addition to the more regional emissions-based thresholds of significance. These analysis elements are called Localized Significance Thresholds (LSTs) and were developed in response to the SCAQMD Governing Board's Environmental Justice Enhancement Initiative 1-4. The LST methodology was provisionally adopted in October 2003 and formally approved by SCAQMD's Mobile Source Committee in February 2005. LSTs are only applicable to the following criteria pollutants: NO_X, CO, PM-10, and PM-2.5. The LSTs represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or State ambient air quality standard, and they are developed based on the ambient concentrations of that pollutant for each source receptor area and distance to the nearest sensitive receptor.

Use of a LST analysis for a project is optional. For the project, the primary source of possible LST impact would be construction activity, based on the maximum onsite daily emissions estimated by CalEEMod. LSTs are applicable for a sensitive receptor where it is possible that an individual could remain for 24 hours, such as a residence, hospital, or convalescent facility.

SCAQMD's LST screening tables provide thresholds for 25, 50, 100, 200 and 500-meter source-receptor distances. Existing multi-family residences are located within 25 meters of the project boundary. Pursuant to SCAQMD LST Methodology for projects with boundaries located closer than 25 meters to the nearest receptor, LST screening levels for a 25-meter source-receptor distance were considered for this project.[5] LST pollutant screening level concentration data is currently published for 1, 2 and 5-acre sites.[6] For this project, thresholds for a 1-acre site were used. This evaluation is based on estimated onsite daily construction emissions for the phase and year representing the highest daily emissions. Daily averages would be lower than the reported maximum amounts.

Table 7, Local Significance Thresholds and Peak Daily Onsite Emissions, shows the relevant thresholds and the estimated peak daily onsite emissions during the construction phases that would generate the highest level of onsite emissions for each pollutant evaluated for LST impacts.[7] As previously described, the project would be required to implement adequate watering of exposed surfaces during grading to reduce dust emissions to comply with SCAQMD Rule 403, Fugitive Dust.

Table 7
Local Significance Thresholds and Peak Daily Onsite Emissions

LST 1.0 acre/25 meters	**Emissions (pounds/day)**			
East San Fernando Valley	**NO_X**	**CO**	**PM-10**	**PM-2.5**
Peak Onsite Daily Emissions[(a)]	10.1	10.0	2.53	1.43
LST Threshold	**80**	**498**	**4**	**3**
Significant Impact? Yes/No	No	No	No	No

Source: CalEEMod Report November 18, 2024, Attachment A.
Maximum emissions reported for any construction phase in summer or winter season, whichever is greater.
[(a)] Construction emissions reflect required compliance with SCAQMD Rule 403 for applying water during grading to reduce dust.

As seen in Table 7, the peak onsite emissions during construction would not exceed the applicable SCAQMD LSTs, and as such, LST impacts would be less than significant.

Operational Impacts

During operations, the proposed land uses would result in air quality emissions of criteria pollutants from area sources, energy sources, and mobile sources. A transportation assessment meeting LADOT requirements was prepared for the project and anticipates that the project would result in a net increase of 45 daily trips.[8] The CalEEMod-generated trips for the project is approximately 77 daily trips; therefore, the CalEEMod emissions output for vehicle trips is utilized to provide a conservative analysis. The SCAQMD thresholds for air quality impacts from operations are shown above in Table 4. Operation of the proposed development would not exceed SCAQMD significance thresholds for criteria pollutants, as shown in **Table 8, Maximum Daily Operations Emissions**.

[5] South Coast Air Quality Management District, Final Localized Significance Threshold Methodology, Revised July 2008.
[6] South Coast Air Quality Management District, Appendix C- Mass Rate LST Look-up Table, Revised October 21, 2009.
[7] Offsite construction emissions, such as export hauling, are not evaluated for local significance at receptors adjacent to the site.
[8] Linscott, Law & Greenspan, Engineers (LLG), Trip Generation and Vehicle Queuing Analysis for the Proposed Ner Aryeh High School Addition Project, Appendix A, LADOT VMT Calculator Output, Prepared on 17, 2024.

