DEPARTMENT OF CITY PLANNING

RECOMMENDATION REPORT

City Planning Commission

Date: May 22, 2025
Time: After 8:30 a.m.
Place: Van Nuys City Hall
Council Chamber, 2nd Floor
14410 Sylvan Street
Van Nuys, CA 91401

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

Public Hearing: February 25, 2025
Appeal Status: Appealable to City Council
Expiration Date: May 11, 2025

Case No.:	CPC-2023-3134-DB-SPP-HCA
CEQA No.:	ENV-2023-3135-CE
Incidental Cases:	None
Related Cases:	None
Council No.:	4 - Raman
Plan Area:	Encino-Tarzana
Specific Plan:	Ventura-Cahuenga Boulevard Corridor
Certified NC:	Encino
GPLU:	Regional Center Commercial
Specific Plan GPLU	Regional Commercial
Zone:	C4-1L
Applicant:	Benelisha Group Inc
Representative:	Armin Gharai

PROJECT LOCATION: **16610-16618 West Ventura Boulevard**

PROPOSED PROJECT: The Proposed Project will consist of the demolition and removal of all existing structures from the project site and the construction, use, and maintenance of a 45,960 square feet mixed-use development comprised of 45 residential units, eight (8) of which are to be reserved for Very Low Income households. The building will be a five-story (62 feet high) containing 42,560 square feet of residential and 3,400 square feet of commercial floor area with a maximum floor area ratio of 2.3:1. The unit mix will be comprised of four (4) studios, 17 one-bedroom, and 24 two-bedroom units. The project's residential portion will provide 63 automobile parking spaces, 45 long-term bicycle parking stalls, and five (5) short-term bicycle parking stalls. The commercial portion of the project will provide 14 automobile parking spaces, two (2) long-term bicycle parking stalls, and two (2) short-term bicycle parking stalls. The project will provide a total of 6,390 square feet of open space located on the fourth and fifth floors' decks and private balconies. The project proposes the removal of three (3) non-Protected trees from the project site. The project proposes grading and export of up to 12,584 cubic yards of earth. The project proposes a sign program including two (2) Wall Signs.

REQUESTED ACTIONS:

1. Pursuant to California Environmental Quality Act (CEQA) Guidelines Section 15311, Class 11 and Section 15332, Class 32, an exemption from CEQA and that there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies.

2. Pursuant to Section 12.22 A.25(g)(3) of the Los Angeles Municipal Code (LAMC), a Density Bonus Compliance Review for a project totaling 45 dwelling units (eight (8) units or 18 percent for Restricted Affordable Housing Units for Very-Low Income households and 37 market-rate units), with the following Incentives and Waivers:

    a. Off-Menu Incentive to allow a floor area ratio of 2.3:1 in lieu of the otherwise permitted 1.5:1 per the Ventura/Cahuenga Boulevard Corridor Specific Plan Section 6.B.1.a;

    b. Off-Menu Incentive to allow a height of 62 feet in lieu of the otherwise permitted 45 feet per the Ventura/Cahuenga Boulevard Corridor Specific Plan Section 7.E.1.c.1;

    c. Off-Menu Incentive to allow deviation from the Transitional Height as required by LAMC 12.21.1A.10; and,

    d. Waiver of Development Standards from the Ventura/Cahuenga Boulevard Corridor Specific Plan Stepback requirements of the specific plan Section 7.E.g; and,

3. Pursuant to Section 13B.4.2 of Chapter 1A of the LAMC and Section 9 of the Ventura/Cahuenga Boulevard Corridor Specific Plan, Project Compliance to permit the construction of a mixed-use development comprising 45 dwelling units and 3400 square feet of commercial floor area and a sign program.

RECOMMENDED ACTIONS:

1. **Determine**, based on the whole of the administrative record, that the Project is exempt from the California Environmental Quality Act (CEQA) pursuant to State CEQA Guidelines, Article 19, Section 15311, Class 11 and Section 15332, Class 32, and there is no substantial evidence demonstrating that an exception to a categorical exemption applies pursuant to CEQA Guidelines, Section 15300.2 applies,
2. **Approve** the following three (3) incentives and one (1) waiver requested by the applicant for a project totaling number (45) dwelling units, reserving number (8) units for Very Low Income household occupancy for a period of 55 years:

    a. Floor Area Ratio (FAR) (Off-Menu Incentive). An up to 0.8 increase in FAR for a total FAR of 2.3:1 in lieu of the maximum FAR of 1.5:1 per the specific plan Section 6.B.1.a;

    b. Height. (Off-Menu Incentive) An up to 34 percent increase in the height requirement, allowing up to 62 feet in height in lieu of the permitted 45 feet per the specific plan Section 7.E.1.c.1;

    c. Transitional Height. (Off-Menu Incentive) An up to 100 percent reduction from the transitional Height as required by LAMC 12.21.1A.10;

    d. Stepback (Waiver). An up to 100 percent reduction from the Ventura/Cahuenga Boulevard Corridor Specific Plan stepback requirements of the specific plan Section 7.E.g; and,

3. **Approve** Specific Plan Project Compliance pursuant to Section 13B.4.2 of Chapter 1A of the LAMC; and,
4. **Adopt** the attached findings.

VINCENT P. BERTONI, AICP
Director of Planning

Blake Lamb

Blake E. Lamb, Principal City Planner

JoJo Pewsawang, Senior City Planner

Adrineh Melkonian

Adrineh Melkonian, City Planner
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PROJECT ANALYSIS

Project Summary

The Proposed Project will consist of the demolition and removal of all existing structures from the project site and the construction, use, and maintenance of a 45,960 square foot, five-story (62 feet high), mixed-use development comprised of 45 dwelling units, eight (8) of which are to be reserved for Very Low Income households. The building will contain 42,560 square feet of residential and 3,400 square feet of commercial floor area with a maximum floor area ratio of 2.3:1. The unit mix will be comprised of four (4) studios, 17 one-bedroom, and 24 one-bedroom units. The residential portion of the project will provide 63 automobile parking spaces within the two (2) levels of the subterranean parking garage, 45 long-term bicycle parking stalls, and five (5) short-term bicycle parking stalls. The commercial portion of the project will provide 14 automobile parking spaces within the first level, two (2) long-term bicycle parking stalls, and two (2) short-term bicycle parking stalls. The project will provide a total of 6,390 square feet of open space, including 990 square feet of deck on the 4th floor, 4,000 square feet of deck on the 5th floor, and 1,400 square feet of balconies. The project proposes to remove three (3) non-Protected trees from the project site. The project proposes grading and export of up to 12,584 cubic yards of earth. The project proposes a sign program including two (2) Wall Signs.



Image 1. Rendering from Ventura Boulevard of proposed mixed-use building.

Background

Subject Property

The proposed Project is located at 16610-16618 West Ventura Boulevard in Encino-Tarzana Community Plan area in the City of Los Angeles.

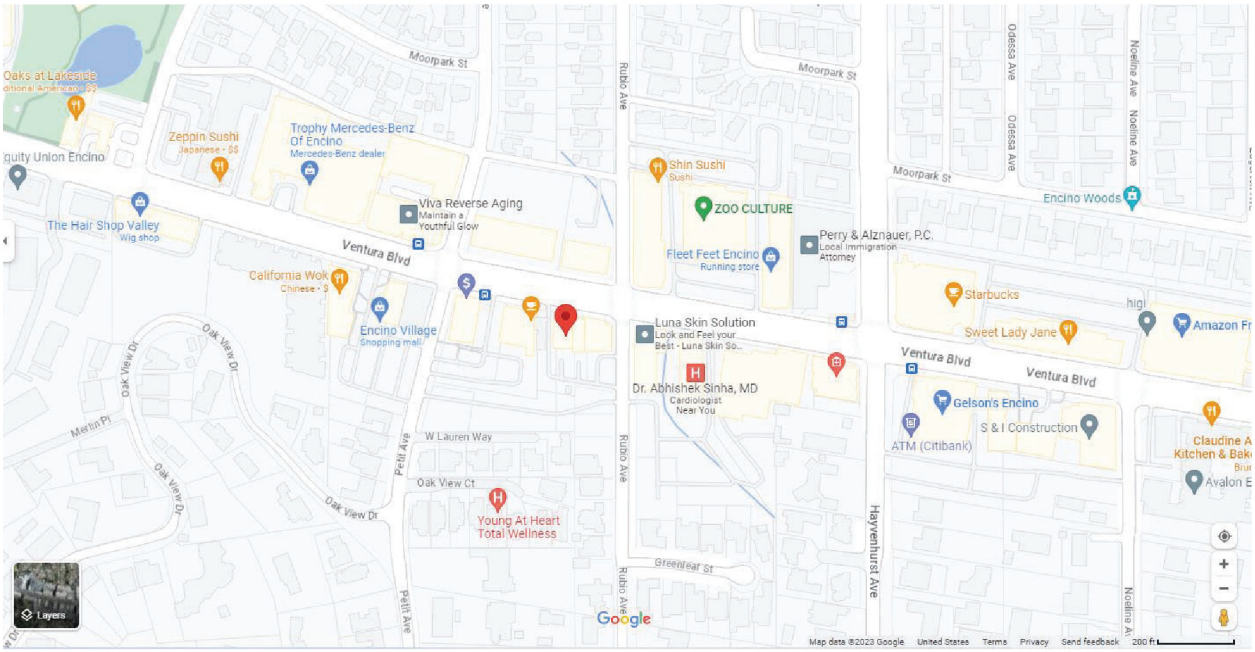

Figure 1. Regional and Site Location Map from maps.google.com

The Site consists of two (2) Los Angeles County Assessor Parcel Numbers (APNs 2284-007-001 and 2284-007-026) with a lot area of approximately 20,754.4 square feet (before dedication). The Site is currently developed with existing one and two-story two separate commercial buildings, consist of 8,611 square feet, and associated surface parking lots. All existing improvements will be removed to accommodate the development of the Project. Below is an aerial photograph with the Site shown in blue.

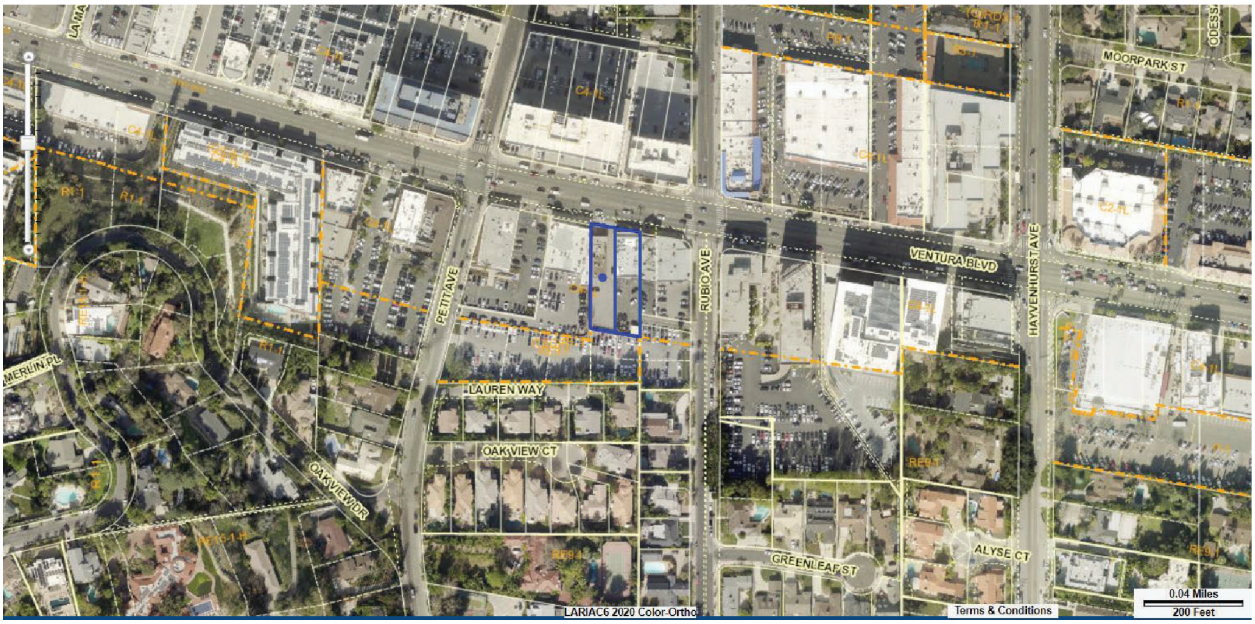

Figure 2. Aerial photography from zimas.lacity.org

The Community Plan designates the Site for Regional Center Commercial land uses with corresponding zones of C2, C4, and RAS3. The Site is zoned C4-1L (Commercial, Height District 1L). The C4 zone permits a wide array of land uses including commercial and multifamily

residential uses. The “1L” Height District 1L designation allows a maximum height of 75 feet and six (6) stories, and a maximum floor area ratio (“FAR”) of 1.5:1.

The Site is located within the boundaries of the Ventura-Cahuenga Boulevard Corridor Specific Plan, which establishes numerous use and development regulations: including but not limited to height, floor area, and setback; that, when they differ from the LAMC, will supersede the LAMC’s regulations. The specific plan allows a maximum height of 45 feet. The Site is also located within the boundaries of the Encino Streetscape Plan, which expands upon the landscaping provisions, including type of tree, and standards of the Specific Plan.



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

The subject property is located in an Airport Hazard area for 940 Height Limit Contours above mean sea level and Transitional Surface Area. ZIMAS identifies the flood zone hazard for the property as “Outside Flood Zone.” The site is also located within an Urban Agriculture Incentive Zone; however, the proposed Project does not involve a contract to use the vacant property for agricultural purposes in exchange for reduced property taxes. The site is within a Special Grading Area (BOE Basic Grid Map A-13372) and Landslide Areas. The site is located 7.8 kilometers from the Hollywood Fault and is not within the Alquist-Priolo Fault Zone. The site is not located within a liquefaction, Tsunami Inundation Area, and Methane Hazard Area. Fire protection service is provided by Valley Bureau, Battalion 10, Fire Station 83 of the Los Angeles Fire Department. Police protection service is provided by the Valley Bureau, West Station (Reporting District 1088) of the Los Angeles Police Department.

There are five (5) non-Protected trees on the site and one (1) street tree in the public right-of-way. Three (3) of the on-site trees are proposed to be removed due to the infeasibility of preserving the trees due to the location of the Project’s proposed buildings. The street tree will be preserved. Any street tree removals in the public right-of-way would require approval by Public Works and would be subject to replacement mitigation consistent with Urban Forestry policies.

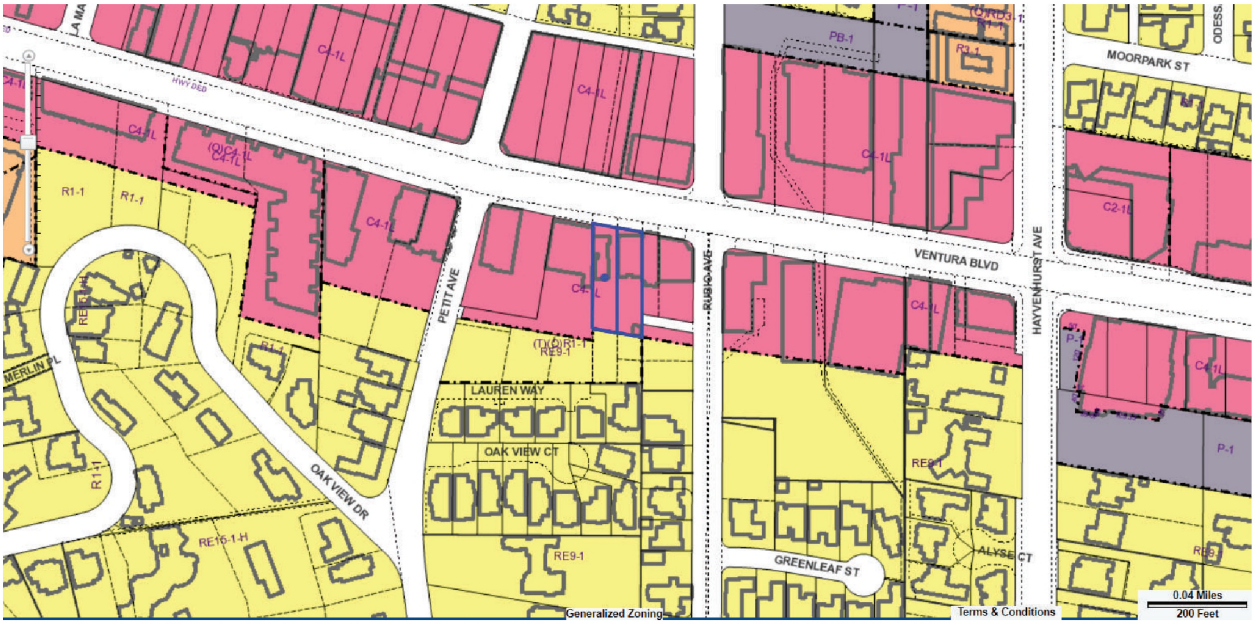

Figure 4. Zoning map from zimas.lacity.org

Project Overview

The Applicant proposes to demolish the Site's existing commercial building, surface parking lot improvements, and develop the Project. The project will contain 45,960 square feet of mixed-use development comprised of 45 dwelling units, eight (8) of which are to be reserved for Very Low Income households, 3,400 square feet of ground floor commercial uses.

The mixed-use building will contain five (5) stories in a 62-foot-high building, which will be compatible with the existing retail and other commercial uses located along Ventura Boulevard, as well as the existing development patterns in the vicinity. The structure will be set back a minimum of 18 inches from the existing sidewalk along Ventura and will provide a pedestrian entrance from the sidewalk, in conformance with the Specific Plan's requirements. The unit mix will be comprised of four (4) studios, 17 one-bedroom, and 24 one-bedroom units. The project's residential portion will provide 63 automobile parking spaces within the two (2) levels of the subterranean parking garage, 45 long-term bicycle parking stalls, and five (5) short-term bicycle parking stalls. The commercial portion of the project will provide 14 automobile parking spaces within the first level, two (2) long-term bicycle parking stalls, and two (2) short-term bicycle parking stalls. The project will provide a total of 6,390 square feet of open space, including 990 square feet of deck on the 4th floor, 4,000 square feet of deck on the 5th floor, and 1,400 square feet of balconies.

The subterranean parking levels also include a mechanical room and storage, trash, and recycling rooms. The ground floor would contain commercial uses, parking spaces, trash and recycle rooms, Office, and a lobby. Levels 2 and 3 include residential units. Levels 4 and 5 include residential units and common open space outdoor areas.

The Project has been designed and will be constructed to incorporate environmentally sustainable building features and construction protocols required by the Los Angeles Green Building Code and CALGreen. These standards will reduce energy and water usage and waste, and thereby reducing associated greenhouse gas emissions and helping minimize the impact on natural resources and infrastructure.

Density
The proposed C4-1L zone permits an R4 zone density of one dwelling unit per 400 square feet of lot area which permits a maximum of 52 dwelling units based on the lot area of 20,754 square feet before the dedication. Therefore, the Project's proposed 45 dwelling units would be permitted under the proposed C4-1L zone.

Floor Area
Specific Plan Section 6.B.1 permits a floor area ratio ("FAR") of 1.5:1. For the project site, a total of 30,308 square feet of floor area is permitted. The project proposes a floor area of 45,960. Therefore, the Project's proposed 2.3:1 FAR would not be permitted under the Specific Plan.

Lot Coverage
The Specific Plan Section 7.B.1 permits a maximum lot coverage limit of 75 percent of the Site for buildings and structures. The Project has a 73 percent lot coverage which compiles with the Specific Plan.

Height, Setbacks, and Stepback
The Specific Plan allows a maximum height of 45 feet. As part of the Density Bonus requested Incentive, the Project requests a deviation to allow a 62-foot high building and for relief from the LAMC's transitional height limits, which would otherwise apply to the Building due to its proximity to R1 and OS zoned properties and stepback requirement. The Specific Plan also requires a 10-foot stepback for buildings exceeding 45 feet in height that about a Major Highway (such as Ventura Boulevard), which would apply to the Project.

Access and Circulation
Vehicular access to the Site's parking areas would be provided via the driveway on Rubio Avenue. Pedestrian access within and around the Site will be enhanced via sidewalk improvements and the development of short-term bike parking infrastructure.

Vehicular and Bicycle Parking
Per Section 7.F.1.a of the Ventura/Cahuenga Boulevard Corridor Specific Plan, commercial uses require at least one parking space for each 250 square feet of floor area. The project is required and provides 14 parking spaces for commercial uses. The project is required to provide 14 parking spaces for commercial uses. Pursuant to LAMC Section 12.22.A.25, the 45 residential dwelling units are required 57 parking spaces. The project provides 63 automobile parking spaces for residential uses.

The Project would provide short and long-term bicycle parking in compliance with LAMC requirements. For commercial uses, the Project would require one (1) short-term and one (1) long-term bicycle space per 2,000 square feet of floor area and a minimum of two (2) short-term and two (2) long-term bicycle space. The project provides two (2) short-term and two (2) long-term bicycle parking spaces. The project is required and provides five (5) short-term and 45 long-term bicycle parking spaces for residential uses.

Landscaping
The Project's street frontage and parking area will be landscaped in accordance with the standards of the Specific Plan and the Studio City/Cahuenga Pass Streetscape Plan.

Signs
The Specific Plan permits a maximum of one (1) wall sign per tenant on a building's street frontage and a second sign facing an associated parking lot, secondary street, or alley, and a maximum sign area of two square feet for each lineal foot of street frontage. The site has a 100 feet street frontage. As such, a maximum of 200 square feet of wall sign area could be permitted. The

project proposes a sign program that include two (2) Wall Signs each 30 square feet. The proposed signage will be in compliance with the Specific Plan and LAMC requirements.

Surrounding Properties

Abutting properties to the north, across Ventura Boulevard, are planned for Regional Center Commercial land use, zoned C4-1L, and developed with multi-story commercial buildings and associated parking lots. Abutting properties to the south are planned for Low II Residential land use, zoned (T)(Q)R1-1, and developed with parking lots. Abutting properties to the west and east are planned for Regional Center Commercial and Low II Residential land uses, zoned C4-1L and R1-1, and developed with one-story commercial buildings and associated parking lots.

Adjacent properties to the north are planned for Low II Residential land use, zoned R1-1, and developed with single-family dwellings. Adjacent properties to the south are planned for Low I Residential land use, zoned RE9-1, and undeveloped or developed with single-family dwellings. Adjacent properties to the west and east are planned for Regional Center Commercial land use, zoned C4-1L, and developed with one- to multi-story commercial buildings and associated parking lots.

Street Designations

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

Rubio Avenue, adjacent the Site to the east, is designated as a Local Street-Standard with a designated right-of-way width of 60 feet, and improved with concrete roadway and concrete curb, gutter, and sidewalk.

Subject Property:

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

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

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

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

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

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

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

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

Case No. DIR-2016-1896-DI – On August 1, 2016, the Director of Planning interpreted that the definition of a Project shall not include a change of use which increases the parking requirement per Section 7.F of the Specific Plan when this requirement can be provided onsite either through automobile parking spaces or through bicycle parking spaces. It was also interpreted that an increase of parking spaces resulting from a change of use shall be subject to the procedures of the Ventura/Cahuenga Boulevard Corridor Specific Plan for parking alternatives, regardless of whether the strictest requirement for parking is from the Los Angeles Municipal Code (LAMC) or the Specific Plan. This allows for changes of use with an increase in parking to be exempt from Project Permit Compliance case processing, but as the parking requirement will be met onsite, such a case filing is inconsistent with the intent of the Specific Plan.

Permit Application No. 20019-20000-02454: On September 8, 2022, an application was submitted to the Department of Building and Safety for demolition pre-inspection and posting for a commercial building.

Permit Application No. 21010-10000-02689: On September 2, 2022, an application was submitted to the Department of Building and Safety for a new 5-story, 45 units (11 percent Very Low Income), mixed-use affordable housing apartment to include four (4) story Type IIIA apartment over one (1)-story type IA lobby/parking/commercial over 2-level subterranean parking.

Nearby Properties:

There are no previous or existing permits or cases relevant to this project.

Professional Volunteer Program

The proposed project was presented at the Professional Volunteer Program (PVP) on December 5, 2023. The meeting was conducted by staff on behalf of the City Planning Department, and community volunteers, and applicant team. The meeting was held with the purpose to take comments and providing feedback about the design for Case No. CPC-2023-3134-DB-SPP-HCA.

PVP Comments/Suggestions	Applicant's Response
Pedestrian-First:	
Reconsider the design/treatment and setbacks of the retail facade along Ventura Boulevard to make it more pedestrian oriented.	Building is set back approximately 5 feet from Sidewalk, with storefronts to allow pedestrian interaction with businesses in commercial space. Additional sitting areas and landscaping have been added. 75 percent (64'-10") of the frontage of the building will be retail (85'-10" x75%=64'-4").
Ensure the pedestrian entrances and lobby are recessed, legible and prominent.	Lobby is recessed 11 feet from 2nd floor, additional landscaping is provided adjacent to lobby.

To promote physical activity and access to natural light, add windows to stairwells.	Window has been added to rear stairway. Front stairway already had glazing. We have had problems with Fire department for side stairway, against section 602 of the LABC.
Show the existing and proposed street trees along Ventura Boulevard and propose additional street trees for shade.	Existing Street tree is shown on Sheet A1.0. Additional street trees might be provided at the discretion of Urban Forestry.
If possible, maintain any healthy mature palm trees.	The tree located in the public right of way will be saved. Trees located at the excavation area will be removed. Additionally, 2 Palm trees at rear and will be saved.
360° Design:	
Ensure that plans, elevations, and renderings match (there are inconsistencies like the pedestrian access to the pool, gates, stairs, balconies, decks, garage entry and support columns, doors and overall treatment)	The plans will be revised so there will not be any inconsistency.
The 5th floor plan is missing from the plan set.	The 5th floor plan is provided.
Please rethink the design and provide information regarding the landscape, hardscape and amenities provided in the backyard.	Backyard is not being used as Common open space. Pool has been eliminated due proximity to LADWP infrastructure.
Provide facade articulation for the blank wall adjacent to the pool. Consider landscaping and vines.	Pool is eliminated from Back yard. Back yard is not being used as common open space. Green wall is proposed.
Provide additional information and redesign the single-run staircase and walking deck running along the east side of the project. Address issues related to the purpose, design, and security concerns (direct access into others' units and missing railing along the deck) of this element. Consider creating decks for the units instead. Any entry and exit points need to be highlighted on the plans.	This is a fire Department access which is located on a side yard. It is being gated for security. This area cannot be used as open space and will not be accessed from the adjacent units.
Provide a visual and physical barrier between the driveway and the pool.	No Pool in backyard.
The pool depicted in the plan doesn't meet the setback code requirements.	No Pool in backyard.
Please note that ADA parking stalls cannot be placed in tandem.	ADA stall has been relocated to another space.
Consider reducing the parking stalls (since there is a surplus), to accommodate a larger trash room. Provide better access to the trash room (residential) so that it doesn't interrupt handicapped access to the elevators.	Trash area has been enlarged by redesigning the parking space.
Provide all service plans including trash and recycling.	There are two driveway access points to the ground level and basement to have service to trash and recycle area at both levels. See plan sheet A2.2.

The angular treatment of the pedestrian entry point on the left of the north elevation is interesting but it is inconsistent from the design of the rest of the building.	There are other angled elements used in the design in various locations of the building design. For example, the angled corrugated metal above the west side of north elevation at 4th and 5th story.
Ensure that the treatment and proportion of the signs on the north elevation make sense from the pedestrian standpoint.	Signs have been redesigned to comply with the plan.
Contact LADWP to ensure the location of the transformer works. Consider placing the transformer underground in a vault.	Electrical Engineer is in contact with LADWP. Back yard is not being used as common open space.
Climate-Adapted	
Consider incorporating permeable paving materials in the project site.	Rear yard will have some permeable pavers. It is not used for common open space. Area will be improved for dog walk. Additionally, a space to be used as dog wash will be provided in the building.
Consider preserving existing trees on site and improve the landscape plan with additional trees that provide shade on the ground level. Place any trees at ground instead of planters to guarantee their healthy development.	2 trees at rear will be maintained.
Ensure that the landscaping on the plans, landscape plans and renderings match.	Provided consistent landscape plans with rendering.
The trees in the common open space do not provide enough canopy for shading. Reconsider their design and species and how to provide shade.	Landscaping and planting of the tree will comply with the Code and specific plan.
Provide awnings for shade above the top balconies and windows located on the south elevation.	Awnings are provided.
Indicate LID compliance.	Flow through planter will be provided for LID.

Hearing Officer Notes

A hearing officer hearing by Hearing Officer Adrineh Melkonian on behalf of the City Planning Commission, was conducted entirely through the internet and telephonically by Zoom on February 25, 2025. There were approximately 12 people on the call. Five (5) people spoke at the hearing opposing the project and/or raising concerns.

Oral comments in opposition focused on the effects to traffic, access, and parking, trees, public outreach.

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

Issues

Traffic and Access

Planning Staff received comments from neighbors who are concerned about the impacts of traffic resulting from the proposed project. However, there is no substantial evidence that the proposed 45-unit multi-family residential building with 63 onsite residential automobile parking spaces and 3,400 square feet of commercial floor area with 14 onsite automobile parking spaces would adversely impact existing traffic. According to the Transportation Assessment for the project, issued by LADOT on February 12, 2023, the proposed project does not exceed the threshold criteria established by LADOT for preparing a transportation study, or obstruct or conflict with the City development policies and standards for the transportation system and access.

Parking

As part of a Density Bonus request, the project is permitted to comply with Parking Option 1, as detailed in LAMC Section 12.22 A.25(d)(1). This would instead require the project to provide 57 residential parking spaces. The project proposes 63 parking spaces for residential uses. Per the Specific Plan, the project is required and does provide 14 commercial parking spaces for 3,400 square feet commercial space.

Conclusion

As shown in Exhibit "A" plans and findings below the proposed Project achieves General Plan, Community Plan, and Specific Plan goals with an overall design of building and landscaping that reflects the harmonious integration of commercial development with Ventura Boulevard, creating an engaging and inviting pedestrian environment through appropriate setbacks and proper landscaping. Introducing a new mixed-use development at this location will further promote subsequent economic development by enhancing the supply of retail and restaurant uses in and around the commercial location. The development of 45 residential units, eight (8) of which are to be reserved for Very Low Income households, will meet several goals of the recently adopted Housing Element, especially those related to diversity of housing options and providing neighborhood stability through creating additional community housing options. Given that the requested uses will be in harmony with relevant Planning documents and Code sections as described below in the Findings, the granting of the requested project entitlement will be in harmony with, and enhance, the surrounding area.

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

CONDITIONS OF APPROVAL

Entitlement Conditions

1. **Site Development.** Except as modified herein, the project shall be in substantial conformance with the plans and materials submitted by the Applicant, labeled Exhibit "A", dated March 7, 2025, and attached to the subject case file. No change to the plans shall be made without prior review by the Department of City Planning, Valley Project Planning Bureau, and written approval by the Director of Planning. Each change shall be identified and justified in writing. Minor deviations may be allowed in order to comply with the provisions of the Municipal Code, the project conditions, or the project permit authorization.

2. **Residential Density**. The project shall be limited to a maximum density of 45 residential dwelling units, including On-Site Restricted Affordable Units.

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

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

5. **Housing Requirements**. Prior to the issuance of a building permit, the owner shall execute a covenant to the satisfaction of the Los Angeles Housing Department (LAHD) to make eight (8) units available to Very Low Income Households or equal to 18 percent of the project's total proposed residential density allowed, for sale or rental, as determined to be affordable to such households by LAHD for a period of 55 years. In the event the applicant reduces the proposed density, the number of required reserved on-site Restricted Units may not be adjusted. A new entitlement will be required to adjust the number of required reserved on-site Restricted Units. Enforcement of the terms of said covenant shall be the responsibility of LAHD. The applicant shall submit a copy of the recorded covenant to the Department of City Planning for inclusion in this file. The project shall comply with the Guidelines for the Affordable Housing Incentives Program adopted by the City Planning Commission and with any monitoring requirements established by the LAHD.

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

6. **Use.** A project shall be limited to 3,400 square feet of commercial spaces and 42,560 square feet of residential uses.

7. **Use Limitations and Restrictions:**

   a. At minimum 75 percent (64 feet 10 inches) of the frontage of a building, excluding the frontage along vehicular access to on-site parking, shall be devoted to retail uses or any Pedestrian Serving Use -Tier I.

   b. Nonreflective glass shall be installed to allow maximum visibility from sidewalk along Ventura Boulevard into interior of buildings. Window displays shall be

conformed with sign requirements of this Specific Plan and the Los Angeles Municipal Code.

c. **Wall Frontage.** The project shall provide 85 percent of the Ventura Boulevard wall frontage as window space, display case, or public art.

8. **Floor Area**. The project shall be limited to a maximum floor area of 45,960 square feet and FAR of 2.3:1.

9. **Height.** The height of the building shall be limited to 62 feet, as shown on the project plans, Exhibit "A", attached to the subject case file.

10. **Front Yard Setback.** The project shall provide minimum front yard setbacks of 4 feet 6 inches.

11. **Side Yard Setback.** The project shall provide minimum side yard setbacks of eight (8) feet.

12. **Rear Yard Setback.** The project shall provide a minimum rear yard setback of 20 feet.

13. **Open Space.** The project shall provide a minimum of 6,390 square feet of usable open space.

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

15. **Lot Coverage.** Lot coverage shall not exceed 73 percent of the lot before the dedication.

16. **Parking.**

a. **Automobile Parking for Residential Uses.** Based upon the number and type of dwelling units proposed a minimum 57 parking spaces. Vehicle parking shall be provided consistent with LAMC Section 12.22 A.25, Parking Option 1, which parks the non-affordable unit(s) per LAMC Section 12.21 A.4 and reduces only the Restricted Affordable Units to one on-site parking space. The project proposes to provide 63 total parking spaces.

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

c. **Automobile Parking for Commercial Uses.** The Project shall provide a total of 14 parking spaces. At a minimum, automobile parking shall be provided in accordance with the Ventura-Cahuenga Boulevard Corridor Specific Plan, pursuant to Section 7.F.1 of the Specific Plan.

d. **Bicycle Parking.** Bicycle parking shall be provided in compliance with LAMC Section 12.21 A.16.

e. **Electric Vehicle Parking.** All electric vehicle charging spaces (EV Spaces) and electric vehicle charging stations (EVCS) shall comply with the regulations outlined in Sections 99.04.106 and 99.05.106 of Article 9, Chapter IX of the LAMC, to the satisfaction of the Department of Building and Safety.

17. **Landscaping.** A landscape plan shall be submitted to show additional plantings in the parking area, and ensure that:

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

b. At least 60 percent (247 square feet) of all Front Yards or front setbacks in excess of 18 inches shall be landscaped and the remainder shall be finished to City standards for sidewalks, or finished with other paving materials, including concrete pavers, brick masonry pavers.

c. The applicant shall maintain the landscape in a good, healthy condition by performing daily maintenance, removing trash, and replacing any dead plant materials, broken irrigation sprinklers and watering devices.

d. **Certification of Landscape Installation**. Prior to obtaining a Certificate of Occupancy, the project architect, landscape architect, or engineer shall certify in a letter to the Department of City Planning and to the Department of Building and Safety that the approved landscape plan has been implemented.

18. **Sign Program.** Prior to issuance of any sign permit, each future tenant/applicant shall submit two (2) copies of sign plans to the Department of Planning for review and approval.

a. The plans shall include a detailed Site Plan and Elevations showing sign placement, storefront width, sign colors, materials, dimensions and copy.

b. The type, style, design, colors and materials of the signs shall be compatible and be consistent throughout the building.

c. Written evidence of review by the property owner regarding the proposed location, colors, materials, and design (and any recommendations thereto), shall be submitted as part of the application.

d. The maximum amount of wall signage on the building shall not exceed 220 square feet. Prior to clearance, a sign inventory shall be submitted identifying the size and location of all the signs on the building.

e. The future signs, shall be channel letters and shall conform to the following:

i. No wall sign may project from a building face more than 12 inches, or above the lowest elevation of the roof eave visible from the street.

ii. Exposed raceway must be approved by Owner and shall be painted to match the façade.

iii. No decals shall be visible except as required by local codes and ordinances (including U.L. as required).

iv. No animated, flashing or audible signs shall be permitted.

v. All sign drawings shall be subject to review by landlord prior to submittal for Planning Department approval. Tenant/applicant shall submit two copies of sign plan for approval.

1. The dimensions of the sign and backer panel for each tenant shall not exceed the dimensions below:

Sign #	Space Name	Sign Type	Sign Area
1	Retail 1	Wall Sign	30 square feet
2	Retail 2	Wall Sign	30 square feet
Total Signage			**60 square feet**

f. **Window Signs.** All Window signs shall not exceed 10% of the window they occupy and be limited to the store name, store hours, security signs, or logos, and holiday paintings only, provided they are not placed in the window more than 30 business days before a holiday and are removed within ten business days after the holiday.

g. **Projecting Sign.** No more than one projecting sign shall be permitted for each building. Notwithstanding LAMC Section 91.6209(d)(2) to the contrary, no wall sign may project from a building face more than 12 inches, or above the lowest elevation of the roof eave visible from the street and projecting sign shall be limited to 16 square feet.

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

i. **Temporary Banners.** This approval shall permit the installation of one (1) banner at any given time of no more than 100 square feet in size. No more than two (2) banners per year per site shall be permitted. Banners shall only be permitted to announce special events associated with seasonal holidays. A banner shall not be installed more than 30 days prior to the event and must be removed within 10 days following the event.

j. **Illegal Signs.** Prior to the Department of Building and Safety issuance of a final sign-off on any sign approved, any existing exterior signs, temporary banners, window signs, and signs used for advertising products, merchandise and services which are not permitted by the Ventura-Cahuenga Boulevard Corridor Specific Plan shall be removed from the business or multi-tenant storefronts by the respective tenants, property manager, or the property owner.

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

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

20. **Lighting.** Lighting should be directed onto the site, and be adequately aimed and shielded so as to not spill over onto adjacent properties, especially into areas planned and zoned for residential uses.

21. **Streetscape Improvement.** All off-site landscaping and improvement shall be completed in conformance with the Encino Streetscape Design Guidelines and to the satisfaction of the Urban Forestry Division.

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

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

24. **Solar-Ready Buildings.** The Project shall comply with the Los Angeles Municipal Green Building Code, Section 99.05.211, to the satisfaction of the Department of Building and Safety.

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

26. **Solar and Electric Generator.** Generators used during the construction process shall be electric or solar powered. Solar generator and electric generator equipment shall be located as far away from sensitive uses as feasible.

27. **Stormwater/Irrigation.** The project shall implement on-site stormwater infiltration as feasible based on the site soils conditions, the geotechnical recommendations, and the City of Los Angeles Department of Building and Safety Guidelines for Storm Water Infiltration. If on-site infiltration is deemed infeasible, the project shall analyze the potential for stormwater capture and reuse for irrigation purposes based on the City Low Impact Development (LID) guidelines.

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

Administrative Conditions

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

30. **Notations on Plans.** Plans submitted to the Department of Building and Safety, for the purpose of processing a building permit application shall include all of the Conditions of Approval herein attached as a cover sheet, and shall include any modifications or notations required herein.

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

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

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

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

35. **Expiration**. In the event that this grant is not utilized within three years of its effective date (the day following the last day that an appeal may be filed), the grant shall be considered null and void. Issuance of a building permit, and the initiation of, and diligent continuation of, construction activity shall constitute utilization for the purposes of this grant.

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

Applicant shall do all of the following:

a. Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the City's processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions or to claim personal property damage, including from inverse condemnation or any other constitutional claim.

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

c. Submit an initial deposit for the City's litigation costs to the City within 10 days' notice of the City tendering defense to the Applicant and requesting a deposit. The initial deposit shall be in an amount set by the City Attorney's Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than 50,000. The City's failure to notice or collect the deposit does

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

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

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

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

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

For purposes of this condition, the following definitions apply:

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

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

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

FINDINGS

DENSITY BONUS / AFFORDABLE HOUSING INCENTIVES PROGRAM FINDINGS

Housing Replacement

With Assembly Bill 2222 (Government Code Section 65915), Applicants of Density Bonus projects filed as of January 1, 2015 must demonstrate compliance with the housing replacement provisions, which require replacement of rental dwelling units that either exist at the time of application of a Density Bonus project, or have been vacated or demolished in the five-year period preceding the application of the project. This applies to all pre-existing units that have been subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of Low or Very Low income; subject to any other form of rent or price control; or occupied by Low or Very Low Income Households.

Pursuant to a letter dated April 27, 2023, issued by the Los Angeles Housing Department (LAHD), the site is developed with zero dwelling units; therefore, no units are subject to replacement. Thus the project is in compliance with the housing replacement provisions.

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

LAMC Criteria

As permitted by LAMC Section 12.22 A.25 the Applicant is requesting two (3) Off-Menu incentives, and two (1) Waiver of Development Standards that will facilitate the provision of affordable housing at the site.

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

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

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

LAMC Section 12.22 A.25 establishes that a Housing Development Project may qualify for one, two, or three incentives based on the percentage of units set aside for Very Low Income, Low Income, or Moderate-Income Households. The project has a base density of 51 units, is proposing 45 units, and is providing eight (8) units for Very Low Income households, which qualifies the project to utilize up to three (3) off-menu incentives. The project includes off-menu incentives for increased Floor Area, Height, and Transitional

Height. It also includes one (1) request for waiver of development standards to allow for stepback requirement.

b. *The Incentive(s) will have a specific adverse impact upon public health and safety or the physical environment, or on any real property that is listed in the California Register of Historical Resources and for which there are no feasible method to satisfactorily mitigate or avoid the specific adverse impact without rendering the development unaffordable to Very Low, Low and Moderate Income households. Inconsistency with the zoning ordinance or the general plan land use designation shall not constitute a specific, adverse impact upon the public health or safety (Gov. Code 65915(d)(1)(B) and 65589.5(d)).*

There is no substantial evidence in the record that the proposed off-menu incentives and the waiver of development standards will have a specific adverse impact. A "specific adverse impact" is defined as, "a significant, quantifiable, direct and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete" (LAMC Section 12.22-A.25(b)). Based on the above there is no basis in the record to deny the requested incentives. As required by Section 12.22 A.25 (e)(2), the project meets the additional eligibility criterion that is required for density bonus projects.

The facade of the proposed building which faces Ventura Boulevard will be articulated in multiple ways, creating a visually interesting elevation that invites interaction with the street. The structure will also be oriented toward the street with entrances, windows, and architectural features on street-facing elevations as required. The project does not involve a contributing structure in a designated Historic Preservation Overlay Zone or on the City of Los Angeles list of Historical-Cultural Monuments. Finally, according to ZIMAS, the project is not located in a Hillside area or a Very High Fire Hazard Severity Zone. Therefore, there is no substantial evidence that the proposed project will have a specific adverse impact on the physical environment, on public health and safety.

c. *The incentive(s) are contrary to state or federal law.*
There is no substantial evidence in the record that the proposed incentives and waivers are contrary to state or federal law.