Table 8
Maximum Daily Operations Emissions

Emissions Sources	Emissions (pounds/day)					
	ROG	NO_X	CO	SO_2	PM-10	PM-2.5
Summer						
Area	0.20	<0.01	0.40	<0.01	<0.01	<0.01
Energy	<0.01	0.03	0.03	<0.01	<0.01	<0.01
Mobile	0.26	0.21	2.42	0.01	0.54	0.14
Total	**0.46**	**0.24**	**2.85**	**0.01**	**0.54**	**0.14**
Winter						
Area	0.13	0.00	0.00	0.00	0.00	0.00
Energy	<0.01	0.03	0.03	<0.01	<0.01	<0.01
Mobile	0.26	0.23	2.22	0.01	0.54	0.14
Total	**0.39**	**0.26**	**2.24**	**0.01**	**0.55**	**0.14**
SCAQMD Thresholds	55	55	550	150	150	55
Significant Impact? Y/N	No	No	No	No	No	No

Source: CalEEMod Output, November 18, 2024, Attachment A.
Totals may not add due to rounding.

As seen in Table 8, the project's total operational daily emissions would be far below SCAQMD thresholds. Therefore, operational impacts of the project would be less than significant.

Toxic Air Contaminants

Toxic air contaminants (TACs) are airborne pollutants identified by CARB that may cause or contribute to an increase in deaths or in serious illness, or which may pose a present or potential hazard to human health. TACs are not criteria pollutants and are regulated separately. The United States Environmental Protection Agency regulates TACs through technology-based requirements, which are implemented by State and local agencies. California regulates TACs through the Air Toxics Program (California Health and Safety Code Section 39660 et seq.) and the Air Toxics "Hot Spots" Information and Assessment Act (California Health and Safety Code Section 44300 et seq.). Sources of TACs include some industrial and commercial activities, and mobile emissions from cars and trucks, particularly diesel particulate matter (DPM). The "Hot Spots" Act applies to stationary sources and requires operators of specified facilities (those that produce TACs) to submit emission inventories to the applicable Air Quality Management District. Those deemed as high priority must prepare a health risk assessment, which may result in notification to the surrounding population and development of a risk reduction plan. There are also "industry-wide" inventories and assessed risks of small business facilities with emissions that are easily characterized such as gas stations, small auto body shops, small dry cleaners, plating shops, and fiberglass product manufacturers. This information can be used when considering siting such a facility near a sensitive receptor, or vice versa.

As the school expansion project would not generate a substantial quantity of diesel truck trips during operations, measurable diesel TAC emissions from the project would occur for only a brief period during construction activities that would require the onsite use of heavy-duty equipment. The toxicity of diesel exhaust is evaluated relative to a 24-hour per day, 365-day per year, 70-year lifetime exposure. The SCAQMD does not generally require the analysis of construction-related diesel emissions relative to health risk, due to the short period for which the majority of diesel exhaust would occur. Health risk analyses are

typically assessed over a nine-, 30-, or 70-year timeframe, rather than for a relatively brief construction period, due to the lack of health risk associated with such a brief exposure. As such, impacts of the project related to TAC emissions would be less than significant.

Odor Impacts

As stated above, a significant impact may occur if a project would create objectionable odors affecting a substantial number of people. However, objectionable odors are typically associated with manufacturing, industrial, or sewage treatment processes, while the project involves a school expansion. Nevertheless, the SCAQMD's rules for odor compliance are mandated under the California Health and Safety Code, Section 41700, and they are also addressed in SCAQMD Rule 402. This rule on Public Nuisance states:

> "A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health, or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. The provisions of this rule shall not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals."

During construction, trash receptacles would be provided and covered and properly maintained in order to control odors, as required by law. The project would be connected to municipal wastewater infrastructure and does not propose any onsite wastewater treatment facilities. During operations, separate trash and recycling bins would be required and provided, and these bins would be emptied regularly for disposal, which already occurs as part of current school operations. Therefore, the project would not generate odors that adversely affect a substantial number of people during construction and operation, and the project's odor would be less than significant.

ATTACHMENT A

CalEEMod Version 2022.1.1.29
Computer Model Output

Ner Aryeh Detailed Report

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5.18.1.1. Unmitigated

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

5.18.2. Sequestration

5.18.2.1. Unmitigated

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

6.2. Initial Climate Risk Scores

6.3. Adjusted Climate Risk Scores

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

7.2. Healthy Places Index Scores

7.3. Overall Health & Equity Scores

7.4. Health & Equity Measures

7.5. Evaluation Scorecard

7.6. Health & Equity Custom Measures

8. User Changes to Default Data

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Ner Aryeh
Construction Start Date	1/1/2025
Operational Year	2026
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.50
Precipitation (days)	20.6
Location	12500 Burbank Blvd, Valley Village, CA 91607, USA
County	Los Angeles-South Coast
City	Los Angeles
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	3890
EDFZ	17
Electric Utility	Los Angeles Department of Water & Power
Gas Utility	Southern California Gas
App Version	2022.1.1.29