Government Code Section 65915 and LAMC Section 12.22. A.25 state that the Commission shall approve a density bonus and requested Waiver of Development Standard(s) unless the Commission finds any of the following that:

d. *The waiver will have a specific adverse impact upon public health and safety or the physical environment, or on any real property that is listed in the California Register of Historical Resources and for which there are no feasible method to satisfactorily mitigate or avoid the specific adverse impact without rendering the development unaffordable to Very Low, Low and Moderate Income households. Inconsistency with the zoning ordinance or the general plan land use designation shall not constitute a specific, adverse impact upon the public health or safety (Gov. Code 65915(d)(1)(B) and 65589.5(d)).*

There is no substantial evidence in the record that the proposed waiver will have a specific adverse impact on public health and safety or the physical environment, or any real property that is listed in the California Register of Historical Resources. A "specific adverse impact" is defined as, "a significant, quantifiable, direct and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete" (LAMC Section 12.22 A.25(b)). The project does not involve a contributing structure in a designated Historic Preservation

Overlay Zone or on the City of Los Angeles list of Historical-Cultural Monuments. Therefore, there is no substantial evidence that the proposed project, and thus the requested Waivers, will have a specific adverse impact on the physical environment, or on public health and safety. Based on the above, there is no basis to deny the requested Waiver.

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

Waiver of Development Standards

Stepback. The requested waiver, 10-foot setback from the roof perimeter for each 10-foot increment above 45 feet per the specific plan section 7.E.g, and as such, permits exceptions to specific plan requirements that result in building design or construction efficiencies that provide for affordable housing costs. The requested waiver allows the developer to expand the building envelope so additional units can be constructed, and the overall space (dedicated to residential uses) is increased. This waiver supports the Applicant's decision to provide eight (8) affordable units for Very Low Income Households for 55 years.

f. The waivers are contrary to state or federal law.

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

Project Permit Compliance Findings

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

The proposed project, a mixed-use development, substantially complies with the site's zoning and the Community Plan land use designation. As enumerated below, the proposed project has been conditioned to comply with all applicable regulations, findings, standards, and provisions of the Ventura-Cahuenga Boulevard Corridor Specific Plan. The three (3) incentives and one (1) waiver of development standards are warranted based on the findings separately enumerated and the conditions applied.

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

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

a. Section 5.C: Uses. The proposed uses of residential and commercial are not restricted in this area of the Specific Plan and thus are allowed. At least 75 percent (64 feet 10 inches) of the frontage of a building, excluding the frontage along vehicular access to on-site parking, will be devoted to retail uses or any Pedestrian Serving Use -Tier I. The project will maintain at least 85 percent of the wall frontage as window space, display case, or public art. Nonreflective glass will be used to allow maximum visibility from

sidewalk or courtyard areas into interior of buildings. Window displays will conform with sign requirements of this Specific Plan and the Los Angeles Municipal Code.

b. **Section 6B: Floor Area Ratio (FAR).** A total of 31,131 square feet of floor area is permitted. The Project proposes 45,960 square feet of floor area. The FAR limitation for this site is 1.5:1. The project proposes a 2.3:1 ratio. The Project requests a deviation to allow a 2.3:1 FAR and for relief from the FAR requirement. As such, the project complies with the FAR requirements.

c. **Section 7A: Yards.** The front yard setback requirement is an 18 inch minimum and 10 foot maximum; this project proposes 4 feet 6 inches. No side yard shall be permitted at the Ground Floor, except that an accessway, which may include a maximum 20 foot wide driveway, a maximum 4 foot wide walkway and landscape buffers of 18 inches to 5 feet on either side of the accessway may be provided for vehicular access to parking and pedestrian access to the building; this project proposes eight (8) feet walkway of which 3 feet 4 inches of the west side yard is landscaped. The rear yard setback requirement is a 20-foot minimum; this project proposes 20 feet. As such, the project complies with the setback requirements.

d. **Section 7B: Lot Coverage.** The Specific Plan limits lot coverage to 75 percent. The project has a 73 percent lot coverage which compiles with the Specific Plan.

e. **Section 7D: Landscaping.** Parking structures or that portion of a building which is used for parking is designed to substantially screen automobiles contained in the garage from view by pedestrians and from adjacent buildings. The facade of the parking building is designed so that it is similar in color, material, and architectural detail with the building for which it serves for parking. At least 60 percent (247 square feet) of all Front Yard or front setback in excess of 18 inches will be landscaped and the remainder will be finished to City standards for sidewalks, or finished with other paving materials, including concrete pavers, brick masonry pavers. The automatic irrigation system to maintain all required landscaping will be installed. The project is also subject to the River Improvement Overlay Zone regarding the species planted, and the Landscape Ordinance regarding what qualifies as shade-trees. As such, the project complies with the setback requirements.

f. **Section 7E: Height.** The Specific Plan allows the Regional Commercial Plan Designation Areas, buildings abutting a major or secondary highway, may only exceed 45 feet in height, if, for each 10-foot increment above 45 feet, at least a 10-foot setback from the roof perimeter is provided. The Project requests a deviation to allow a 62-foot-high building and for relief from the height requirement. As such, the project complies with the height requirements.

Section 7F: Parking. Per Section 7.F.1.a of the Ventura/Cahuenga Boulevard Corridor Specific Plan, retail establishments require at least one (1) parking space for each 250 square feet of floor area. The new mixed-use building with 3,400 square-foot retail space requires 14 parking spaces per the Ventura/Cahuenga Specific Plan. The project requires one (1) long and one (1) short-term bicycle space per 2,000 square feet and a minimum of two (2) long and two (2) short-term bicycle spaces for retail uses and provides a total of two (2) short and two (2) long-term spaces.

Per LAMC Section 12.21 A.4(a), the ratio of parking spaces required for all other dwelling units shall be at least one parking space for each dwelling unit of less than three habitable rooms, one and one-half parking spaces for each dwelling unit of three habitable rooms, and two parking spaces for each dwelling unit of more than three

habitable rooms. The project proposes 63 vehicular parking spaces for the 45 residential dwelling units. The Project would provide short- and long-term bicycle parking in compliance with LAMC requirements. For the residential dwelling units, the Project would require and provide one (1) long-term space per dwelling unit for a total of 45 spaces. The Project would require one (1) short-term bike parking space per 10 units for the first to 25 units, and one (1) per 15 units for units 25 to 100. The project would provide five (5) short-term bicycle parking spaces for residential uses. As such, the project complies with the parking requirements.

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

The Specific Plan permits a maximum of one (1) wall sign per tenant on a building's street frontage and a second sign facing an associated parking lot, secondary street, or alley, and a maximum sign area of two square feet for each lineal foot of street frontage. The site has a 100 feet street frontage. As such, a maximum of 200 square feet of wall sign area could be permitted; however, the project has been approved for a total of approximately 60 square feet. The project proposes a sign program that include two (2) Wall Signs each 30 square feet. Window signage can be used for up to 10 percent of the window area. Lastly, design detail and sign placement will be required before final clearance can be obtained. Conditions Number 18 will ensure new signage at the site will be in compliance with the Specific Plan regulations.

Window Signs: The Ventura/Cahuenga Boulevard Corridor Specific Plan permits window signs if they are for the store name, store hours, and security signs. These permitted signs may not occupy more than ten percent of any window in area. As conditioned herein, the any proposed window signs will not exceed more than 10 percent of the window they occupy. Therefore, any proposed signs, further enforced through Condition of Approval No. 18, will comply with the Specific Plan regulations.

Construction Sign: Specific Plan Section 8.B.d.1 permits no more than one (1) non-illuminated construction sign less than 25 square feet in area and 15 feet in height and be removed prior to the issuance of a certificate of occupancy or within 30 days of completion of the project, whichever is sooner. As conditioned herein, any construction sign will not exceed 25 square feet in area or 15 feet in height and will be removed with in the required time limits. Therefore, any proposed sign, further enforced through Condition of Approval Number 18, will comply with the Specific Plan regulations.

Temporary Banners: Specific Plan Section 8.B.d.4 permits a maximum of one (1) banner of no more than 100 square feet to announce special events associated with seasonal holidays, provided they are not erected more than more than 30 days preceding the holiday and are removed ten days following the holiday. No more than two banners per year per site will be permitted. Therefore, any proposed banners, further enforced through Conditions of Approval Number 18, will comply with the Specific Plan regulations.

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

Based on the whole of the administrative record, the Project has been adequately assessed in ENV-2023-3135-CE and mitigation measures have incorporated as conditions of approval herein; therefore, negative environmental effects have been mitigated to the extent feasible.

PUBLIC HEARING AND COMMUNICATIONS

Public Hearing

In conformity with the Governor's Executive Order N-29-20 (March 17, 2020) and due to concerns over COVID-19, a hearing officer hearing by Hearing Officer Adrineh Melkonian on behalf of the City Planning Commission, was conducted entirely through the internet and telephonically by Zoom on February 25, 2025. There were approximately 12 people on the call. Five (5) people spoke at the hearing in opposition to the project.

Summary of Initial Public Hearing Testimony and Communications

The applicant's representative – Armin Gharai - presented the project and requested entitlements.

The comments focused on the following:

- Traffic and parking: Commented that the addition of more traffic to an already heavily trafficked area. Has a traffic study been prepared? What can be done to mitigate the traffic. Concerned about the ADA compliance and visitor parking.
- Access: Requested that the access to the project site be provided on Ventura Boulevard and exit to Rubio Avenue and installation of no left turn on the alley restricting access to Rubio Avenue. Questioned the installation of automated system and gate entering the project site parking area.
- Loading Area: Questioned the adequacy of the loading area proposed to the north, behind the building, and its availability to both residential and commercial users.
- Trees: Commented on the removal of the tree from public right-of-way and requested the involvement and consultation with the community on planting trees.
- Encino Property Owners Association: A commenter attended to represent the Encino Homeowner Association, sharing their concern on the process and pointed out that the applicant cancelled the meeting to revise the plans and reach back to present the project. Requested that the applicant go back to the Neighborhood Council and respond to the questions and work with the community. Another commenter requested an in-person meeting to be held at a community center where good renderings can e presented to the public.
- Rendering: Pointed that the rendering does not accurately reflect the location of the proposed development. Commented on some inconsistencies among different documents including plans and environmental assessment form on the number of provided cars, and removal of the tree.
- Sign. Commented that the proposed building will block the neighbor's sign.

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

- LADOT has reviewed the project and based on their calculation the number of trips generated by the proposed project is less than the existing trips generated by the uses on the site. The project does not pass the threshold which require a traffic study. Parking, traffic, and changes in the traffic pattern are some of the concerns everywhere a development is proposed. The project can reduce the parking spaces up to 30 percent per code or 52 residential parking spaces. However, the project provides 63 which is 11 more than the required parking spaces.
- It is more appropriate and safer to enter/exit to/from the alley if the project has access to an alley than a major street such as Ventura Boulevard. There will be a gate at the entrance to the building. First floor parking spaces are designated for the commercial

users. During the day, when the commercial spaces are open the gate will be open.

- Loading area: There will be a 400 square feet minimum required loading area that can be used by both commercial and residential users.
- The project will be reviewed by the Department of Building and Safety for code and ADA compliance. The project provides required parking and ADA access for both residential and commercial parking spaces and code and ADA requirements.
- Trees: The survey will research the trees on the project site and public right of way. We will reach out to the Urban Forestry to know what remedies for the removal of the tree within public right-of-way.
- Public outreach: we have requested a continuance so a public outreach with the NC and neighbors can be conducted to alleviate concerns raised.
- Rendering: Corrected rendering is provided which shows Maria's restaurant.
- Sign: The proposed building will be taller than the roof sign installed at Maria's. The wall sign facing Ventura will not be blocked.

Written Correspondence

Subsequent to the hearing, an email received questioning the timeline and recording of the hearing.

Similar to the comments made at the hearing, written correspondence in opposition focused on the effects to traffic, parking, access, trees, and public outreach.

16610-16618 W VENTURA BLVD, LOS ANGELES CA 91436

PROJECT ADDRESS

16610–16618 W VENTURA BLVD,
LOS ANGELES, CA 91436

PROJECT OWNER

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ELECTRICAL ENGINEER

MECHANICAL & PLUMBING ENGINEER

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PROJECT DATA

PROPOSED:	NEW MIXED–USE, COMMERCIAL RESIDENTIAL BUILDING. FIRST FLOOR COMMERCIAL AND PARKING, 4–RESIDENTIAL STORIES (45) UNITS, 5 STORIES IN TOTAL OVER 2– LEVEL BASEMENT PARKING
LEGAL DESCRIPTION	PORTION OF LOT 4, ARB 1&2, BLOCK 11 TRACT NO. 2955, IN THE CITY OF LOS ANGELES, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA AS PER MAP RECORDED IN M.B. 31, PAGE 62–70 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.
APN:	2284–007–001 (ARB1) , 2284–007–026(ARB2)
ZONE:	C4–1L

AREA AND BUILDING CALCULATIONS

TYPE OF CONSTRUCTION:	2– BASEMENT LEVEL AND FIRST FLOOR TYPE I–A GARAGE FULLY SPRINKLERED (NFPA–13). SECOND FLOOR TO FIFTH FLOOR TYPEV–A FULLY SPRINKLERED THROUGHOUT (NFPA–13).
OCCUPANCY GROUP	R–2 / S–2 PARKING
LOT AREA:	10,365.6 SQ.FT + 10,388.8 SQ.FT = 20,754.4 (PER ZIMAS).
STORIES:	5 STORIES
BUILDING SETBACKS REQUIRED :	INTERIOR SIDE YARDS: 0'–0" AT FIRST FLOOR, 8 FEET FROM 2ND– 5TH FLOOR FRONT YARD : MINIMUM 18" FEET, MAXIMUM 10 FEET REAR YARD : 20 FEET
BUILDING SETBACKS PROVIDED :	PROVIDED SIDEYARD PER LAMC=5+3=8 FEET FRONT YARD : 18" FEET , MIN4'–6" SETBACK@ 1ST FLOOR REAR YARD : 20 FEET
ALLOWABLE BUILDING HEIGHT:	45 FEET
PROPOSED HEIGHT: PER SPECIFIC PLAN	62 FEET MAXIMUM HEIGHT OFF MENU INCENTIVE OF 11 FEET HEIGHT INCREASE PER LAMC 12.22.A25 + 6 FEET STAIRCASE PROJECTION PER SPECIFIC PLAN WITH TOTAL HEIGHT PROVIDED 62 FEET

AREA SUMMARY (LABC)

STORY	OCC.	USE	CONSTRUCTION TYPE	A AREA: OUTSIDE WALLS SQ.FT.	B AREA: EXTERIOR WALLS SQ.FT.	C AREA: VENTILATION SHAFT SQ.FT.	D AREA: STAIRWAYS SQ.FT.	A–B–C BUILDING AREA (SQ.FT.)	A–B–C–D ZONING AREA (SQ.FT.)
BASEMENT–2	S–2	PARKING	I–A	15,150					
BASEMENT–1	S–2	PARKING	I–A	15,150					
FIRST	S–2	PARKING	I–A	9,500					
	R–2	COMMERCIAL(retail)	I–A	3,400		~	~	3,400	3,400
	R–2	LOBBY	III–A	1,450		~	~	1,450	1,450
SECOND	R–2	RESIDENTIAL	III–A	13,400	400	100	760	12,900	12,140
THIRD	R–2	RESIDENTIAL	III–A	13,400	400	100	760	12,900	12,140
FOURTH	R–2	RESIDENTIAL	III–A	11,600	400	100	760	11,100	10,340
FIFTH	R–2	RESIDENTIAL	III–A	7,600	250	100	760	7,250	6,490
TOTAL	S–2							39,800	
ALLOWABLE	R–2							49,000	45,960

SCHOOL DISTRICT ASSESSABLE

STORY	USE	AREA (SQ.FT.)
FIRST	DWELLING UNITS	3,400+1,100
SECOND	DWELLING UNITS	13,400
THIRD	DWELLING UNITS	13,400
FOURTH	DWELLING UNITS	11,600
FIFTH	DWELLING UNITS	7,600
TOTAL		50,500

ALLOWABLE FLOOR AREA CALCULATION (LAMC)

LOT AREA: 20,754.4 SQ.FT. (PER SURVEY)

ZONE: C4–1 VL

BUILDABLE AREA SHALL HAVE THE SAME MEANING

AS LOT AREA AT C4 ZONE

BUILDABLE AREA: 20,754.4 SQ.FT.

FAR : 1.5 :1 FOR MIXED USE

ALLOWABLE FLOOR AREA PER SPECIFIC PLAN:
20,754 SQ.FT. X 1.5 =31,131 SQ.FT

OFF MENU INCENTIVE (REQUEST FOR F.A.R)
FAR: 2.3 :1
20,754.4 SQ.FT. X2.3=47,735.1 SQ.FT > 45,960 SQ.FT (PROVIDED)

AREA PER UNIT

UNIT No	DESCRIPTION	AREA (SQ.FT.)
201	2–BED/1–BATH	750
202	1–BED/1–BATH	550
203	2–BED/2–BATH	830
204	2–BED/2–BATH	1,000
205	2–BED/2–BATH	1,100
206	2–BED/2–BATH	1,100
207	2–BED/2–BATH	970
208	STUDIO/1–BATH	500
209	1–BED/1–BATH	810
210	1–BED/1–BATH	750
211	1–BED/1–BATH	750
212	2–BED/2–BATH	1,150
213	1–BED/1–BATH	850
2ND FLOOR = 13 UNITS		

UNIT No	DESCRIPTION	AREA (SQ.FT.)
301	2–BED/1–BATH	750
302	1–BED/1–BATH	550
303	2–BED/2–BATH	830
304	2–BED/2–BATH	1,000
305	2–BED/2–BATH	1,100
306	2–BED/2–BATH	1,100
307	2–BED/2–BATH	970
308	STUDIO/1–BATH	500
309	1–BED/1–BATH	810
310	1–BED/1–BATH	750
311	1–BED/1–BATH	750
312	2–BED/2–BATH	1,150
313	1–BED/1–BATH	850
3RD FLOOR PLAN = 13 UNITS		

UNIT No	DESCRIPTION	AREA (SQ.FT.)
401	2–BED/1–BATH	750
402	1–BED/1–BATH	550
403	2–BED/2–BATH	830
404	2–BED/2–BATH	1,000
405	2–BED/2–BATH	1,100
406	2–BED/2–BATH	1,100
407	STUDIO/1BATH	485
408	1–BED/1–BATH	650
409	STUDIO/1BATH	500
410	1–BED/1–BATH	750
411	1–BED/1–BATH	1,150
412	1–BED/1–BATH	850
4TH FLOOR PLAN = 12 UNITS		

UNIT No	DESCRIPTION	AREA (SQ.FT.)
501	2–BED/1–BATH	750
502	1–BED/1–BATH	550
503	2–BED/2–BATH	830
504	2–BED/2–BATH	1,000
505	2–BED/2–BATH	900
506	2–BED/2–BATH	1,150
507	1–BED/1–BATH	850
FIFTH FLOOR = 7 UNITS		

PARKING CALCULATION

PARKING REQUIRED PER LAMC 12.22.A25 OPTION1

	# OF UNITS	AUTO PARKING	TOTAL
STUDIO	4	1	4
1– BDRM	17	1	17
2– BDRM	24	1.5	36
TOTAL	45		57

PROVIDED FOR RESIDENTIAL

	PARKING No.
STANDARD	49
COMPACT	13
DISABLE PARKING	1
TOTAL AUTO PARKING RESIDENTS	63

SHORT–TERM BICYCLE PARKING REQUIRED= 5 SPACES , PROVIDED 5

LONG TERM BICYCLE REQUIRED= 45 SPACES , PROVIDED 45

" NO GUEST PARKING"

2% OF NUMBER OF PARKING= 2%X63 =1.26=2 ACCESSIBLE PARKING

EV PARKING= 30% X 63 =19 EV PARKING

PROVIDED EV PARKING

10%X19 =1.9 =2 EVCS PARKING (INSTALL CHARGER REQUIRED)
17 EVCAPABLE

COMMERCIAL AUTO PARKING REQUIRED

FLOOR AREA	USE	RATE	TOTAL
3,400 SQ,FT,	COMMERCIAL (RETAIL)	3,400/250 . SQ.FT.	12 STANDARD 2 COMAPCT
TOTAL PROVIDED			14

SHORT–TERM BICYCLE PARKING REQUIRED=1 PER 2,000 (MINIMUM 2)
PROVIDED SHORT TERM = 2 SPACES

LONG–TERM BICYCLE PARKING REQUIRED=1 PER 2,000 (MINIMUM 2)
PROVIDED LONG TERM = 2 SPACES

OPEN SPACE CALCULATION

REQUIRED

NO. OF BEDROOMS	HABITABLE ROOMS	QUANTITY OF UNITS	OPEN SPACE
STUDIO	2	4	4 X 100 = 400
1	2	17	17X 100 = 1,700
2	3	24	24X 125 = 3,000
TOTAL REQUIRED			5,100 SQ.FT

PROVIDED

AREA DESCRIPTION	OPEN SPACE
DECK @ 5TH FLOOR	4,000 SQ.FT.
DECK @ 4TH FLOOR	990 SQ.FT.
BALCONY 28X50	1,400 SQ.FT.
TOTAL PROVIDED	6,390 SQ.FT.

DENSITY CALCULATION

209.70'
100' 100'
BUILDABLE AREA:
20,754.4 SQ.FT.
C4-1VL ZONE
209.71'

LOT AREA: 20,754.4 SQ.FT. (PER SURVEY)

BUILDABLE AREA SHALL HAVE THE SAME MEANING AS LOT AREA AT C4 ZONE

DENSITY =1 UNIT/400 SQ.FT

ALLOWABLE BASE UNITS=20,754.4/400 =51.88 = 52 UNIT

MAXIMUM ALLOWABLE DENSITY BONUS IS = 1.35%X52= 71 UNIT

PROPOSED UNITS= 45 UNIT

TO QUALIFY FOR 3 ADDITIONAL INCENTIVES =
52(BASE DENSITY) X 15% = 7.8
= 8 UNITS ALLOCATED TO VERY LOW INCOME TENANTS

52 X 15% = 8 UNITS ALLOCATED TO VERY LOW INCOME TENANTS

REQUESTED ENTITLEMENTS:

1) OFF MENU INCENTIVE OF 11 FEET HEIGHT INCREASE PER LAMC 12.22.A25, AFFORDABLE HOUSING + 6 EXTRA HEIGHT FOR STAIR CASE PROJECTION
PER SPECIFIC PLAN TOTAL 17 FEET HEIGHT INCREASE

2) OFF MENU INCENTIVE FOR FLOOR AREA INCREASE FROM 1.5:1 TO 2.3:1 PER LAMC 12.22.A25, AFFORDABLE HOUSING

3) OFF–MENU TRANSITION HEIGHT AS REQUIRED BY LAMC 12.21.1A.10

4) WAIVER , IN THE REGIONAL COMMERCIAL PLAN DESIGNATION AREA, BUILDINGS ABUTTING A MAJOR OR SECONDARY HIGHWAY MAY EXCEED 45 FEET IN HEIGHT, IF, FOR EACH 10 FOOT INCREMENT ABOVE 45 FEET, AT LEAST A TEN FOOT SETBACK FROM THE ROOF PERIMETER IS PROVIDED.



NOTES

1. OBTAIN SEPARATE PERMIT FOR THE FOLLOWING ITEMS:

RETAINING WALLS, GRADING WORK, BLOCK FENCE, FIRE SPRINKLER SYSTEM, ELECTRICAL, MECHANICAL, PLUMBING, EMERGENCY RESPONDER RADIO COVERAGE IN ACCORDANCE, WORK, SHORING AND DEMOLITION, FIRE ALARM SYSTEM WITH LAFC { CBC 915.4.2/4} ,SOLAR VOLTAIC

2. THIS BUILDING SHALL BE PROVIDED WITH A MANUAL ALARM SYSTEM WITH THE CAPABILITY TO SUPPORT VISIBLE ALARM NOTIFICATION APPLIANCES IN ACCORDANCE WITH NFPA 72". (907.2.9, 907.5.2.3.3, 907.5.2.3.4)

3. THIS PROJECT IS 100% PRIVATELY FUNDED.
THIS IS NOT HOUSING FACILITIES OWNED AND/OR OPERATED BY, FOR, OR ON BEHALF OF A PUBLIC ENTITY AND NO TAX CREDIT RECEIVED FROM STATE OR FEDERAL.

4. NO GUEST PARKING PROVIDED OR REQUIRED.

5. FIRE ALARM TO BE PROVIDED PER CFC 907.2.1 THROUGH 907.2.23

6. EMERGENCY RESPONDER RADIO COVERAGE PER CFC 510.

7. FIRE SPRINKLER NOTE:

THIS BUILDING AND GARAGE MUST BE EQUIPPED WITH AN AUTOMATIC FIRE EXTINGUISHING SYSTEM , COMPLYING WITH (NFRA–13). THE SPRINKLER SYSTEM SHALL BE APPROVED BY PLUMBING DIV. PRIOR TO INSTALLATION.

8. PROVIDE TWO–WAY COMMUNICATION AT THE LANDING SERVING EACH ELEVATOR OR BANK OF ELEVATORS ABOVE OR BELOW THE LEVEL OF EXIT DISCHARGE. (CBC 10096.8)

APPLICABLE CODES:

2017 CALIFORNIA BUILDING CODE (CBC) WITH CITY OF L.A. AMENDMENTS
2017 CALIFORNIA RESIDENTIAL CODE (CRC) WITH CITY OF L.A. AMENDMENTS
2017 CALIFORNIA FIRE CODE (CFC) WITH CITY OF L.A. AMENDMENTS
2017 CALIFORNIA GREEN BUILDING CODE (CGBSC) WITH CITY OF L.A. AMENDMENTS
2017 CALIFORNIA HISTORICAL BUILDING CODE (CHBS) WITH CITY OF L.A. AMENDMENTS
2019 CALIFORNIA ENERGY CODE (CEESC) WITH CITY OF L.A. AMENDMENTS
2017 CALIFORNIA ELEVATOR SAFETY CODE WITH CITY OF L.A. AMENDMENTS
2017 CALIFORNIA REFERENCE STANDARDS CODE WITH CITY OF L.A. AMENDMENTS
28 CFR PART 36 (ADA)
TITLE 24
TITLE 8 CALIFORNIA STATE CODE FOR ELEVATORS

LOT COVERAGE

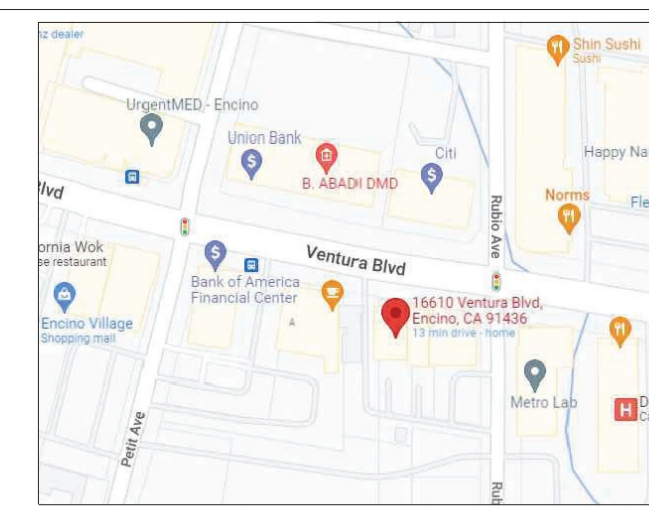
DESIGNATION AREAS. BUILDINGS AND STRUCTURES SHALL COVER NO MORE THAN 75 PERCENT OF THE LOT AREA.

LOT AREA = 20,754.4 SQ.FT. PER ZIMAS

ALLOWABLE LOT COVERAGE = 20,754.4X75% = 15,565.8

PROPOSED = 15,527 SQ.FT. (INCLUDING BUILDING FOOTPRINT, SWIMMING POOL AND TRANSFORMER)

VICINITY MAP



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REVISION	BY

OWNER: BENELISHA GROUP INC, 15451 MORRISON ST, SHERMAN OAKS CA 91403

PROJECT: 16610-16618 W VENTURA BLVD, ENCINO, CA 91436

DRAWING TITLE: COVER SHEET

REGISTERED PROFESSIONAL ENGINEER, ARMIN GHARAI, No. 61464, Exp. 6-30-2025, CIVIL, STATE OF CALIFORNIA

DATE:	19 December 2024
SCALE:	1/8"=1'-0"
DRAWN:	
APPROVED:	
JOB :	21–1029
SHEET:	T.0
OF	SHEETS

OCCUPANCY AND CONSTRUCTION:

V-A (RESIDENTIAL ABOVE PODIUM): R-2 OCCUPANCY - 5 STORIES
I-A (PARKING, BELOW PODIUM): S-2 OCCUPANCIES - 2 STORY
FULLY SPRINKLERED PER NFPA13

ALLOWABLE HEIGHT AND AREA:

(CBC 2019, SECTION 506 & 507.6)
V-A: ALLOWABLE BASE AREA (PER TABLE 506.2):
FOR BUILDINGS TWO OR MORE STORIES, SPRINKLRED 13 THROUGHOUT=36,000 S.F TOTA

ALLOWABLE HEIGHT (PER TABLE 504.3) = 60' - 0"
ACTUAL HEIGHT = 50.6" (FROM AVERAGE GRADE PLANE)
ALLOWABLE STORIES PER TABLE 504.4 = 5
ACTUAL STORIES = 5
AVERAGE GRADE PLANE: 837.5'+838'+834.5'+835.5'= 836.37'

AREA PER FLOOR:	**1ST. FLOOR**	**4,550 S.F. < 36,000**
	2ND. FLOOR	**13,300 S.F. < 36,000**
	3RD. FLOOR	**13,300 S.F. < 36,000**
	4TH. FLOOR	**11,950 S.F. < 36,000**
	5TH. FLOOR	**7,650 S.F. < 36,000**

REQUIRED FIRE RESISTANCE: (CBC 2019, TABLE 601)

TYPE I-A:	HOURS:
PRIMARY STRUCTURE FRAME	3
BEARING WALLS:	
EXTERIOR	3
INTERIOR	3
NON BEARING:	
EXTERIOR	(CBC TABLE 602-LISTED BELOW)
INTERIOR	0
FLOOR CONSTRUCTION	(NOT APPLICABLE)
ROOF CONSTRUCTION	PODIUM FIRE RESISTANCE OF 3 HR REQUIRED.

TYPE V-A:	HOURS:
PRIMARY STRUCTURE FRAME	1
BEARING WALLS:	
EXTERIOR	1
INTERIOR	1
NON BEARING WALLS AND PARTITIONS EXTERIOR (SEE TABLE BELOW)	
FLOOR CONSTRUCTION	1
ROOF CONSTRUCTION	1
NON BEARING WALLS AND PARTITIONS INTERIOR 1HR	
FLOOR CONSTRUCTION	1
ROOF CONSTRUCTION	1

FIRE RESISTANCE REQUIREMENTS FOR EXTERIOR WALLS (CBC 2019: TABLE 602)
THE FIRE RESISTANCE RATING OF EXTERIOR WALLS SHALL COMPLY WITH THE PROVISIONS OF CBC 705.5.

REQUIRED:	DISTANCE	RATING
	X<5	1
	5 <X<10	1
	10<X<30	1
	X>30	0

PROVIDED: (REFER TO DIAGRAMS ON T1.01)
SHAFTS ENCLOSURES: (CBC 713.4)
SHAFT WALL SHALL BE CONSTRUCTED AS FIRE BARRIERS.
2 HRS WHEN CONNECTING 4 OR MORE STORIES. (STAIRS, TRASH CHUTE, AND ELEVATOR)
1 HR WHEN CONNECTING LESS THAN 4 STORIES. (OTHER SHAFTS)
TRASH CHUTES: (CBC 713.13.3)
1 HOUR FIRE BARRIER CONSTRUCTION AT ACCESS ROOM AND PROTECTED BY 3/4 HOUR SELF CLOSING DOOR. SHAFT SHALL BE SPRINKLERED PER (CBC 903.2.11.2)
DWELLING UNIT SEPARATION
CBC 419
1 HR FIRE PARTITIONS ARE REQUIRED BETWEEN DWELLING UNITS (R-2) W/ STC 50
1 HR FIRE PARTITIONS TO SEPERATE DWELLING UNIT AND CORRIDOR W/ STC 50
ELECTRICAL ROOM
REQUIRED: 1 HR FIRE BARRIER WITH 45 MIN. DOOR
PROVIDE: 1 HR FIRE BARRIER WITH 45 MIN. DOOR

COMMON PATH OF EGRESS TRAVEL
CBC TABLE 1014.3 = 125 FT MAX IN SPRINKLERED BUILDING
LENGTH OF TRAVEL DISTANCE ACTUAL = 58'-0" < 125 FT (LONGEST DISTANCE NOTED)

MINIMUM CORRIDOR WIDTH
CBC TABLE 1020.2 = 44 INCHES AND 36 INCHES WITHIN DWELLING UNITS
ACTUAL = 60 INCHES AND 36 INCHES MIN. WITHIN DWELLING UNITS

DEAD END CORRIDOR
CBC 1020.4 EXCEPTION 2 = 50 FT MAX IN SPRINKLERED BUILDING
LENGTH OF DEAD END CORRIDOR ACTUAL = 18'-6" < 50 FT

EGRESS WINDOWS (RESIDENTIAL): CBC 1029.2.1
MINIMUM HEIGHT: 24 INCHES
MINIMUM WIDTH: 20 INCHES.
MINIMUM SIZE: 5.7 SQ.FT
MAXIMUM SILL HT. **44 INCHES ABOVE THE FLOOR.**
REFER TO WINDOW SCHEDULE, SHEETS A-7.1.3 AND A-7.1.4. FOR PROPOSED EGRESS WINDOW SIZES.

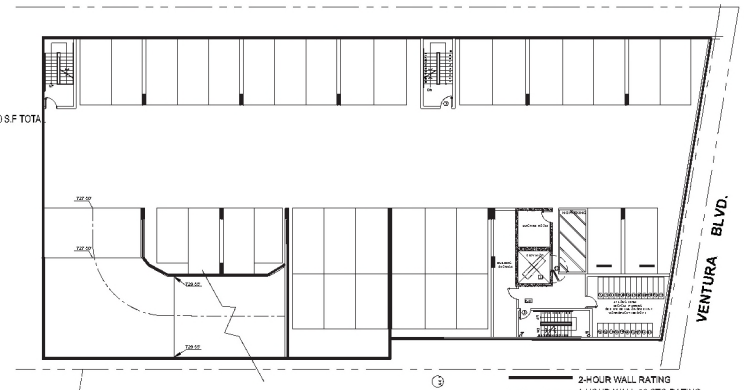
NATURAL VENTILATION:
HABITABLE SPACES AND BATHROOMS

REQUIRED: **4%** OF FLOOR AREA

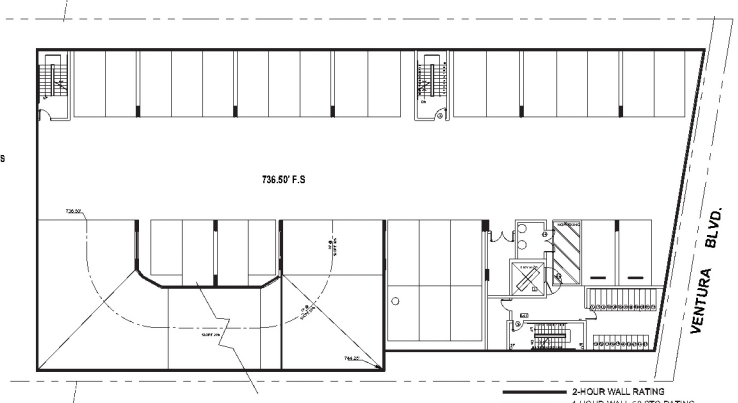
BATHROOMS VENTILATION PROVIDED BY **MECHANICAL VENTILATION WITH A MINIMUM CAPACITY OF 50 CFM.**

NATURAL LIGHT:
HABITABLE SPACES AND BATHROOMS

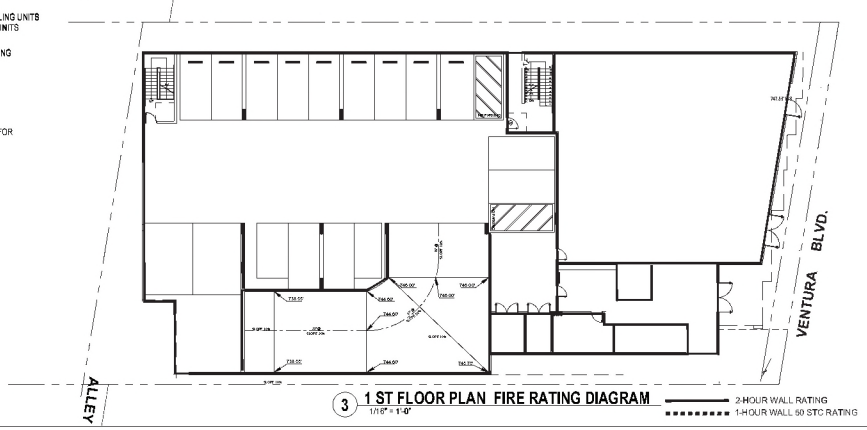
REQUIRED: 8% OF FLOOR AREA.
PROVIDED: (REFER TO ENLARGED UNIT PLANS)



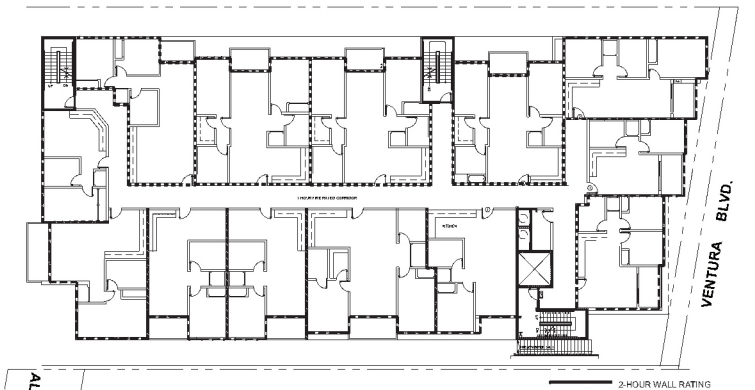
1 BASEMENT -2 FIRE RATING DIAGRAM
1/16" = 1'-0"



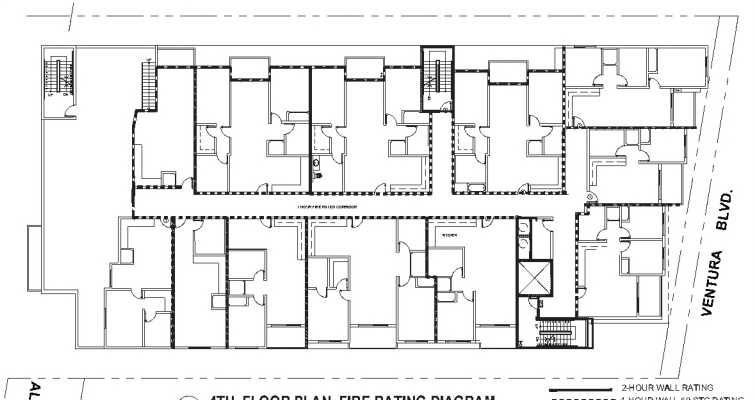
2 BASEMENT -1 FIRE RATING DIAGRAM
1/16" = 1'-0"



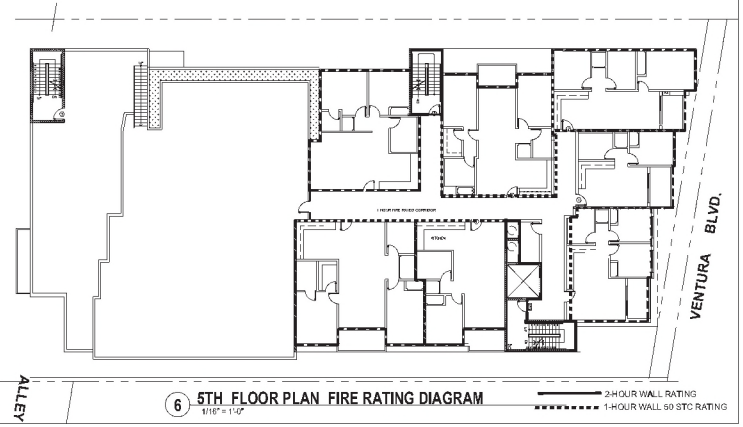
3 1 ST FLOOR PLAN FIRE RATING DIAGRAM
1/16" = 1'-0"



4 2ND,3RD FLOOR PLAN FIRE RATING DIAGRAM
1/16" = 1'-0"



5 4TH FLOOR PLAN FIRE RATING DIAGRAM
1/16" = 1'-0"



6 5TH FLOOR PLAN FIRE RATING DIAGRAM
1/16" = 1'-0"

GA ENGINEERING INC.
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REVISION	BY

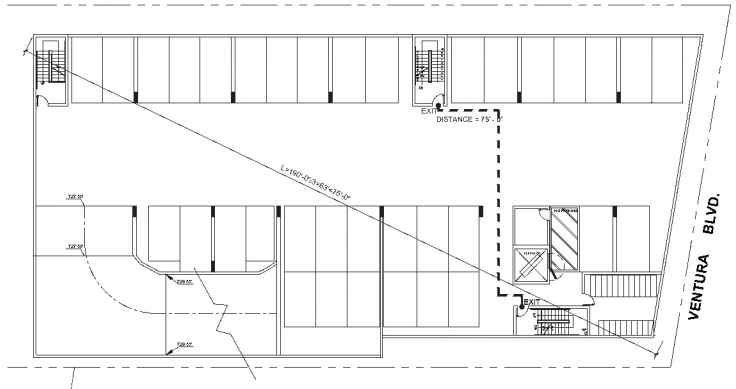
OWNER
BENELISHA GROUP INC
15451 MORRISON ST
SHERMAN OAKS CA 91403

PROJECT
16610 VENTURA BLVD
ENCINO, CA 91436

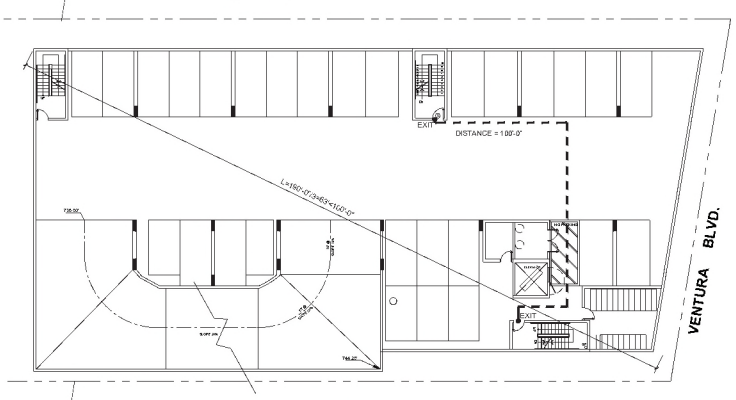
DRAWING TITLE
DIAGRAMS, CALCS ,AND B&C CODE ANALYSIS

REGISTERED PROFESSIONAL ENGINEER
KEVIN GHAZARIAN
No. 61464
Exp. 6-30-2025
CIVIL
STATE OF CALIFORNIA

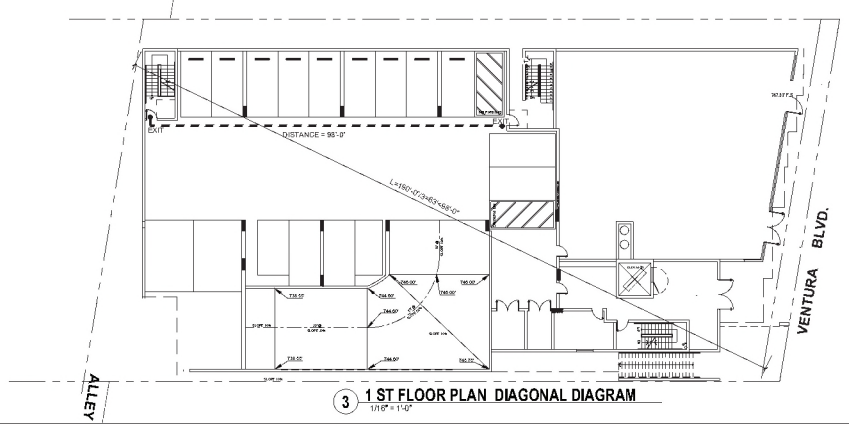
DATE: 11 December 2024
SCALE: 1/16" = 1'-0"
DRAWN:
APPROVED:
JOB : 21-1029
SHEET: T1.1
OF SHEETS