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
High School	5.49	1000sqft	0.13	5,494	0.00	0.00	—	—

Enclosed Parking Structure	10.0	Space	0.00	3,730	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	PM10T	PM2.5T	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Unmit.	10.3	4.66	6.55	0.01	0.43	0.23	1,292	0.05	0.02	0.97	1,299
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.12	10.2	10.5	0.02	2.65	1.46	1,860	0.08	0.07	0.04	1,869
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.30	1.55	2.12	< 0.005	0.12	0.07	421	0.02	0.01	0.06	424
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.06	0.28	0.39	< 0.005	0.02	0.01	69.7	< 0.005	< 0.005	0.01	70.1
Exceeds (Daily Max)	—	—	—	—	—	—	—	—	—	—	—
Threshold	75.0	100	550	150	150	55.0	—	—	—	—	—
Unmit.	No	No	No	No	No	No	—	—	—	—	—
Exceeds (Average Daily)	—	—	—	—	—	—	—	—	—	—	—
Threshold	75.0	100	550	150	150	55.0	—	—	—	—	—
Unmit.	No	No	No	No	No	No	—	—	—	—	—

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	PM10T	PM2.5T	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
2025	10.3	4.66	6.55	0.01	0.43	0.23	1,292	0.05	0.02	0.97	1,299
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
2025	1.12	10.2	10.5	0.02	2.65	1.46	1,860	0.08	0.07	0.04	1,869
Average Daily	—	—	—	—	—	—	—	—	—	—	—
2025	0.30	1.55	2.12	< 0.005	0.12	0.07	421	0.02	0.01	0.06	424
Annual	—	—	—	—	—	—	—	—	—	—	—
2025	0.06	0.28	0.39	< 0.005	0.02	0.01	69.7	< 0.005	< 0.005	0.01	70.1

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	PM10T	PM2.5T	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.46	0.24	2.85	0.01	0.55	0.14	741	0.46	0.02	2.05	762
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.39	0.26	2.24	0.01	0.55	0.14	714	0.46	0.03	0.07	733
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.38	0.21	2.06	< 0.005	0.42	0.11	590	0.45	0.02	0.70	608
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.07	0.04	0.38	< 0.005	0.08	0.02	97.6	0.07	< 0.005	0.12	101

Exceeds (Daily Max)	—	—	—	—	—	—	—	—	—	—	—
Threshold	55.0	55.0	550	150	150	55.0	—	—	—	—	—
Unmit.	No	No	No	No	No	No	—	—	—	—	—
Exceeds (Average Daily)	—	—	—	—	—	—	—	—	—	—	—
Threshold	55.0	55.0	550	150	150	55.0	—	—	—	—	—
Unmit.	No	No	No	No	No	No	—	—	—	—	—

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	PM10T	PM2.5T	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.26	0.21	2.42	0.01	0.54	0.14	599	0.03	0.02	2.03	608
Area	0.20	< 0.005	0.40	< 0.005	< 0.005	< 0.005	1.65	< 0.005	< 0.005	—	1.66
Energy	< 0.005	0.03	0.03	< 0.005	< 0.005	< 0.005	134	0.01	< 0.005	—	135
Water	—	—	—	—	—	—	2.70	0.04	< 0.005	—	3.86
Waste	—	—	—	—	—	—	3.85	0.38	0.00	—	13.5
Refrig.	—	—	—	—	—	—	—	—	—	0.02	0.02
Total	0.46	0.24	2.85	0.01	0.55	0.14	741	0.46	0.02	2.05	762
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.26	0.23	2.22	0.01	0.54	0.14	574	0.03	0.02	0.05	582
Area	0.13	—	—	—	—	—	—	—	—	—	—
Energy	< 0.005	0.03	0.03	< 0.005	< 0.005	< 0.005	134	0.01	< 0.005	—	135
Water	—	—	—	—	—	—	2.70	0.04	< 0.005	—	3.86
Waste	—	—	—	—	—	—	3.85	0.38	0.00	—	13.5
Refrig.	—	—	—	—	—	—	—	—	—	0.02	0.02

Total	0.39	0.26	2.24	0.01	0.55	0.14	714	0.46	0.03	0.07	733
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.20	0.18	1.76	< 0.005	0.41	0.11	448	0.02	0.02	0.68	455
Area	0.18	< 0.005	0.27	< 0.005	< 0.005	< 0.005	1.13	< 0.005	< 0.005	—	1.13
Energy	< 0.005	0.03	0.03	< 0.005	< 0.005	< 0.005	134	0.01	< 0.005	—	135
Water	—	—	—	—	—	—	2.70	0.04	< 0.005	—	3.86
Waste	—	—	—	—	—	—	3.85	0.38	0.00	—	13.5
Refrig.	—	—	—	—	—	—	—	—	—	0.02	0.02
Total	0.38	0.21	2.06	< 0.005	0.42	0.11	590	0.45	0.02	0.70	608
Annual	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.04	0.03	0.32	< 0.005	0.08	0.02	74.2	< 0.005	< 0.005	0.11	75.3
Area	0.03	< 0.005	0.05	< 0.005	< 0.005	< 0.005	0.19	< 0.005	< 0.005	—	0.19
Energy	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	22.2	< 0.005	< 0.005	—	22.3
Water	—	—	—	—	—	—	0.45	0.01	< 0.005	—	0.64
Waste	—	—	—	—	—	—	0.64	0.06	0.00	—	2.23
Refrig.	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005
Total	0.07	0.04	0.38	< 0.005	0.08	0.02	97.6	0.07	< 0.005	0.12	101

3. Construction Emissions Details

3.1. Demolition (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	PM10T	PM2.5T	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.47	4.33	5.65	0.01	0.16	0.14	852	0.03	0.01	—	855
Demolition	—	—	—	—	0.48	0.07	—	—	—	—	—
Onsite truck	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	0.12	0.15	< 0.005	< 0.005	< 0.005	23.3	< 0.005	< 0.005	—	23.4
Demolition	—	—	—	—	0.01	< 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
Annual	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.02	0.03	< 0.005	< 0.005	< 0.005	3.87	< 0.005	< 0.005	—	3.88
Demolition	—	—	—	—	< 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
Offsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.05	0.59	0.00	0.13	0.03	131	0.01	< 0.005	0.01	133
Vendor	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	6.35	< 0.005	< 0.005	< 0.005	6.62
Hauling	0.01	0.49	0.19	< 0.005	0.11	0.03	388	0.02	0.06	0.02	407
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.02	0.00	< 0.005	< 0.005	3.64	< 0.005	< 0.005	0.01	3.69
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.17	< 0.005	< 0.005	< 0.005	0.18
Hauling	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	10.6	< 0.005	< 0.005	0.01	11.2
Annual	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.60	< 0.005	< 0.005	< 0.005	0.61
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.03	< 0.005	< 0.005	< 0.005	0.03
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	1.76	< 0.005	< 0.005	< 0.005	1.85

3.3. Site Preparation (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	PM10T	PM2.5T	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.47	4.16	5.57	0.01	0.21	0.20	859	0.03	0.01	—	862
Dust From Material Movement	—	—	—	—	0.21	0.02	—	—	—	—	—
Onsite truck	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	2.35	< 0.005	< 0.005	—	2.36
Dust From Material Movement	—	—	—	—	< 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
Annual	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.39	< 0.005	< 0.005	—	0.39
Dust From Material Movement	—	—	—	—	< 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
Offsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—

Worker	0.02	0.02	0.29	0.00	0.07	0.02	65.5	< 0.005	< 0.005	0.01	66.4
Vendor	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
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.18	< 0.005	< 0.005	< 0.005	0.18
Vendor	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
Annual	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.03	< 0.005	< 0.005	< 0.005	0.03
Vendor	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

3.5. Grading (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	PM10T	PM2.5T	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.09	10.1	10.0	0.02	0.46	0.43	1,714	0.07	0.01	—	1,720
Dust From Material Movement	—	—	—	—	2.07	1.00	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.06	0.06	< 0.005	< 0.005	< 0.005	9.39	< 0.005	< 0.005	—	9.42

Dust From Material Movement	—	—	—	—	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
Annual	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	1.55	< 0.005	< 0.005	—	1.56
Dust From Material Movement	—	—	—	—	< 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
Offsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.04	0.44	0.00	0.10	0.02	98.3	< 0.005	< 0.005	0.01	99.5
Vendor	< 0.005	0.06	0.03	< 0.005	0.01	< 0.005	47.6	< 0.005	0.01	< 0.005	49.7
Hauling	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	< 0.005	0.00	< 0.005	< 0.005	0.55	< 0.005	< 0.005	< 0.005	0.55
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.26	< 0.005	< 0.005	< 0.005	0.27
Hauling	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	< 0.005	< 0.005	0.09	< 0.005	< 0.005	< 0.005	0.09
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.04	< 0.005	< 0.005	< 0.005	0.05
Hauling	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	PM10T	PM2.5T	CO2T	CH4	N2O	R	CO2e

Onsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.46	4.59	6.16	0.01	0.19	0.17	1,190	0.05	0.01	—	1,194
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.46	4.59	6.16	0.01	0.19	0.17	1,190	0.05	0.01	—	1,194
Onsite truck	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	0.13	1.26	1.69	< 0.005	0.05	0.05	326	0.01	< 0.005	—	327
Onsite truck	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	0.02	0.23	0.31	< 0.005	0.01	0.01	54.0	< 0.005	< 0.005	—	54.2
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.27	0.00	0.05	0.01	53.6	< 0.005	< 0.005	0.20	54.4
Vendor	< 0.005	0.05	0.03	< 0.005	0.01	< 0.005	48.0	< 0.005	0.01	0.13	50.1
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.23	0.00	0.05	0.01	50.8	< 0.005	< 0.005	0.01	51.4
Vendor	< 0.005	0.06	0.03	< 0.005	0.01	< 0.005	48.0	< 0.005	0.01	< 0.005	50.0
Hauling	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	0.01	0.07	0.00	0.01	< 0.005	14.1	< 0.005	< 0.005	0.02	14.3
Vendor	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	13.1	< 0.005	< 0.005	0.02	13.7
Hauling	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	0.01	0.00	< 0.005	< 0.005	2.34	< 0.005	< 0.005	< 0.005	2.37
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	2.18	< 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

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	PM10T	PM2.5T	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.51	4.37	5.31	0.01	0.19	0.18	823	0.03	0.01	—	826
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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.06	0.07	< 0.005	< 0.005	< 0.005	11.3	< 0.005	< 0.005	—	11.3
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
Annual	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	1.87	< 0.005	< 0.005	—	1.87
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

Offsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.08	1.22	0.00	0.23	0.05	242	0.01	0.01	0.89	246
Vendor	< 0.005	0.04	0.02	< 0.005	0.01	< 0.005	31.7	< 0.005	< 0.005	0.09	33.2
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	< 0.005	< 0.005	3.19	< 0.005	< 0.005	0.01	3.23
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.43	< 0.005	< 0.005	< 0.005	0.45
Hauling	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	< 0.005	< 0.005	0.53	< 0.005	< 0.005	< 0.005	0.53
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.07	< 0.005	< 0.005	< 0.005	0.08
Hauling	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	PM10T	PM2.5T	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.13	0.88	1.14	< 0.005	0.03	0.03	134	0.01	< 0.005	—	134
Architectural Coatings	10.2	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—

Average Daily	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	0.02	< 0.005	< 0.005	< 0.005	1.83	< 0.005	< 0.005	—	1.84
Architectural Coatings	0.14	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.30	< 0.005	< 0.005	—	0.30
Architectural Coatings	0.03	—	—	—	—	—	—	—	—	—	—
Onsite truck	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)	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.05	0.00	0.01	< 0.005	10.7	< 0.005	< 0.005	0.04	10.9
Vendor	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.14	< 0.005	< 0.005	< 0.005	0.14
Vendor	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
Annual	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	< 0.005	< 0.005	0.02	< 0.005	< 0.005	< 0.005	0.02
Vendor	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

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	PM10T	PM2.5T	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
High School	0.26	0.21	2.42	0.01	0.54	0.14	599	0.03	0.02	2.03	608
Enclosed Parking Structure	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.26	0.21	2.42	0.01	0.54	0.14	599	0.03	0.02	2.03	608
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
High School	0.26	0.23	2.22	0.01	0.54	0.14	574	0.03	0.02	0.05	582
Enclosed Parking Structure	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.26	0.23	2.22	0.01	0.54	0.14	574	0.03	0.02	0.05	582
Annual	—	—	—	—	—	—	—	—	—	—	—
High School	0.04	0.03	0.32	< 0.005	0.08	0.02	74.2	< 0.005	< 0.005	0.11	75.3
Enclosed Parking Structure	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.04	0.03	0.32	< 0.005	0.08	0.02	74.2	< 0.005	< 0.005	0.11	75.3

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	PM10T	PM2.5T	CO2T	CH4	N2O	R	CO2e