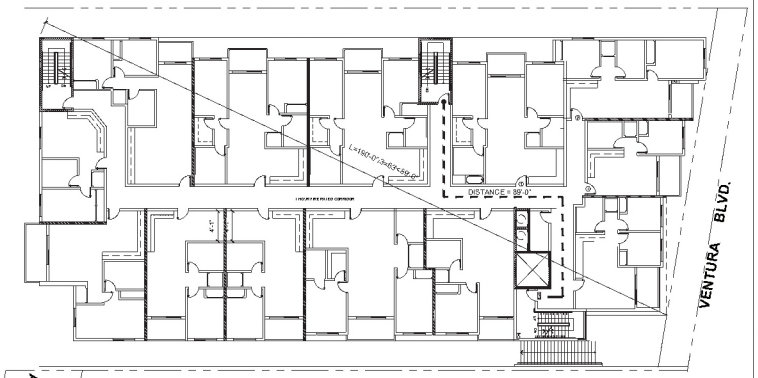
1 BASEMENT-2 EXIT DIAGONAL DIAGRAM
1/16" = 1'-0"



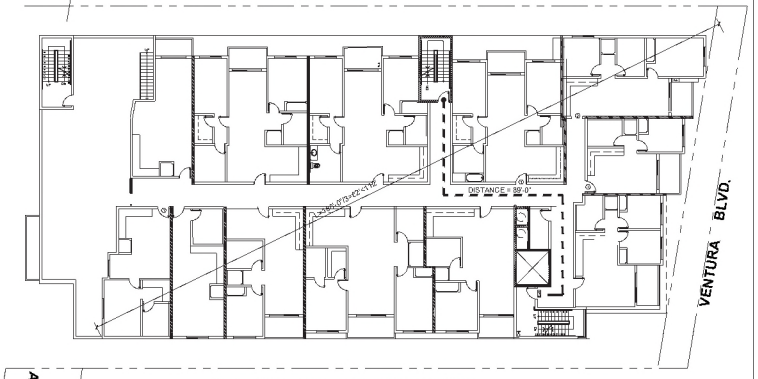
2 BASEMENT-2 EXIT DIAGONAL DIAGRAM
1/16" = 1'-0"



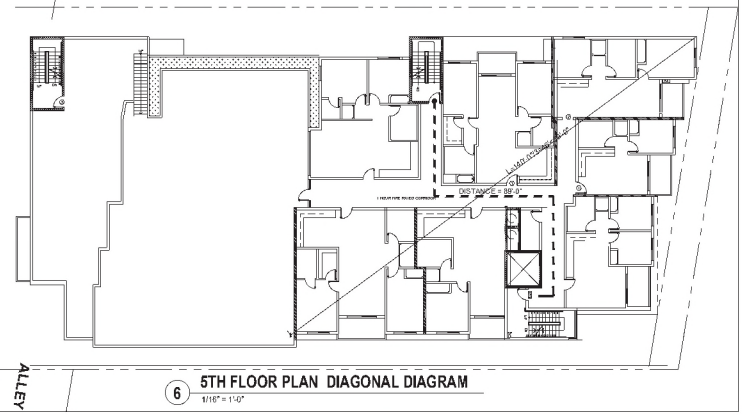
3 1 ST FLOOR PLAN DIAGONAL DIAGRAM
1/16" = 1'-0"



4 2ND,3RD FLOOR PLAN DIAGONAL DIAGRAM
1/16" = 1'-0"



5 4TH FLOOR PLAN DIAGONAL DIAGRAM
1/16" = 1'-0"



6 5TH FLOOR PLAN DIAGONAL DIAGRAM
1/16" = 1'-0"

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REVISION	BY

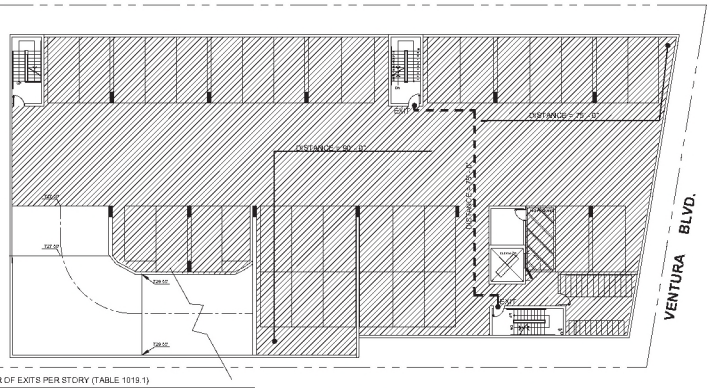
OWNER
BENELISHA GROUP INC
15451 MORRISON ST
SHERMAN OAKS CA 91403

PROJECT
16610 VENTURA BLVD
ENCINO, CA 91436

DRAWING TITLE
DIAGRAMS, CALCS ,AND
B&C CODE ANALYSIS

REGISTERED PROFESSIONAL ENGINEER
ARMIN GHARAI
No. 61464
Exp. 6-30-2023
CIVIL
STATE OF CALIFORNIA

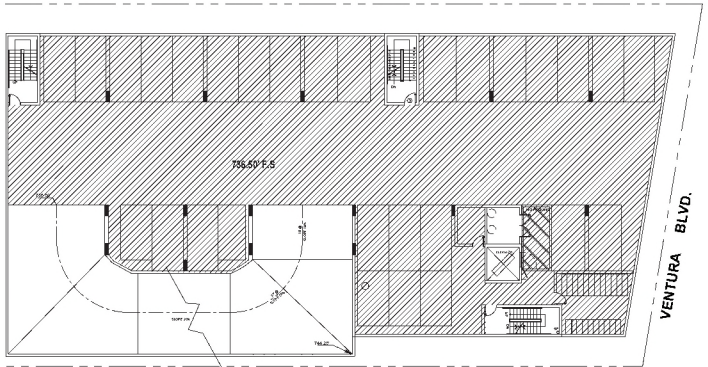
DATE: 11 December 2024
SCALE: 1/16"=1'-0"
DRAWN:
APPROVED:
JOB : 21-1029
SHEET:
T1.2
OF SHEETS



PARKING S-2: MINIMUM NUMBER OF EXITS PER STORY (TABLE 1019.1)

AREA	LOAD FACTOR	OCCUPANT LOAD PER STORY●	NO. OF EXITS
12,100 SF	200	60	60 < 500 = 2 EXITS

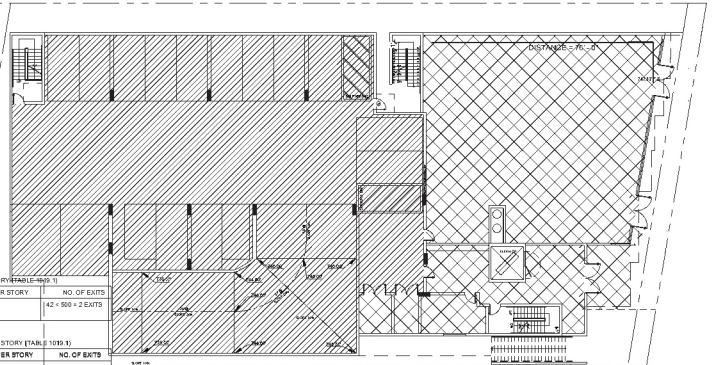
1 **BASEMENT-2 EXIT / COMMON PATH DIAGRAM**
1/16" = 1'-0"



PARKING S-2: MINIMUM NUMBER OF EXITS PER STORY (TABLE 1019.1)

AREA	LOAD FACTOR	OCCUPANT LOAD PER STORY●	NO. OF EXITS
11,100 SF	200	55	50 < 500 = 2 EXITS

2 **BASEMENT-2 EXIT / COMMON PATH DIAGRAM**
1/16" = 1'-0"



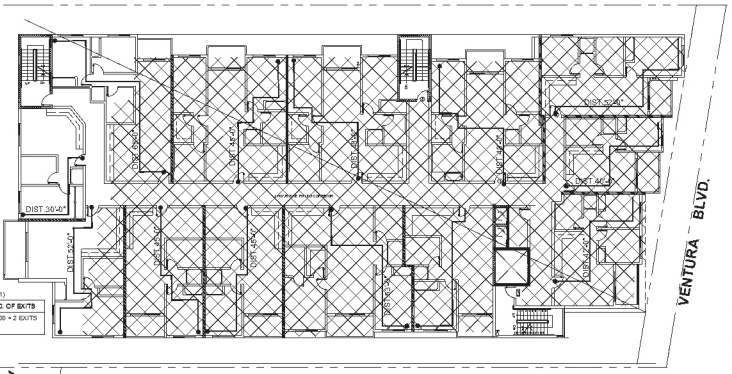
PARKING S-2: MINIMUM NUMBER OF EXITS PER STORY (TABLE 1019.1)

AREA	LOAD FACTOR	OCCUPANT LOAD PER STORY	NO. OF EXITS
9,500 SF	200	42	42 < 500 = 2 EXITS

RESIDENTIAL R-2: MINIMUM NUMBER OF EXITS PER STORY (TABLE 1019.1)

AREA	LOAD FACTOR	OCCUPANT LOAD PER STORY	NO. OF EXITS
4,500 SF	200	60	24 < 500 = 2 EXITS

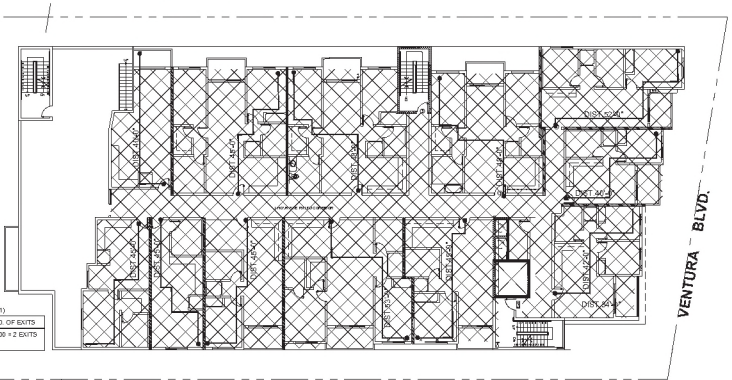
3 **1 ST FLOOR PLAN / COMMON PATH DIAGRAM**
1/16" = 1'-0"



RESIDENTIAL R-2: MINIMUM NUMBER OF EXITS PER STORY (TABLE 1019.1)

AREA	LOAD FACTOR	OCCUPANT LOAD PER STORY	NO. OF EXITS
12,140 SF	200	60	60 < 500 = 2 EXITS

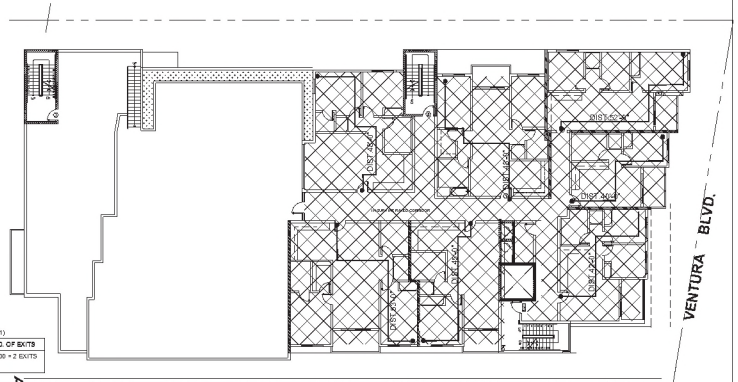
4 **2ND,3RD FLOOR PLAN / COMMON PATH DIAGRAM**
1/16" = 1'-0"



RESIDENTIAL R-2: MINIMUM NUMBER OF EXITS PER STORY (TABLE 1019.1)

AREA	LOAD FACTOR	OCCUPANT LOAD PER STORY	NO. OF EXITS
10,340 SF	200	52	52 < 500 = 2 EXITS

5 **4TH FLOOR PLAN / COMMON PATH DIAGRAM**
1/16" = 1'-0"



RESIDENTIAL R-2: MINIMUM NUMBER OF EXITS PER STORY (TABLE 1019.1)

AREA	LOAD FACTOR	OCCUPANT LOAD PER STORY	NO. OF EXITS
6,490 SF	200	32	32 < 500 = 2 EXITS

6 **5TH FLOOR PLAN / COMMON PATH DIAGRAM**
1/16" = 1'-0"

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REVISION	BY

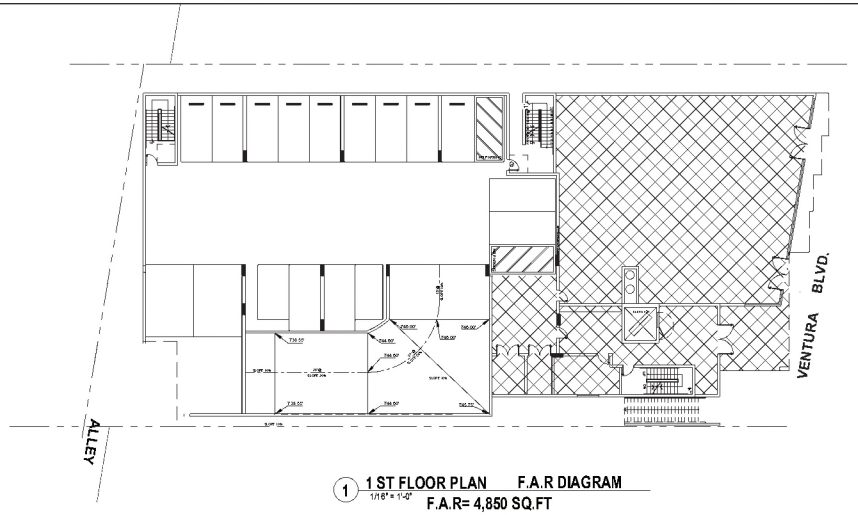
OWNER
BENELISHA GROUP INC
15451 MORRISON ST
SHERMAN OAKS CA 91403

PROJECT
16610 VENTURA BLVD
ENCINO, CA 91436

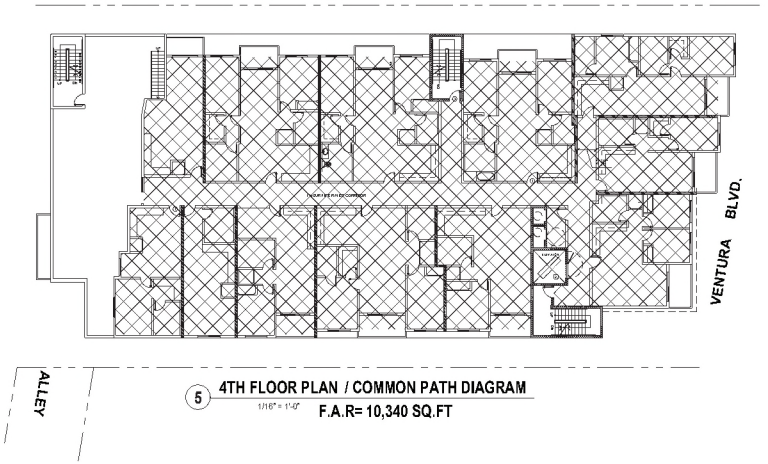
DRAWING TITLE
DIAGRAMS, CALCS ,AND
B&C CODE ANALYSIS

REGISTERED PROFESSIONAL ENGINEER
ARMIN GHARAI
No. 61464
Exp. 6-30-2025
CIVIL
STATE OF CALIFORNIA

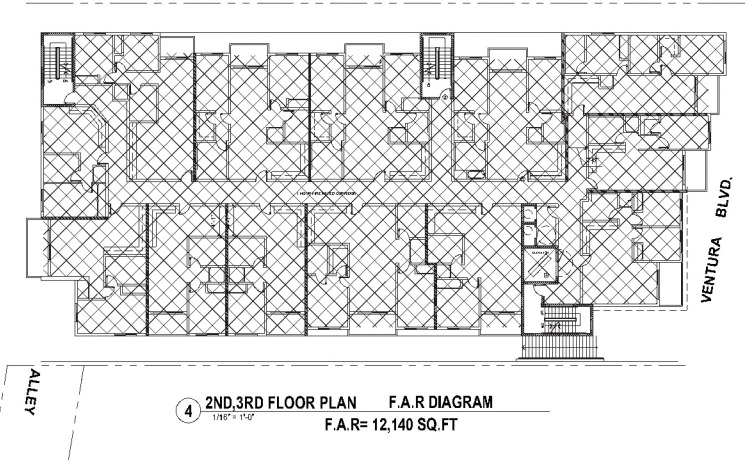
DATE: 11 December 2024
SCALE: 1/16"=1'-0"
DRAWN:
APPROVED:
JOB : 21-1029
SHEET: T1.3
OF SHEETS



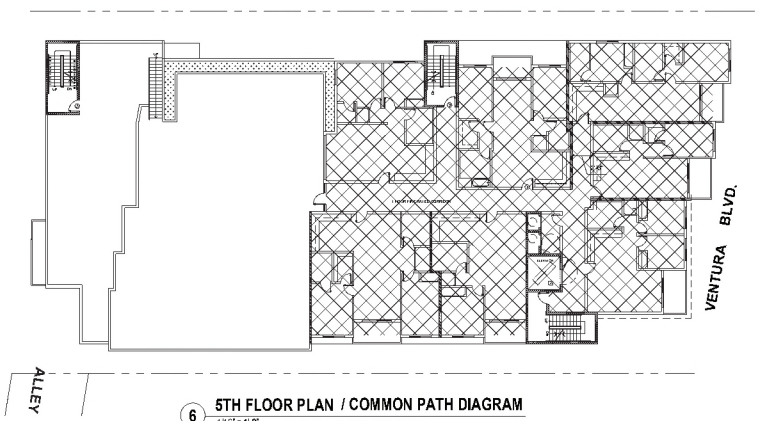
1 1 ST FLOOR PLAN F.A.R DIAGRAM
1/16" = 1'-0"
F.A.R= 4,850 SQ.FT
COMMRCIAL=3,400 SQ.FT
LOBBY=1,450 SQ.FT



5 4TH FLOOR PLAN / COMMON PATH DIAGRAM
1/16" = 1'-0"
F.A.R= 10,340 SQ.FT



4 2ND,3RD FLOOR PLAN F.A.R DIAGRAM
1/16" = 1'-0"
F.A.R= 12,140 SQ.FT



6 5TH FLOOR PLAN / COMMON PATH DIAGRAM
1/16" = 1'-0"
F.A.R= 6,490 SQ.FT

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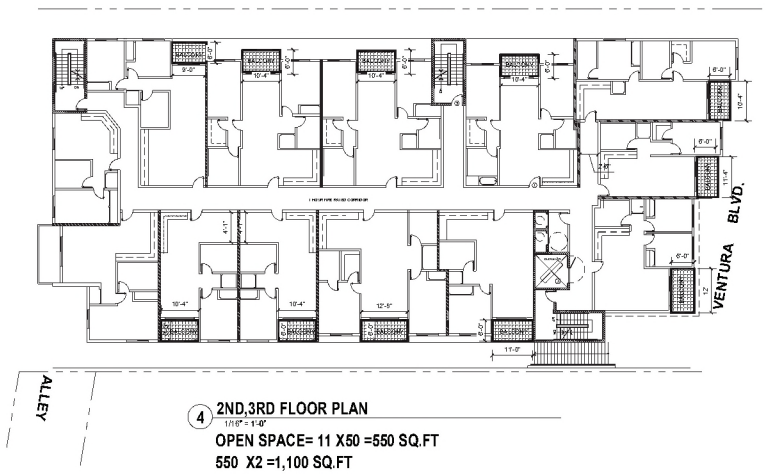
OWNER
BENELISHA GROUP INC
15451 MORRISON ST
SHERMAN OAKS CA 91403

PROJECT
16610 VENTURA BLVD
ENCINO, CA 91436

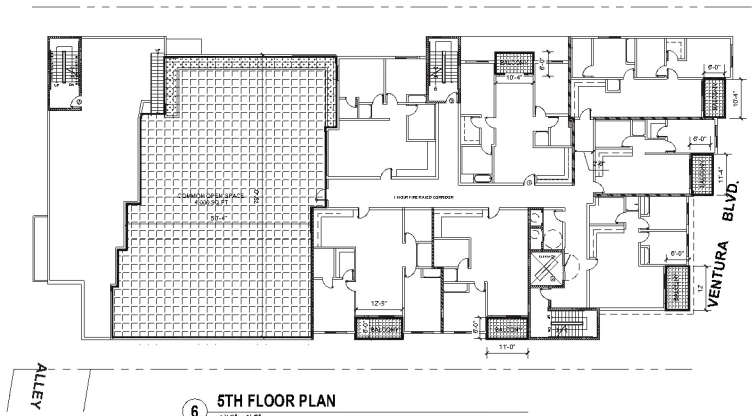
DRAWING TITLE
FLOOR AREA RATIO

REGISTERED PROFESSIONAL ENGINEER
ARMIN GHARAI
No. 61464
Exp. 6-30-2025
Civil
STATE OF CALIFORNIA

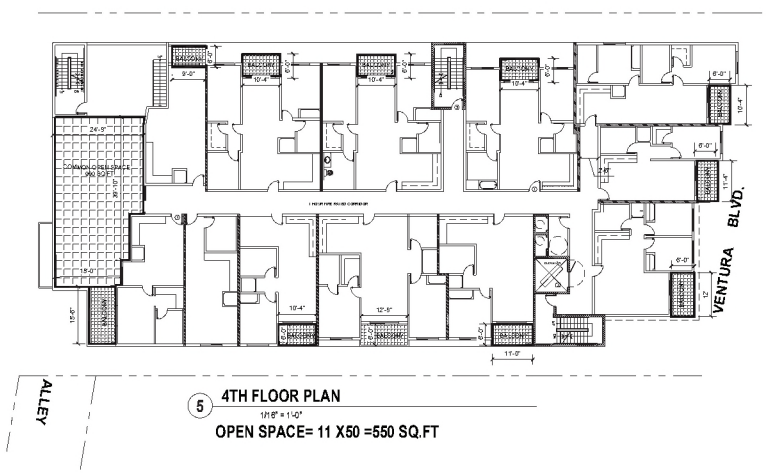
DATE: 11 December 2024
SCALE: 1/16"=1'-0"
DRAWN:
APPROVED:
JOB : 21-1029
SHEET:
T1.4
OF SHEETS



4 **2ND,3RD FLOOR PLAN**
1/16" = 1'-0"
OPEN SPACE= 11 X50 =550 SQ.FT
550 X2 =1,100 SQ.FT



6 **5TH FLOOR PLAN**
1/16" = 1'-0"
OPEN SPACE= 6 X50 =300 SQ.FT



5 **4TH FLOOR PLAN**
1/16" = 1'-0"
OPEN SPACE= 11 X50 =550 SQ.FT

REQUIRED

NO. OF BEDROOMS	HABITABLE ROOMS	QUANTITY OF UNITS	OPEN SPACE
STUDIO	2	4	4 X 100 = 400
1	2	17	17X 100 = 1,700
2	3	24	24X 125 = 3,000
TOTAL REQUIRED			5,100 SQ.FT

PROVIDED

AREA DESCRIPTION	OPEN SPACE
DECK @ 5TH FLOOR	4,000 SQ.FT.
DECK @ 4TH FLOOR	990 SQ.FT.
BALCONY 28X50	1,400 SQ.FT.
TOTAL PROVIDED	6,390 SQ.FT.