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
High School	—	—	—	—	—	—	73.5	0.01	< 0.005	—	73.8
Enclosed Parking Structure	—	—	—	—	—	—	24.7	< 0.005	< 0.005	—	24.8
Total	—	—	—	—	—	—	98.2	0.01	< 0.005	—	98.6
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
High School	—	—	—	—	—	—	73.5	0.01	< 0.005	—	73.8
Enclosed Parking Structure	—	—	—	—	—	—	24.7	< 0.005	< 0.005	—	24.8
Total	—	—	—	—	—	—	98.2	0.01	< 0.005	—	98.6
Annual	—	—	—	—	—	—	—	—	—	—	—
High School	—	—	—	—	—	—	12.2	< 0.005	< 0.005	—	12.2
Enclosed Parking Structure	—	—	—	—	—	—	4.09	< 0.005	< 0.005	—	4.11
Total	—	—	—	—	—	—	16.3	< 0.005	< 0.005	—	16.3

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	PM10T	PM2.5T	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
High School	< 0.005	0.03	0.03	< 0.005	< 0.005	< 0.005	35.8	< 0.005	< 0.005	—	35.9
Enclosed Parking Structure	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	< 0.005	0.03	0.03	< 0.005	< 0.005	< 0.005	35.8	< 0.005	< 0.005	—	35.9
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—

High School	< 0.005	0.03	0.03	< 0.005	< 0.005	< 0.005	35.8	< 0.005	< 0.005	—	35.9
Enclosed Parking Structure	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	< 0.005	0.03	0.03	< 0.005	< 0.005	< 0.005	35.8	< 0.005	< 0.005	—	35.9
Annual	—	—	—	—	—	—	—	—	—	—	—
High School	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	5.93	< 0.005	< 0.005	—	5.94
Enclosed Parking Structure	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	5.93	< 0.005	< 0.005	—	5.94

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	PM10T	PM2.5T	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.12	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.01	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.07	< 0.005	0.40	< 0.005	< 0.005	< 0.005	1.65	< 0.005	< 0.005	—	1.66
Total	0.20	< 0.005	0.40	< 0.005	< 0.005	< 0.005	1.65	< 0.005	< 0.005	—	1.66
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.12	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.01	—	—	—	—	—	—	—	—	—	—

Total	0.13	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.02	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	< 0.005	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.01	< 0.005	0.05	< 0.005	< 0.005	< 0.005	0.19	< 0.005	< 0.005	—	0.19
Total	0.03	< 0.005	0.05	< 0.005	< 0.005	< 0.005	0.19	< 0.005	< 0.005	—	0.19

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	PM10T	PM2.5T	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
High School	—	—	—	—	—	—	2.70	0.04	< 0.005	—	3.86
Enclosed Parking Structure	—	—	—	—	—	—	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	2.70	0.04	< 0.005	—	3.86
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
High School	—	—	—	—	—	—	2.70	0.04	< 0.005	—	3.86
Enclosed Parking Structure	—	—	—	—	—	—	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	2.70	0.04	< 0.005	—	3.86
Annual	—	—	—	—	—	—	—	—	—	—	—
High School	—	—	—	—	—	—	0.45	0.01	< 0.005	—	0.64

Enclosed Parking Structure	—	—	—	—	—	—	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	0.45	0.01	< 0.005	—	0.64

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	PM10T	PM2.5T	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
High School	—	—	—	—	—	—	3.85	0.38	0.00	—	13.5
Enclosed Parking Structure	—	—	—	—	—	—	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	3.85	0.38	0.00	—	13.5
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
High School	—	—	—	—	—	—	3.85	0.38	0.00	—	13.5
Enclosed Parking Structure	—	—	—	—	—	—	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	3.85	0.38	0.00	—	13.5
Annual	—	—	—	—	—	—	—	—	—	—	—
High School	—	—	—	—	—	—	0.64	0.06	0.00	—	2.23
Enclosed Parking Structure	—	—	—	—	—	—	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	0.64	0.06	0.00	—	2.23

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	PM10T	PM2.5T	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—
High School	—	—	—	—	—	—	—	—	—	0.02	0.02
Total	—	—	—	—	—	—	—	—	—	0.02	0.02
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—
High School	—	—	—	—	—	—	—	—	—	0.02	0.02
Total	—	—	—	—	—	—	—	—	—	0.02	0.02
Annual	—	—	—	—	—	—	—	—	—	—	—
High School	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005
Total	—	—	—	—	—	—	—	—	—	< 0.005	< 0.005

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	PM10T	PM2.5T	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	PM10T	PM2.5T	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	PM10T	PM2.5T	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	PM10T	PM2.5T	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	PM10T	PM2.5T	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	PM10T	PM2.5T	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	1/1/2025	1/15/2025	5.00	10.0	Demolition includes removal of the south wall on the existing school and hardscape removal of the asphalt parking lot. The parking lot is approximately 5,147 sf based on a Google Earth polygon and assumed to have 6 inch depth so it would be 95.3148 cubic yards (cy). Asphalt Density is 145 lb/ft3 (Based on PavePro Website). So using cy to tons conversion based on a density of 145 lb/ft3, the hardscape removal would be 186.58 tons. The wall to be removed is approximately 73 ft x 19 ft x 1ft which is 17.1235 cy. The wall is composed of brick and brick density is ~150 lb/ft3 (The Engineering Toolbox). So using cy to tons conversion based on a density of 150 lb/ft3, the wall removal would be 34.68 tons. So the project would generate approximately 221.26 tons of demolition waste.
Site Preparation	Site Preparation	1/16/2025	1/17/2025	5.00	1.00	—
Grading	Grading	1/18/2025	1/20/2025	5.00	2.00	—
Building Construction	Building Construction	1/21/2025	6/10/2025	5.00	100	—
Paving	Paving	6/11/2025	6/18/2025	5.00	5.00	—

Architectural Coating	Architectural Coating	6/19/2025	6/26/2025	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	2.00	6.00	84.0	0.37
Demolition	Rubber Tired Dozers	Diesel	Average	1.00	1.00	367	0.40
Demolition	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Site Preparation	Graders	Diesel	Average	1.00	8.00	148	0.41
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	1.00	8.00	84.0	0.37
Grading	Graders	Diesel	Average	1.00	6.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	6.00	367	0.40
Grading	Tractors/Loaders/Backhoes	Diesel	Average	1.00	7.00	84.0	0.37
Building Construction	Cranes	Diesel	Average	1.00	4.00	367	0.29
Building Construction	Forklifts	Diesel	Average	1.00	6.00	82.0	0.20
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	2.00	8.00	84.0	0.37
Paving	Tractors/Loaders/Backhoes	Diesel	Average	1.00	7.00	84.0	0.37
Paving	Cement and Mortar Mixers	Diesel	Average	4.00	6.00	10.0	0.56
Paving	Pavers	Diesel	Average	1.00	7.00	81.0	0.42
Paving	Rollers	Diesel	Average	1.00	7.00	36.0	0.38
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	10.0	18.5	LDA,LDT1,LDT2
Demolition	Vendor	0.20	10.2	HHDT,MHDT
Demolition	Hauling	5.60	20.0	HHDT
Demolition	Onsite truck	—	—	HHDT
Site Preparation	—	—	—	—
Site Preparation	Worker	5.00	18.5	LDA,LDT1,LDT2
Site Preparation	Vendor	0.00	10.2	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	7.50	18.5	LDA,LDT1,LDT2
Grading	Vendor	1.50	10.2	HHDT,MHDT
Grading	Hauling	0.00	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	3.87	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	1.51	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	17.5	18.5	LDA,LDT1,LDT2
Paving	Vendor	1.00	10.2	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT

Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	0.77	18.5	LDA,LDT1,LDT2
Architectural Coating	Vendor	0.00	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	0.00	0.00	8,241	2,747	—

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 (Ton of Debris)	Acres Paved (acres)
Demolition	0.00	0.00	0.00	221	—
Site Preparation	0.00	0.00	0.50	0.00	—
Grading	0.00	0.00	1.50	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
High School	0.00	0%
Enclosed Parking Structure	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
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
High School	77.3	21.9	9.39	21,783	763	216	92.7	214,932
Enclosed Parking Structure	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)

0	0.00	8,241	2,747	—

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)
High School	38,843	690	0.0489	0.0069	111,680
Enclosed Parking Structure	13,060	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)
High School	182,426	0.00
Enclosed Parking Structure	0.00	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
High School	7.14	—
Enclosed Parking Structure	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
High School	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00
High School	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
High School	Stand-alone retail refrigerators and freezers	R-134a	1,430	< 0.005	1.00	0.00	1.00
High School	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	12.0	annual days of extreme heat
Extreme Precipitation	6.95	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	0.68	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	N/A	N/A	N/A	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	N/A	N/A	N/A	N/A
Wildfire	N/A	N/A	N/A	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	N/A	N/A	N/A	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	N/A	N/A	N/A	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	N/A	N/A	N/A	N/A