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REVISION	BY

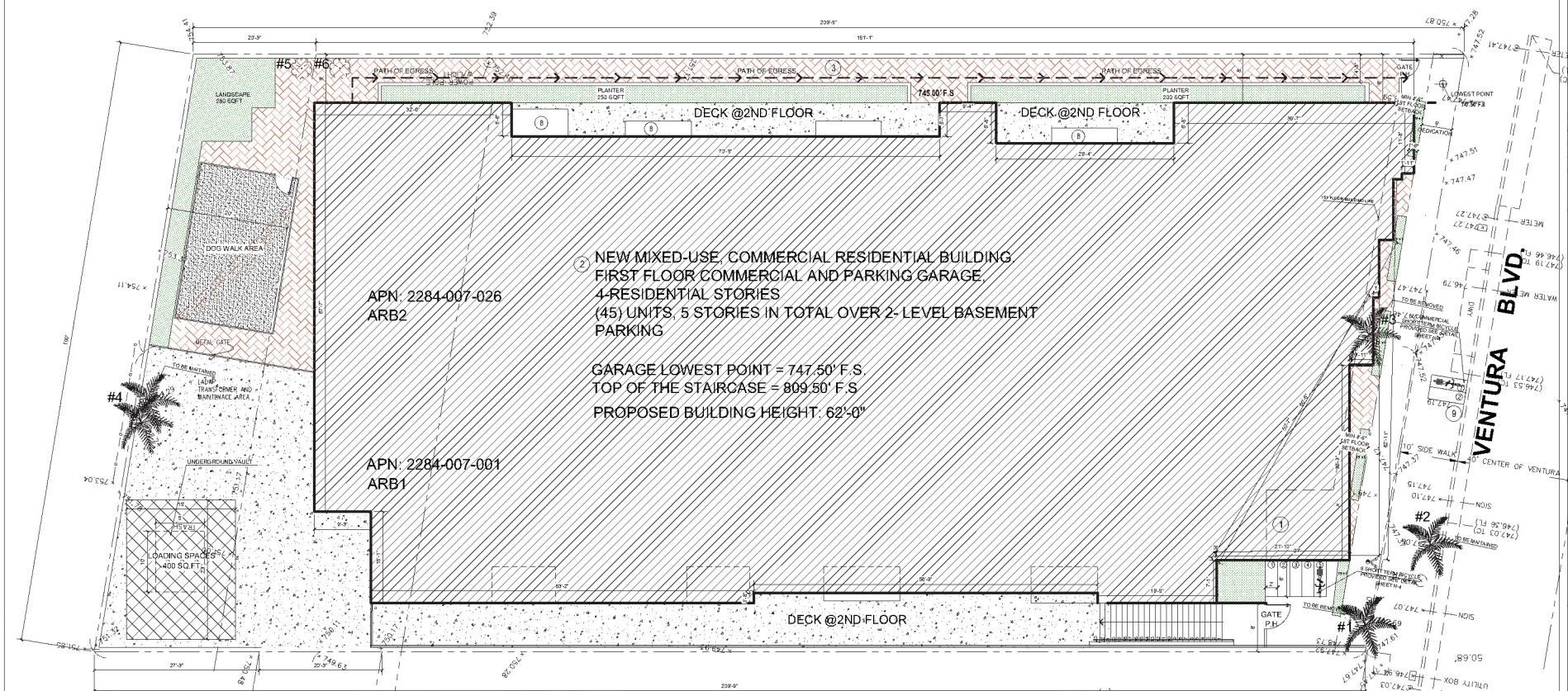
OWNER
BENELISHA GROUP INC
15451 MORRISON ST
SHERMAN OAKS CA 91403

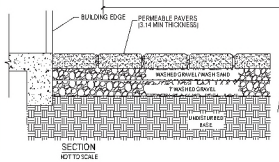
PROJECT
16610 VENTURA BLVD
ENCINO, CA 91436

DRAWING TITLE
OPEN SPACE DIAGRAM

REGISTERED PROFESSIONAL ENGINEER
ARMIN GHARAI
No. 61464
Exp. 6-30-2023
CIVIL
STATE OF CALIFORNIA

DATE: 11 December 2024
SCALE: 1/16"=1'-0"
DRAWN:
APPROVED:
JOB : 21-1029
SHEET:
T1.5
OF SHEETS





ALLEY

SITE PLAN

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

FRONT YARD LANDSCAPE AREA:
60 percent of all front yard setbacks in excess of 18 inches =400 sq.ft
60%x400s.f.= 240 s.f
provided landscape area=
80s.f+19s.f+55s.f+19s.f.+19s.f+55s.f= 247 sq.ft

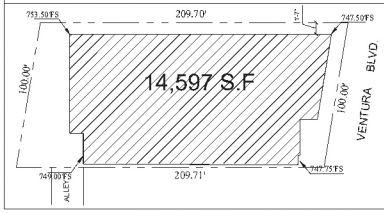
#	SPECIES	COMMON NAME	DIAMETER
1	SYAGRUS ROMANZOFFIANA	QUEEN PALM	35" CLREAR TRUNK
2	SYAGRUS ROMANZOFFIANA	QUEEN PALM	16" CLREAR TRUNK
3	SYAGRUS ROMANZOFFIANA	QUEEN PALM	18" CLREAR TRUNK
4	WASHINGTONIA ROBUSTA	MEXICAN FAN PALM	28" CLREAR TRUNK
5	WASHINGTONIA ROBUSTA	MEXICAN FAN PALM	17"
6	WASHINGTONIA ROBUSTA	MEXICAN FAN PALM	19"

EXISTING TREES ARE SIX TREES ON SITE AND NONE IS CITY OF LOS ANGELES NATIVE PROTECTED TREE, AS SPECIFIED BY ORDINANCE NO. 186873
TREE #2, IS A STREET TREE
TREE #1, #3 TO BE REMOVED

GRAPHIC SCALE 6 0 1

NORTH

KEY PLAN



GRADE PLANE CALCULATION:

748.5' +747.50'+ 749'+753.50'= 749.50'

GRADE PLANE @ 749.50'

HIGHEST ELEVATION ABOVE TOP OF THE ROOF=887.0'
MAXIMUM BUILDING CODE HEIGHT= 809.50'- 749.50' = 60 FEET

LOT COVARAGE

LOT AREA = 20,754.4 SQ.FT. PER ZIMAS BEFORE DEDICATION

ALLOWABLE LOT COVERAGE = 20,754.4X75% = 15,565.8

PROPOSED = 14,700 < 15,565.8 SQ.FT

PROVIDED LOT COVERAGE =70.8% BEFOR DEDICATION

LOT AREA = 20,205.4 SQ.FT. AFTER DEDICATION

LOT COVERAGE = 20,205.4X75% = 15,154.05 S.F

PROPOSED = 14,700 < 15,154 SQ.FT
PROVIDED LOT COVERAGE =72.7% AFTER DEDICATION

LEGEND

1. BUILDING ENTRANCE
2. 4 STORIES RESIDENTIAL APARTMENT BUILDING WITH FIRST FLOOR GARAGE & COMMERCIAL AND 2 LEVEL SUBTERANEAN GARAGE
3. WALKWAY
4. NEW DRIVEWAY
5. LANDSCAPING
6. STORMWATER PLANTER
7. FOR IRRIGATION CONTROLLER (4.304.1) REFER TO N-1 GB SHEET
8. BALCONY
9. SHORT-TERM BICYCLE PARKING, 2'X6'
10. REQUIRED TREES: 45 / 4 = 12 = 12 TREES

F.D.C.

STAGING AREA 18'X30' LOADING AREA

EXISTING TREE LOCATION

ENGINEERING INC.
6747 Odessa Ave Suite 204
Van Nuys, CA 91406
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gaengineeringinc@gmail.com

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REVISION	BY

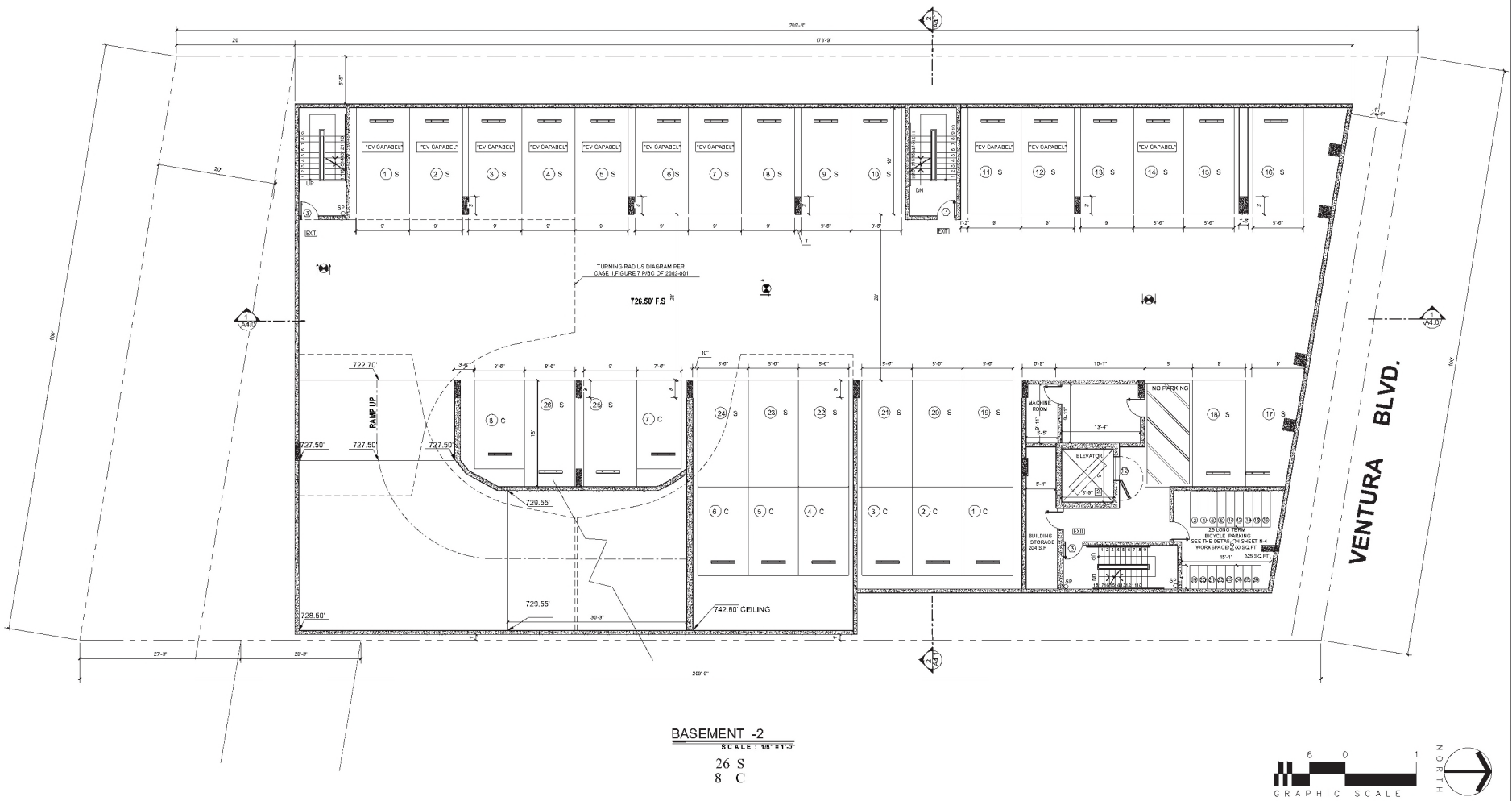
OWNER
BENELISHA GROUP INC.
15451 MORRISON ST
SHERMAN OAKS CA 91403

PROJECT
16610 VENTURA BLVD
ENCINO, CA 91436

DRAWING TITLE
SITE PLAN

REGISTERED PROFESSIONAL ENGINEER
ARMIN GHARAT
No. 61484
Exp. 6-30-2025
CIVIL
STATE OF CALIFORNIA

DATE: 19 December 2024
SCALE: 1/8"=1'-0"
DRAWN:
APPROVED:
JOB : 21-1029
SHEET: A1.0
OF SHEETS



BASEMENT -2

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

26 S

8 C

GRAPHIC SCALE 6 0 1

NORTH

LEGEND

C1	3 HR. REQ. PER CBC 721.(2) ITEM 4-1.1 CONCRETE WALL SEE SPEC.	PATH OF EGRESS	CARBON MONOXIDE & HARD WIRED SMOKE DETECTOR W/ BATTERY BACK-UP	WATER HEATER	E.V. CAPABLE ELECTRICAL VEHICLE SUPPLY WIRING FOR FUTURE, REFER TO SHEET N-1(GB) * THE ELECTRICAL SYSTEM SHALL HAVE SUFFICIENT CAPACITY TO SIMULTANEOUSLY CHARGE ALL DESIGNED EV SPACES AT FULL RATED AMPERAGE BASED ON LEVEL 2 EVSE. A SEPARATE ELECTRICAL PERMIT IS REQUIRED. * A LAVEL ' EV CAPABLE' SHALL BE POSTED IN A CONSPICIOUS PLACE AT HTE SERVICE PANEL OR SUBPANEL AND EV CHARGING SPACE. (4.106.4.2)
C2	3 HR. REQ. PER CBC 721.(2) ITEM 3 MASONRY WALL SEE SPEC.	DISABLE PATH OF TRAVEL	MECHANICAL VENT, 7 1/2 AIR CHANGE PER HOUR, DIRECTLY TO THE OUTSIDE "ENERGY STAR" W/ HUMIDISTAT	STAND PIPE - MIN CLASS I	
W1	1 HR. EXTERIOR WALL (STC -50)	EXIT SIGN		F.D.C.	
W2	CORRIDOR WALL (STC -50)	S STANDARD PARKING	GROUND- FAULT CIRCUIT-INTERUPTER	WH WATER HEATER GAS TANK-LESS	
W5	INTERIOR WALL	C COMPACT PARKING	4" MIN. METAL DRYER VENT, DIRECTLY TO OUTSIDE MAXIMUM 14' LENGTH W/TWO ELBOWS FROM DRYER	KNOX BOX MODEL4400R STANDARD RECESSED KEY BOX FOR LOW-RISE BUILDING	
W6	PLUMING WALL	DA DISABLE PARKING			
W9	1 HR. SEPRATION WALL (STC -50)	1. BALCONY W/ CROSSFIELD PRODUCTS CORP. DEX-O-TEX COATING (1CBO#2360) 0R EQUAL, ICC-ESR-1757 TYPE	F 2A10BC FIRE EXTINGUISHER W/ BATTERY BACK-UP SEMI- RECESSED CABINET. INSTALL MAX. 48" AFF. TO THE TOP	PROPERTY LINE (P.L)	2. ELEVATOR CAR TO ACCOMMODATE AMBULANCE STRETCHER PER SECTION 3002.4, 24" X 84" WITH NOT LESS THAN 5-INCH RADIUS CORNER. MIN CAB DIMENSION 80"X54" W 42" CLEAR OPENING
W15	2HR.SHAFT (INTERIOR)				
W17	1 HR. EXTERIOR WALL	SD HARD WIRED SMOKE DETECTOR W/	WATER CURTAIN		

FIRE NOTE

1. ALL FIRE PARTITION WALLS (LABC 708) SHALL BE 1 STC50 HOUR RATED
2. WALLS (FIRE BARRIERS 707.3.1) IN SHAFTS AS SHALL BE 2 HOURS RATED ELEVATOR, STAIRS, ETC.
3. FIRE PARTITION CORRIDORS SHALL BE 1 HOUR RATED
4. ALL BEARING WALLS SHALL BE 1 HOUR RATED
5. THE FLOOR/CEILING ASSEMBLIES SHALL BE 1 HOUR RATED STC50.
6. WATER CURTAIN INSTALLATION SHALL BE AS PER BUILDING & SAFETY MECH. PLAN 16"
7. NON-COMBUSTIBLE DRAFT STOP SHALL BE PROVIDED.

NOTES

1. "TEMPORARY PEDESTRIAN PROTECTION SHALL BE PROVIDED AS REQUIRED PER SECTION 3306. OBTAIN PUBLIC WORKS APPROVAL (3201.3,3202.3.4,3306).
2. "DOUBLE STRIPING OF STALLS BE PER ZONING CODE SECTION 12.21A5, CHART No5"
3. ELEVATOR LOBBY DOOR PROVIDED PER SECTION 708.14.1-EXCEPTION 3.

GA ENGINEERING INC.
6747 Odessa Ave Suite 204
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REVISION	BY

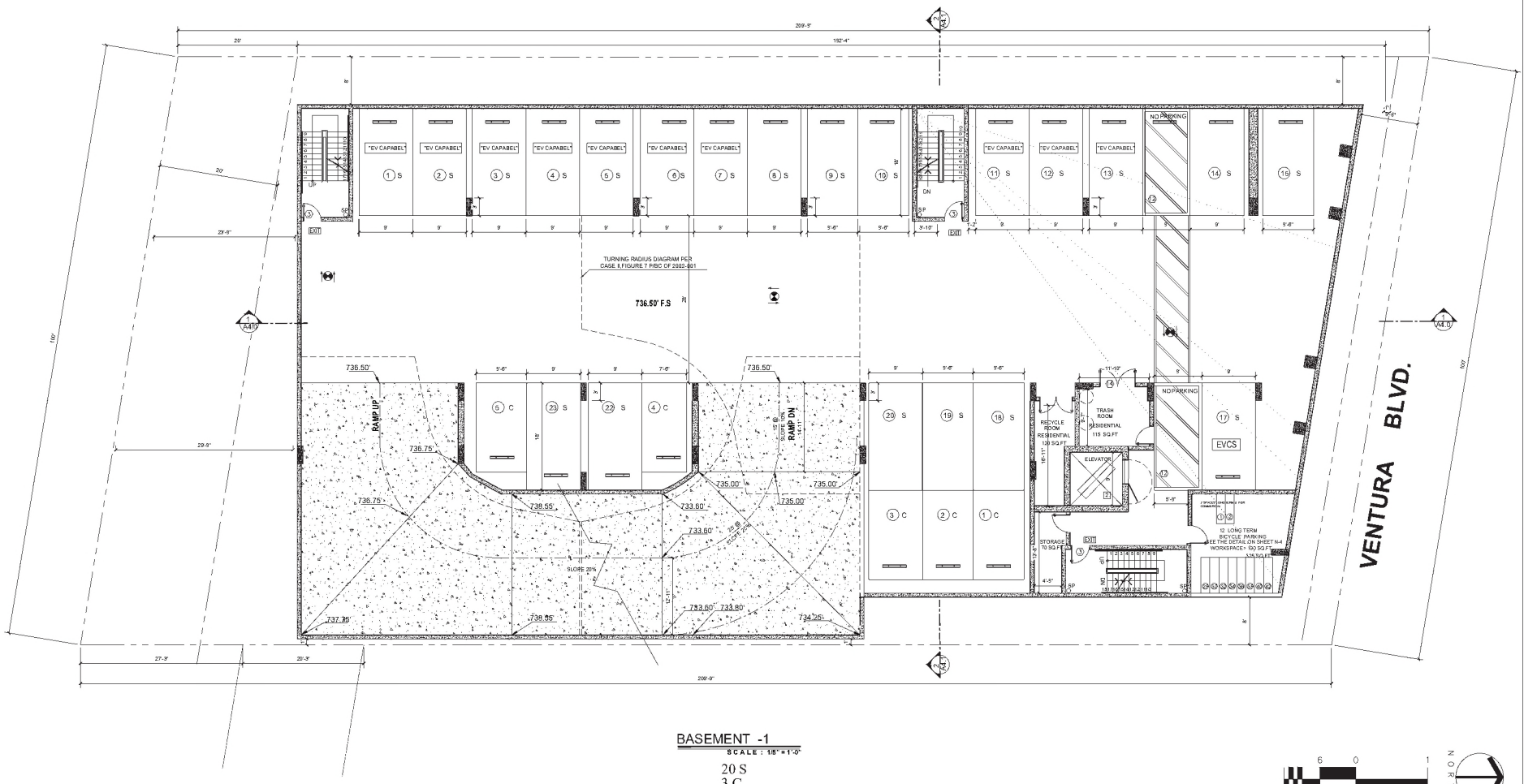
OWNER: BENELISHA GROUP INC
15451 MORRISON ST
SHERMAN OAKS CA 91403

PROJECT: 16610 VENTURA BLVD
ENCINO, CA 91436

DRAWING TITLE: BASEMMET-1

REGISTERED PROFESSIONAL ENGINEER — No. 61464 — Exp. 6-30-2025 — CIVIL — STATE OF CALIFORNIA

DATE:	11 December 2024
SCALE:	1/8"=1'-0"
DRAWN:	
APPROVED:	
JOB :	21-1029
SHEET:	A2.0
OF	SHEETS



BASEMENT -1

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

20 S
3 C

GRAPHIC SCALE 6 0 1

NORTH

LEGEND

C1	3 HR. REQ. PER CBC 721.(2) ITEM 4-1.1 CONCRETE WALL SEE SPEC.	PATH OF EGRESS	CARBON MONOXIDE & HARD WIRED SMOKE DETECTOR W/ BATTERY BACK-UP	WATER HEATER	
C2	3 HR. REQ. PER CBC 721.(2) ITEM 3 MASONRY WALL SEE SPEC.	DISABLE PATH OF TRAVEL	MECHANICAL VENT, 7 1/2 AIR CHANGE PER HOUR, DIRECTLY TO THE OUTSIDE "ENERGY STAR" W/ HUMIDISTAT	STAND PIPE - MIN CLASS I	
W1	1 HR. EXTERIOR WALL (STC -50)	EXIT SIGN		F.D.C.	
W2	CORRIDOR WALL (STC -50)	S STANDARD PARKING	GROUND- FAULT CIRCUIT-INTERUPTER	WATER HEATER GAS TANK-LESS	
W5	INTERIOR WALL	C COMPACT PARKING	4" MIN. METAL DRYER VENT, DIRECTLY TO OUTSIDE MAXIMUM 14' LENGTH W/TWO ELBOWS FROM DRYER	KNOX BOX MODEL4400R STANDARD RECESSED KEY BOX FOR LOW-RISE BUILDING	
W6	PLUMING WALL	DA DISABLE PARKING		PROPERTY LINE (P.L)	
W9	1 HR. SEPRATION WALL (STC -50)	1. BALCONY W/ CROSSFIELD PRODUCTS CORP. DEX-O-TEX COATING (1CBO#2360) OR EQUAL, ICC-ESR-1757 TYPE	F 2A10BC FIRE EXTINGUISHER W/ BATTERY BACK-UP SEMI- RECESSED CABINET. INSTALL MAX. 48" AFF. TO THE TOP		
W15	2HR.SHAFT (INTERIOR)				
W17	1 HR. EXTERIOR WALL	SD HARD WIRED SMOKE DETECTOR W/	WATER CURTAIN		