Wildfire	N/A	N/A	N/A	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	N/A	N/A	N/A	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 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	61.2
AQ-DPM	50.7
Drinking Water	83.1
Lead Risk Housing	69.2
Pesticides	0.00
Toxic Releases	64.6
Traffic	61.4
Effect Indicators	—
CleanUp Sites	0.00
Groundwater	2.11

Haz Waste Facilities/Generators	37.7
Impaired Water Bodies	43.8
Solid Waste	0.00
Sensitive Population	—
Asthma	27.6
Cardio-vascular	47.5
Low Birth Weights	41.1
Socioeconomic Factor Indicators	—
Education	28.8
Housing	39.7
Linguistic	55.1
Poverty	46.0
Unemployment	61.5

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	55.37020403
Employed	64.05748749
Median HI	58.91184396
Education	—
Bachelor's or higher	73.18105993
High school enrollment	100
Preschool enrollment	89.51623252
Transportation	—
Auto Access	34.87745413
Active commuting	67.62479148

Social	—
2-parent households	61.3370974
Voting	51.09713846
Neighborhood	—
Alcohol availability	35.33940716
Park access	13.9740793
Retail density	64.16014372
Supermarket access	83.22853843
Tree canopy	62.10701912
Housing	—
Homeownership	36.85358655
Housing habitability	28.74374439
Low-inc homeowner severe housing cost burden	33.1707943
Low-inc renter severe housing cost burden	5.607596561
Uncrowded housing	60.05389452
Health Outcomes	—
Insured adults	25.56140126
Arthritis	33.8
Asthma ER Admissions	67.3
High Blood Pressure	46.3
Cancer (excluding skin)	21.2
Asthma	51.9
Coronary Heart Disease	31.2
Chronic Obstructive Pulmonary Disease	40.0
Diagnosed Diabetes	67.4
Life Expectancy at Birth	88.7
Cognitively Disabled	70.6
Physically Disabled	80.2

Heart Attack ER Admissions	56.8
Mental Health Not Good	54.9
Chronic Kidney Disease	55.3
Obesity	54.6
Pedestrian Injuries	19.6
Physical Health Not Good	52.6
Stroke	45.2
Health Risk Behaviors	—
Binge Drinking	26.9
Current Smoker	52.6
No Leisure Time for Physical Activity	69.0
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	37.8
Elderly	36.8
English Speaking	43.6
Foreign-born	64.1
Outdoor Workers	49.2
Climate Change Adaptive Capacity	—
Impervious Surface Cover	35.4
Traffic Density	54.2
Traffic Access	23.0
Other Indices	—
Hardship	48.0
Other Decision Support	—
2016 Voting	30.1

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	47.0
Healthy Places Index Score for Project Location (b)	60.0
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	The parking lot is under the building (ground level) so it does not disturb additional lot acreage. Building Square footage of parking is 3,730 sf based on Site Plan.
Construction: Construction Phases	See comment in Demolition Phase description.
Construction: Off-Road Equipment	Based on the School contractors edits in email correspondence with Jeffrey.

9/8

To Whom it may concern,

We support the proposed addition and remodel of the Ner Aryeh school. They are good neighbors, and we feel the new project will enhance our neighborhood.

Thank you ,

Emma Bach

5545 #2

9/8

To Whom it may concern,

We support the proposed addition and remodel of the Ner Aryeh school. They are good neighbors, and we feel the new project will enhance our neighborhood.

Thank you ,

5545 #3

Tony Braswell, President
Jake Yocham, Vice President
Dorothy Apple, Treasurer
Marc Woersching, Secretary
Carol Kiernan Convey
Alice Hart
Ginny Hatfield
Sandy Hubbard
Suzanne Lewis
Ernie Merlan
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Jenna Powers
Christyn Saracino
Paulette Stokes
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March 3, 2024

Los Angeles City Planning Department
6262 Van Nuys Blvd.
Van Nuys, CA 91401

RE: LA City Planning Case CPC-2025-537-CU3-ZV-SPPC

Dear Sir/Madam:

At the February 26 meeting of Neighborhood Council Valley Village, the Board of Director voted to approve as presented the proposed renovation plans for the above referenced project.

This is an addition to the Ner Aryeh School located at 12500 Burbank Boulevard. The project was reviewed by the NCVV Planning and Land Use Committee and then presented to the Board. We appreciate the opportunity to lend our support to this project.

Sincerely,

Tony Braswell
President
Neighborhood Council Valley Village

Sandy Hubbard

Sandy Hubbard
Chair
Planning and Land Use Committee