EV E.V. CAPABLE
ELECTRICAL VEHICLE SUPPLY WIRING FOR FUTURE, REFER TO SHEET N-1(GB)

* THE ELECTRICAL SYSTEM SHALL HAVE SUFFICIENT CAPACITY TO SIMULTANEOUSLY CHARGE ALL DESIGNED EV SPACES AT FULL RATED AMPERAGE BASED ON LEVEL 2 EVSE. A SEPARATE ELECTRICAL PERMIT IS REQUIRED.
* A LAVEL ' EV CAPABLE' SHALL BE POSTED IN A CONSPICIOUS PLACE AT HTE SERVICE PANEL OR SUBPANEL AND EV CHARGING SPACE. (4.106.4.2)

2. ELEVATOR CAR TO ACCOMMODATE AMBULANCE STRETCHER PER SECTION 3002.4, 24" X 84" WITH NOT LESS THAN 5-INCH RADIUS CORNER. MIN CAB DIMENSION 80"X54" W 42" CLEAR OPENING

FIRE NOTE

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2. WALLS (FIRE BARRIERS 707.3.1) IN SHAFTS AS SHALL BE 2 HOURS RATED ELEVATOR, STAIRS, ETC.
3. FIRE PARTITION CORRIDORS SHALL BE 1 HOUR RATED
4. ALL BEARING WALLS SHALL BE 1 HOUR RATED
5. THE FLOOR/CEILING ASSEMBLIES SHALL BE 1 HOUR RATED STC50.
6. WATER CURTAIN INSTALLATION SHALL BE AS PER BUILDING & SAFETY MECH. PLAN 16"
7. NON-COMBUSTIBLE DRAFT STOP SHALL BE PROVIDED.

NOTES

1. "TEMPORARY PEDESTRIAN PROTECTION SHALL BE PROVIDED AS REQUIRED PER SECTION 3306. OBTAIN PUBLIC WORKS APPROVAL (3201.3,3202.3.4,3306).

2. "DOUBLE STRIPING OF STALLS BE PER ZONING CODE SECTION 12.21A5, CHART No5"

3. ELEVATOR LOBBY DOOR PROVIDED PER SECTION 708.14.1-EXCEPTION 3.

ENGINEERING INC.
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gaengineeringinc@gmail.com

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REVISION	BY

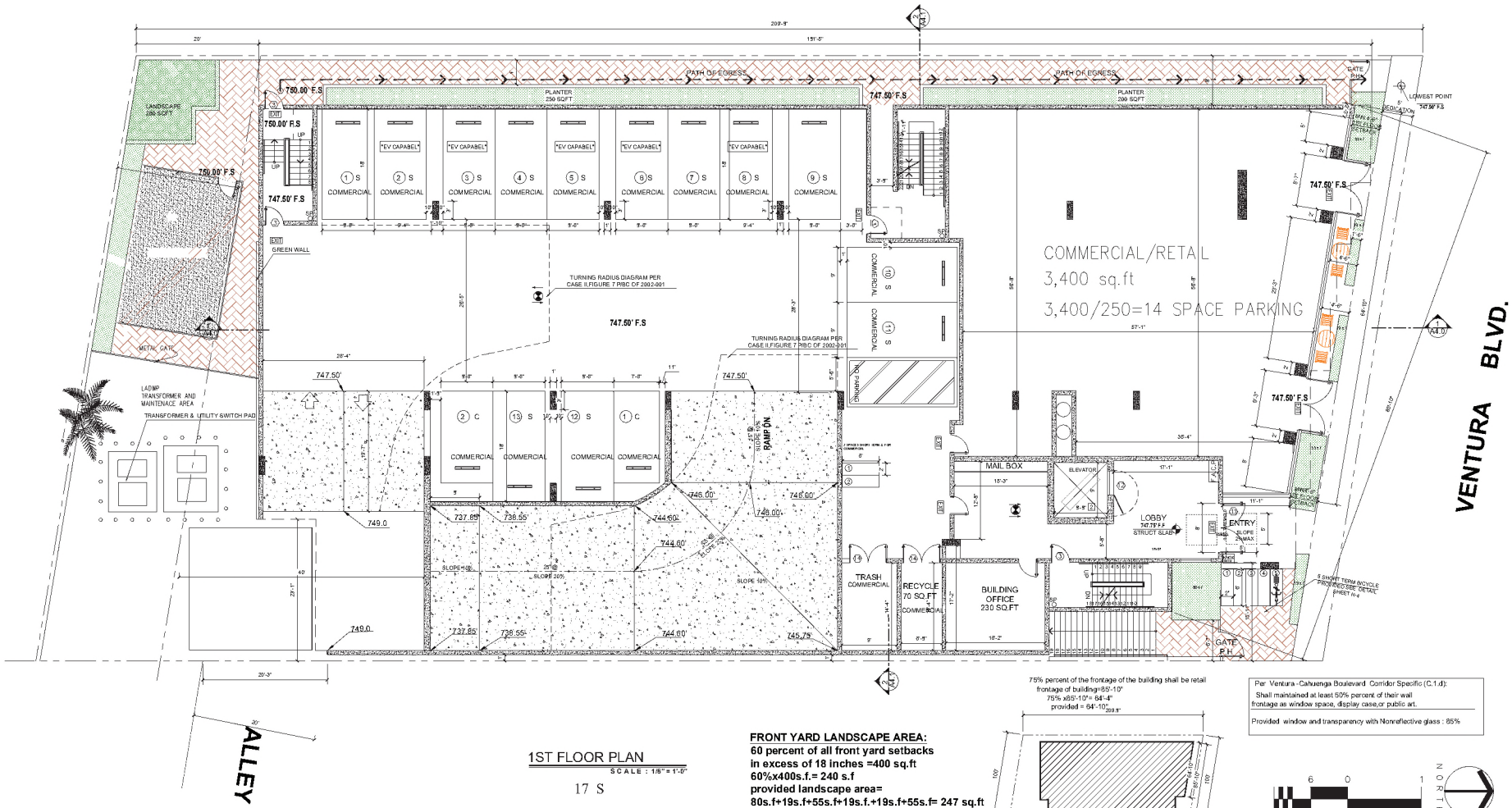
OWNER
BENELISHA GROUP INC
15451 MORRISON ST
SHERMAN OAKS CA 91403

PROJECT
16610 VENTURA BLVD
ENCINO, CA 91436

DRAWING TITLE
BASEMNET-1

REGISTERED PROFESSIONAL ENGINEER
No. 61464
Exp. 6-30-2025
CIVIL
STATE OF CALIFORNIA

DATE:	11 December 2024
SCALE:	1/8"=1'-0"
DRAWN:	
APPROVED:	
JOB :	21-1029
SHEET:	A2.1
OF	SHEETS



1ST FLOOR PLAN

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

17 S

FRONT YARD LANDSCAPE AREA:
60 percent of all front yard setbacks in excess of 18 inches =400 sq.ft
60%x400s.f.= 240 s.f
provided landscape area=
80s.f+19s.f+55s.f+19s.f.+19s.f+55s.f= 247 sq.ft

Per Ventura -Cahuenga Boulevard Corridor Specific (C.1.d):
Shall maintained at least 50% percent of their wall frontage as window space, display case,or public art.

Provided window and transparency with Nonreflective glass : 85%

GRAPHIC SCALE 6 0 1

NORTH

LEGEND

C1	3 HR. REQ. PER CBC 721.(2) ITEM 4-1.1 CONCRETE WALL SEE SPEC.	PATH OF EGRESS	CARBON MONOXIDE & HARD WIRED SMOKE DETECTOR W/ BATTERY BACK-UP	WATER HEATER	E.V. CAPABLE ELECTRICAL VEHICLE SUPPLY WIRING FOR FUTURE, REFER TO SHEET N-1(GB)
C2	3 HR. REQ. PER CBC 721.(2) ITEM 3 MASONRY WALL SEE SPEC.	DISABLE PATH OF TRAVEL	MECHANICAL VENT., 7 1/2 AIR CHANGE PER HOUR, DIRECTLY TO THE OUTSIDE "ENERGY STAR" W/ HUMIDISTAT	STAND PIPE - MIN CLASS I	* THE ELECTRICAL SYSTEM SHALL HAVE SUFFICIENT CAPACITY TO SIMULTANEOUSLY CHARGE ALL DESIGNED EV SPACES AT FULL RATED AMPERAGE BASED ON LEVEL 2 EVSE. A SEPARATE ELECTRICAL PERMIT IS REQUIRED. * A LAVEL ' EV CAPABLE' SHALL BE POSTED IN A CONSPICUOUS PLACE AT HTE SERVICE PANEL OR SUBPANEL AND EV CHARGING SPACE. (4.106.4.2)
W1	1 HR. EXTERIOR WALL (STC -50)	EXIT SIGN	GROUND- FAULT CIRCUIT-INTERUPTER	F.D.C.	
W2	CORRIDOR WALL (STC -50)	S STANDARD PARKING	4" MIN. METAL DRYER VENT, DIRECTLY TO OUTSIDE MAXIMUM 14' LENGTH W/TWO ELBOWS FROM DRYER	WATER HEATER GAS TANK-LESS	
W5	INTERIOR WALL	C COMPACT PARKING		MODEL4400R STANDARD RECESSED KEY BOX FOR LOW-RISE BUILDING	
W6	PLUMING WALL	DA DISABLE PARKING	2A10BC FIRE EXTINGUISHER W/ BATTERY BACK-UP SEMI- RECESSED CABINET. INSTALL MAX. 48" AFF. TO THE TOP	PROPERTY LINE (P.L)	2. ELEVATOR CAR TO ACCOMMODATE AMBULANCE STRETCHER PER SECTION 3002.4, 24" X 84" WITH NOT LESS THAN 5-INCH RADIUS CORNER. MIN CAB DIMENSION 80"X54" W 42" CLEAR OPENING
W9	1 HR. SEPRATION WALL (STC -50)	1. BALCONY W/ CROSSFIELD PRODUCTS CORP. DEX-O-TEX COATING (1CBO#2360) OR EQUAL, ICC-ESR-1757 TYPE			
W15	2HR.SHAFT (INTERIOR)				
W17	1 HR. EXTERIOR WALL	SD HARD WIRED SMOKE DETECTOR W/	WATER CURTAIN		

FIRE NOTE

1. ALL FIRE PARTITION WALLS (LABC 708) SHALL BE 1 STC50 HOUR RATED.
2. WALLS (FIRE BARRIERS 707.3.1) IN SHAFTS AS SHALL BE 2 HOURS RATED ELEVATOR, STAIRS, ETC.
3. FIRE PARTITION CORRIDORS SHALL BE 1 HOUR RATED.
4. ALL BEARING WALLS SHALL BE 1 HOUR RATED.
5. THE FLOOR/CEILING ASSEMBLIES SHALL BE 1 HOUR RATED STC50.
6. WATER CURTAIN INSTALLATION SHALL BE AS PER BUILDING & SAFETY MECH. PLAN 18*
7. NON-COMBUSTIBLE DRAFT STOP SHALL BE PROVIDED.

NOTES

1. "TEMPORARY PEDESTRIAN PROTECTION SHALL BE PROVIDED AS REQUIRED PER SECTION 3306. OBTAIN PUBLIC WORKS APPROVAL (3201.3,3202.3.4,3306).

2. "DOUBLE STRIPING OF STALLS BE PER ZONING CODE SECTION 12.21A5, CHART No5"

3. ELEVATOR LOBBY DOOR PROVIDED PER SECTION 708.14.1-EXCEPTION 3.

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FAX: (818) 357-6558
gaeng.mechgroup@gmail.com

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REVISION	BY

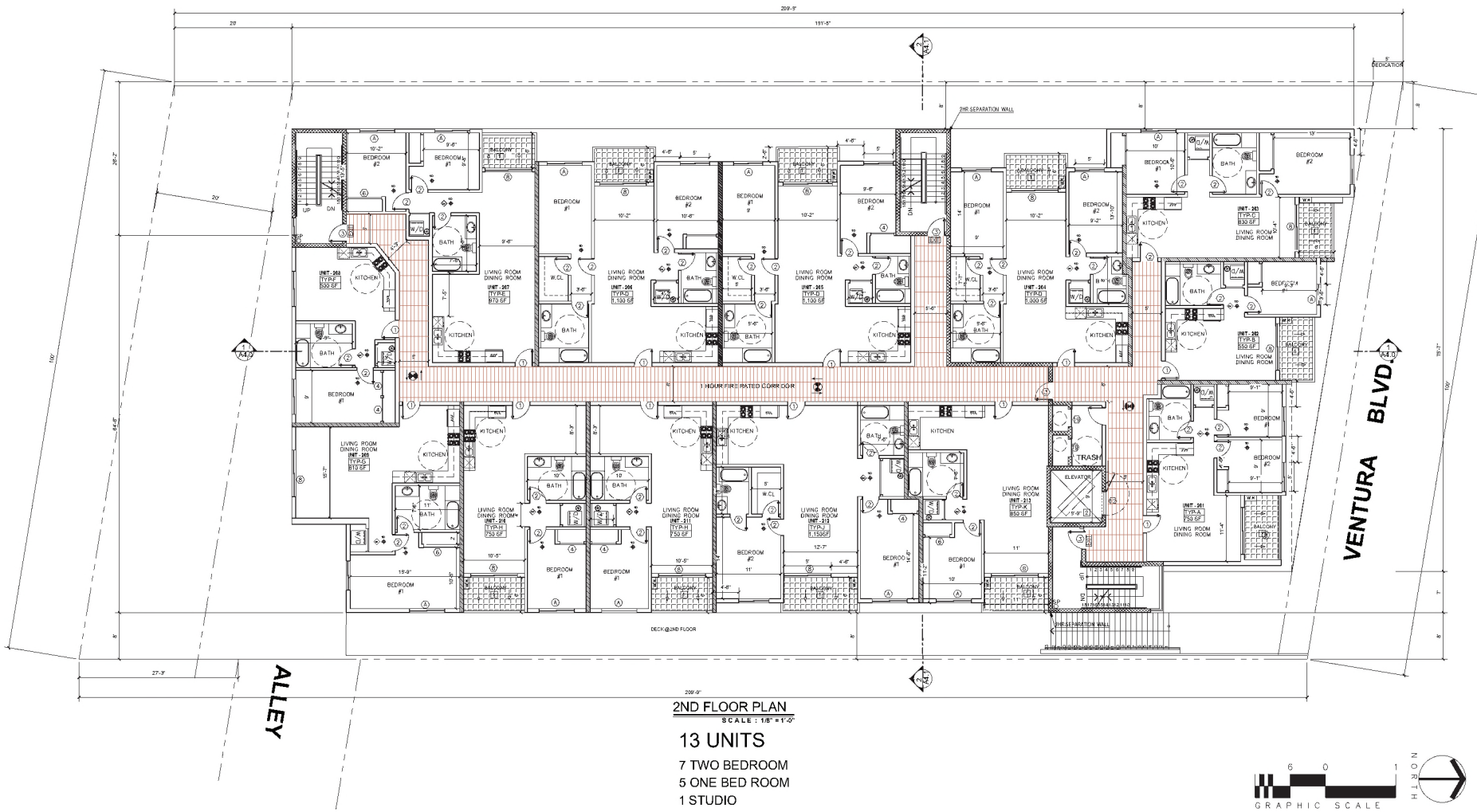
OWNER: BENELISHA GROUP INC, 15451 MORRISON ST, SHERMAN OAKS CA 91403

PROJECT: 16610 VENTURA BLVD, ENCINO, CA 91436

DRAWING TITLE: FIRST FLOOR PLAN

REGISTERED PROFESSIONAL ENGINEER — No. 61454 — Exp. 6-30-2025 — CIVIL — STATE OF CALIFORNIA

DATE:	19 December 2024
SCALE:	1/8"=1'-0"
DRAWN:	
APPROVED:	
JOB :	21-1029
SHEET:	A2.2
OF	SHEETS



2ND FLOOR PLAN

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

13 UNITS

7 TWO BEDROOM
5 ONE BED ROOM
1 STUDIO

GRAPHIC SCALE 6 0 1

NORTH

LEGEND

C1	3 HR. REQ. PER CBC 721.(2) ITEM 4-1.1 CONCRETE WALL SEE SPEC.	PATH OF EGRESS	CM	CARBON MONOXIDE & HARD WIRED SMOKE DETECTOR W/ BATTERY BACK-UP	WATER HEATER
C2	3 HR. REQ. PER CBC 721.(2) ITEM 3 MASONRY WALL SEE SPEC.	DISABLE PATH OF TRAVEL		MECHANICAL VENT, 7 1/2 AIR CHANGE PER HOUR, DIRECTLY TO THE OUTSIDE "ENERGY STAR" W/ HUMIDISTAT	STAND PIPE - MIN CLASS I
W1	1 HR. EXTERIOR WALL (STC -50)	EXIT SIGN			F.D.C.
W2	CORRIDOR WALL (STC -50)	STANDARD PARKING		GROUND- FAULT CIRCUIT-INTERUPTER	WH WATER HEATER GAS TANK-LESS
W5	INTERIOR WALL	COMPACT PARKING		4" MIN. METAL DRYER VENT, DIRECTLY TO OUTSIDE MAXIMUM 14' LENGTH W/TWO ELBOWS FROM DRYER	KNOX BOX MODEL4400R STANDARD RECESSED KEY BOX FOR LOW-RISE BUILDING
W6	PLUMING WALL	DISABLE PARKING			PROPERTY LINE (P.L)
W9	1 HR. SEPRATION WALL (STC -50)	1. BALCONY W/ CROSSFIELD PRODUCTS CORP. DEX-O-TEX COATING (1CBO#2360) OR EQUAL, ICC-ESR-1757 TYPE	F	2A10BC FIRE EXTINGUISHER W/ BATTERY BACK-UP SEMI- RECESSED CABINET. INSTALL MAX. 48" AFF. TO THE TOP	
W15	2HR.SHAFT (INTERIOR)				
W17	1 HR. EXTERIOR WALL	SD HARD WIRED SMOKE DETECTOR W/		WATER CURTAIN	

EV E.V. CAPABLE
ELECTRICAL VEHICLE SUPPLY WIRING FOR FUTURE, REFER TO SHEET N-1(GB)

* THE ELECTRICAL SYSTEM SHALL HAVE SUFFICIENT CAPACITY TO SIMULTANEOUSLY CHARGE ALL DESIGNED EV SPACES AT FULL RATED AMPERAGE BASED ON LEVEL 2 EVSE. A SEPARATE ELECTRICAL PERMIT IS REQUIRED.
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2. ELEVATOR CAR TO ACCOMMODATE AMBULANCE STRETCHER PER SECTION 3002.4, 24" X 84" WITH NOT LESS THAN 5-INCH RADIUS CORNER, MIN CAB DIMENSION 80"X54" W 42" CLEAR OPENING

FIRE NOTE

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2. WALLS (FIRE BARRIERS 707.3.1) IN SHAFTS AS SHALL BE 2 HOURS RATED ELEVATOR, STAIRS, ETC.
3. FIRE PARTITION CORRIDORS SHALL BE 1 HOUR RATED
4. ALL BEARING WALLS SHALL BE 1 HOUR RATED
5. THE FLOOR/CEILING ASSEMBLIES SHALL BE 1 HOUR RATED STC50.
6. WATER CURTAIN INSTALLATION SHALL BE AS PER BUILDING & SAFETY MECH. PLAN 16"
7. NON-COMBUSTIBLE DRAFT STOP SHALL BE PROVIDED.

NOTES

1. "TEMPORARY PEDESTRIAN PROTECTION SHALL BE PROVIDED AS REQUIRED PER SECTION 3306. OBTAIN PUBLIC WORKS APPROVAL (3201.3,3202.3.4,3306).

2. "DOUBLE STRIPING OF STALLS BE PER ZONING CODE SECTION 12.21A5, CHART No5"

3. ELEVATOR LOBBY DOOR PROVIDED PER SECTION 708.14.1-EXCEPTION 3.

GA ENGINEERING INC.
6747 Odessa Ave Suite 204
Van Nuys, CA 91406
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REVISION	BY

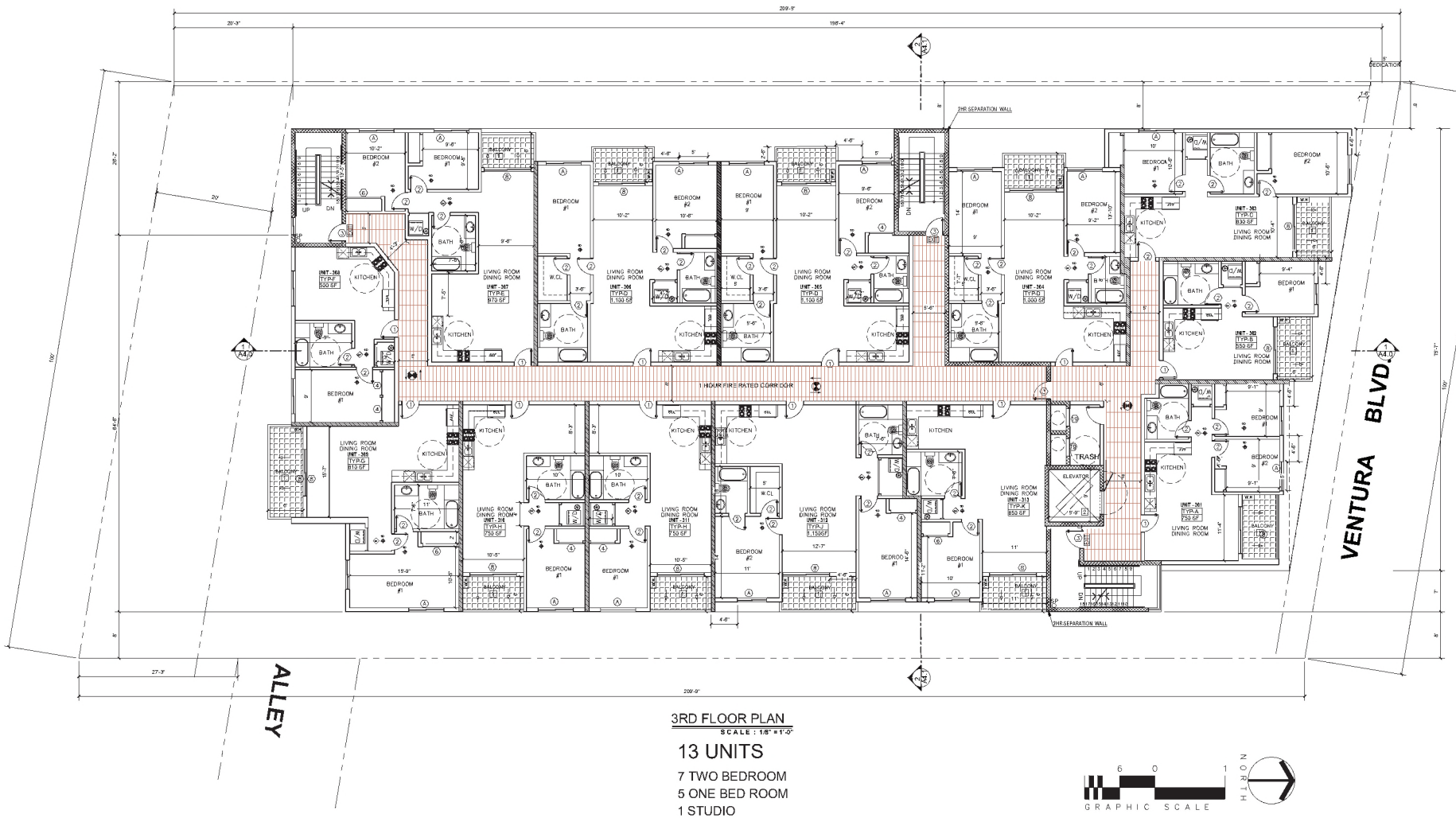
OWNER
BENELISHA GROUP INC
15451 MORRISON ST
SHERMAN OAKS CA 91403

PROJECT
16610 VENTURA BLVD
ENCINO, CA 91436

DRAWING TITLE
SECOND FLOOR PLAN

REGISTERED PROFESSIONAL ENGINEER JOHN GHAZARIAN No. 61454 Exp. 6-30-2025 CIVIL STATE OF CALIFORNIA

DATE:	11 December 2024
SCALE:	1/8"=1'-0"
DRAWN:	
APPROVED:	
JOB :	21-1029
SHEET:	A2.3
OF	SHEETS



3RD FLOOR PLAN

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

13 UNITS

7 TWO BEDROOM
5 ONE BED ROOM
1 STUDIO

GRAPHIC SCALE 6 0 1

NORTH

LEGEND

C1	3 HR. REQ. PER CBC 721.(2) ITEM 4-1.1 CONCRETE WALL SEE SPEC.	PATH OF EGRESS	CARBON MONOXIDE & HARD WIRED SMOKE DETECTOR W/ BATTERY BACK-UP	WATER HEATER	EV E.V. CAPABLE ELECTRICAL VEHICLE SUPPLY WIRING FOR FUTURE, REFER TO SHEET N-1(GB) * THE ELECTRICAL SYSTEM SHALL HAVE SUFFICIENT CAPACITY TO SIMULTANEOUSLY CHARGE ALL DESIGNED EV SPACES AT FULL RATED AMPERAGE BASED ON LEVEL 2 EVSE. A SEPARATE ELECTRICAL PERMIT IS REQUIRED. * A LAVEL ' EV CAPABLE' SHALL BE POSTED IN A CONSPICIOUS PLACE AT HTE SERVICE PANEL OR SUBPANEL AND EV CHARGING SPACE. (4.106.4.2)
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W1	1 HR. EXTERIOR WALL (STC -50)	EXIT SIGN		F.D.C.	
W2	CORRIDOR WALL (STC -50)	STANDARD PARKING	GROUND- FAULT CIRCUIT-INTERUPTER	WATER HEATER GAS TANK-LESS	
W5	INTERIOR WALL	COMPACT PARKING	4" MIN. METAL DRYER VENT, DIRECTLY TO OUTSIDE MAXIMUM 14' LENGTH W/TWO ELBOWS FROM DRYER	MODEL4400R STANDARD RECESSED KEY BOX FOR LOW-RISE BUILDING	
W6	PLUMING WALL	DISABLE PARKING		PROPERTY LINE (P.L)	2. ELEVATOR CAR TO ACCOMMODATE AMBULANCE STRETCHER PER SECTION 3002.4, 24" X 84" WITH NOT LESS THAN 5-INCH RADIUS CORNER, MIN CAB DIMENSION 80"X54" W 42" CLEAR OPENING
W9	1 HR. SEPRATION WALL (STC -50)	1. BALCONY W/ CROSSFIELD PRODUCTS CORP. DEX-O-TEX COATING (1CBO#2360) OR EQUAL, ICC-ESR-1757 TYPE	2A10BC FIRE EXTINGUISHER W/ BATTERY BACK-UP SEMI- RECESSED CABINET. INSTALL MAX. 48" AFF. TO THE TOP		
W15	2HR.SHAFT (INTERIOR)				
W17	1 HR. EXTERIOR WALL	SD HARD WIRED SMOKE DETECTOR W/	WATER CURTAIN		

FIRE NOTE

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3. FIRE PARTITION CORRIDORS SHALL BE 1 HOUR RATED
4. ALL BEARING WALLS SHALL BE 1 HOUR RATED
5. THE FLOOR/CEILING ASSEMBLIES SHALL BE 1 HOUR RATED STC50.
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7. NON-COMBUSTIBLE DRAFT STOP SHALL BE PROVIDED.

NOTES

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3. ELEVATOR LOBBY DOOR PROVIDED PER SECTION 708.14.1-EXCEPTION 3.

GA ENGINEERING INC.
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REVISION	BY

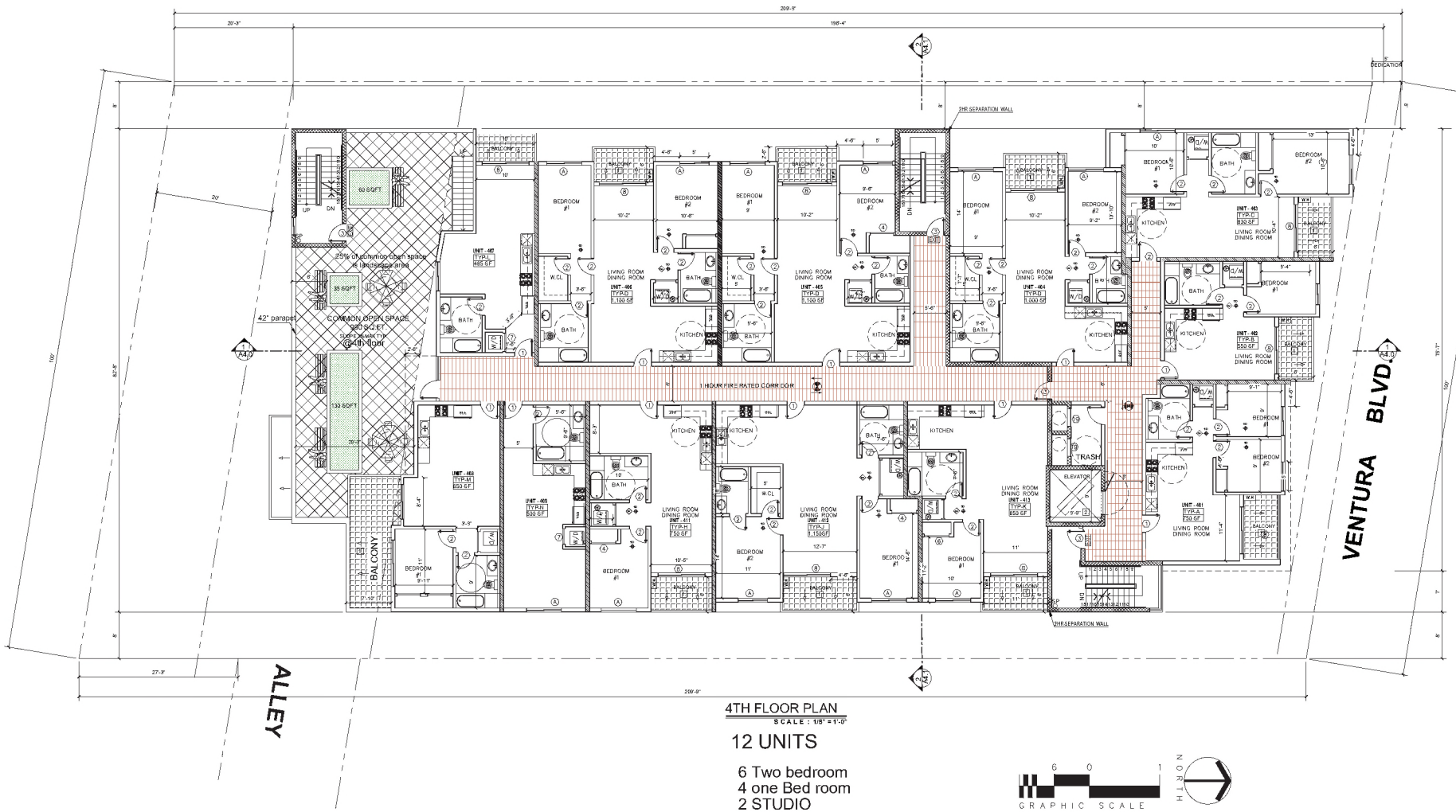
OWNER
BENELISHA GROUP INC
15451 MORRISON ST
SHERMAN OAKS CA 91403

PROJECT
16610 VENTURA BLVD
ENCINO, CA 91436

DRAWING TITLE
THIRD FLOOR PLAN

REGISTERED PROFESSIONAL ENGINEER
No. 61464
Exp. 6-30-2025
CIVIL
STATE OF CALIFORNIA

DATE:	11 December 2024
SCALE:	1/8"=1'-0"
DRAWN:	
APPROVED:	
JOB :	21-1029
SHEET:	A2.4
OF	SHEETS


VENTURA BLVD.
ALLEY
1 HOUR FIRE RATED CORRIDOR
2HR SEPARATION WALL
COMMON OPEN SPACE
25% of common open space is landscape area
42" parapet
BALCONY
TRASH
ELEVATOR
LIVING ROOM DINING ROOM
KITCHEN
BEDROOM #1
BEDROOM #2
BATH
W.C.L
W/D
UNIT - 401 TYP.A 750 SF
UNIT - 402 TYP.B 850 SF
UNIT - 403 TYP.D 830 SF
UNIT - 404 TYP.D 1,300 SF
UNIT - 405 TYP.D 1,100 SF
UNIT - 406 TYP.D 1,100 SF
UNIT - 407 TYP.L 485 SF
UNIT - 408 TYP.M 850 SF
UNIT - 409 TYP.N 850 SF
UNIT - 410 TYP.H 750 SF
UNIT - 411 TYP.J 1,156SF
UNIT - 412 TYP.K 850 SF
UP
DN
A4.0
A4.1
A4.2
A4.3
A4.4
A4.5
A4.6
A4.7
A4.8
A4.9
A5.0
A5.1
A5.2
A5.3
A5.4
A5.5
A5.6
A5.7
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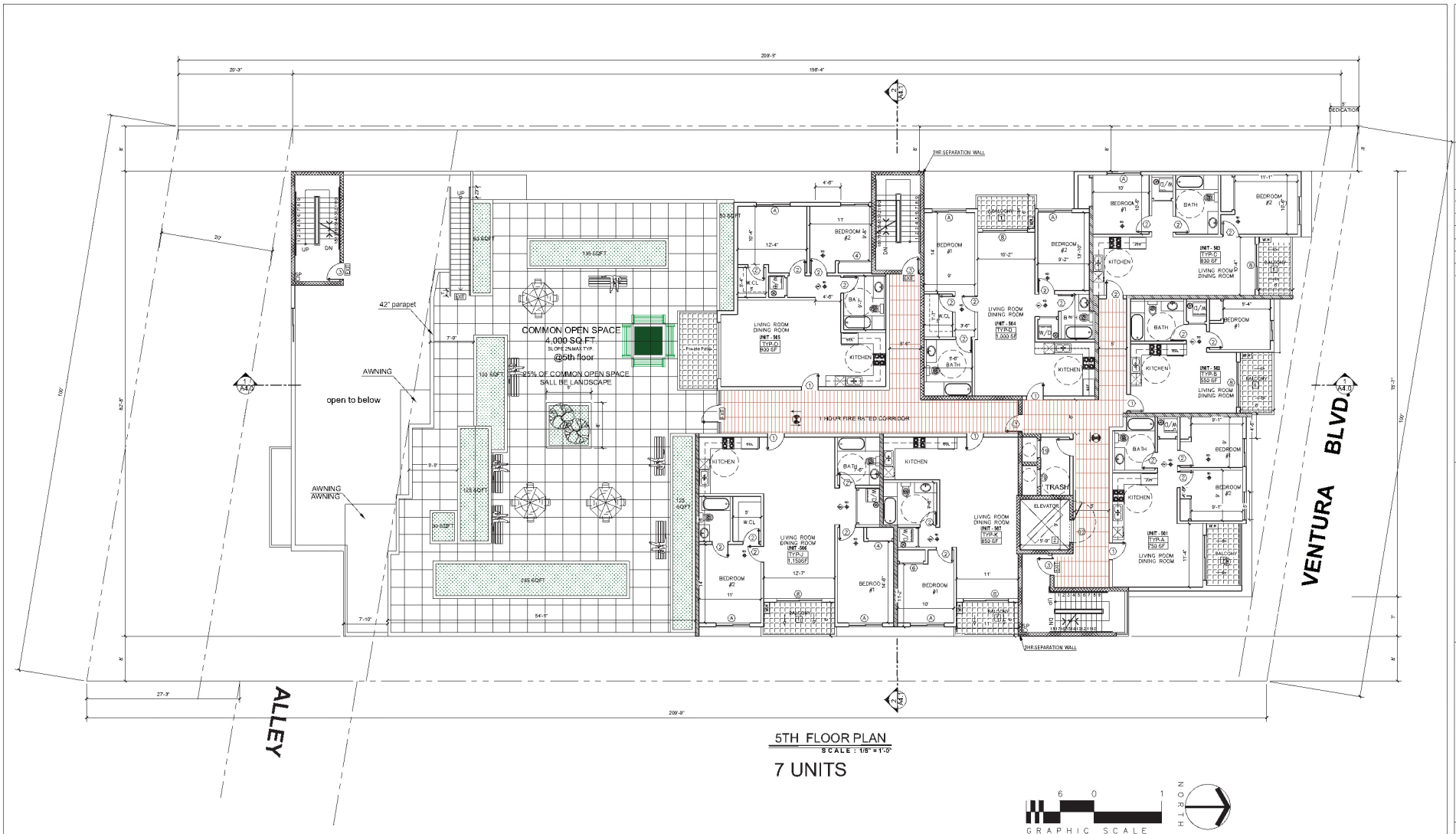

5TH FLOOR PLAN

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

7 UNITS

GRAPHIC SCALE 6 0 1

NORTH

LEGEND

C1	3 HR. REQ. PER CBC 721.(2) ITEM 4-1.1 CONCRETE WALL SEE SPEC.	PATH OF EGRESS	CARBON MONOXIDE & HARD WIRED SMOKE DETECTOR W/ BATTERY BACK-UP	WATER HEATER	
C2	3 HR. REQ. PER CBC 721.(2) ITEM 3 MASONRY WALL SEE SPEC.	DISABLE PATH OF TRAVEL	MECHANICAL VENT, 7 1/2 AIR CHANGE PER HOUR, DIRECTLY TO THE OUTSIDE "ENERGY STAR" W/ HUMIDISTAT	STAND PIPE - MIN CLASS I	
W1	1 HR. EXTERIOR WALL (STC -50)	EXIT SIGN		F.D.C.	
W2	CORRIDOR WALL (STC -50)	S STANDARD PARKING	GROUND- FAULT CIRCUIT-INTERUPTER	WH WATER HEATER GAS TANK-LESS	
W5	INTERIOR WALL	C COMPACT PARKING	4" MIN. METAL DRYER VENT, DIRECTLY TO OUTSIDE MAXIMUM 14' LENGTH W/TWO ELBOWS FROM DRYER	KNOX BOX MODEL4400R STANDARD RECESSED KEY BOX FOR LOW-RISE BUILDING	
W6	PLUMING WALL	DA DISABLE PARKING		PROPERTY LINE (P.L)	
W9	1 HR. SEPRATION WALL (STC -50)	1. BALCONY W/ CROSSFIELD PRODUCTS CORP. DEX-O-TEX COATING (1CBO#2360) OR EQUAL, ICC-ESR-1757 TYPE	F 2A10BC FIRE EXTINGUISHER W/ BATTERY BACK-UP SEMI- RECESSED CABINET. INSTALL MAX. 48" AFF. TO THE TOP		
W15	2HR.SHAFT (INTERIOR)				
W17	1 HR. EXTERIOR WALL	SD HARD WIRED SMOKE DETECTOR W/	WATER CURTAIN		

EV E.V. CAPABLE
ELECTRICAL VEHICLE SUPPLY WIRING FOR FUTURE, REFER TO SHEET N-1(GB)

* THE ELECTRICAL SYSTEM SHALL HAVE SUFFICIENT CAPACITY TO SIMULTANEOUSLY CHARGE ALL DESIGNED EV SPACES AT FULL RATED AMPERAGE BASED ON LEVEL 2 EVSE. A SEPARATE ELECTRICAL PERMIT IS REQUIRED.
* A LAVEL ' EV CAPABLE' SHALL BE POSTED IN A CONSPICIOUS PLACE AT HTE SERVICE PANEL OR SUBPANEL AND EV CHARGING SPACE. (4.106.4.2)

2. ELEVATOR CAR TO ACCOMMODATE AMBULANCE STRETCHER PER SECTION 3002.4, 24" X 84" WITH NOT LESS THAN 5-INCH RADIUS CORNER, MIN CAB DIMENSION 80"X54" W 42" CLEAR OPENING

FIRE NOTE

1. ALL FIRE PARTITION WALLS (LABC 708) SHALL BE 1 STC50 HOUR RATED
2. WALLS (FIRE BARRIERS 707.3.1) IN SHAFTS AS SHALL BE 2 HOURS RATED ELEVATOR, STAIRS, ETC.
3. FIRE PARTITION CORRIDORS SHALL BE 1 HOUR RATED
4. ALL BEARING WALLS SHALL BE 1 HOUR RATED
5. THE FLOOR/CEILING ASSEMBLIES SHALL BE 1 HOUR RATED STC50.
6. WATER CURTAIN INSTALLATION SHALL BE AS PER BUILDING & SAFETY MECH. PLAN 16"
7. NON-COMBUSTIBLE DRAFT STOP SHALL BE PROVIDED.

NOTES

1. "TEMPORARY PEDESTRIAN PROTECTION SHALL BE PROVIDED AS REQUIRED PER SECTION 3306. OBTAIN PUBLIC WORKS APPROVAL (3201.3,3202.3.4,3306).

2. "DOUBLE STRIPING OF STALLS BE PER ZONING CODE SECTION 12.21A5, CHART No5"

3. ELEVATOR LOBBY DOOR PROVIDED PER SECTION 708.14.1-EXCEPTION 3.

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REVISION	BY

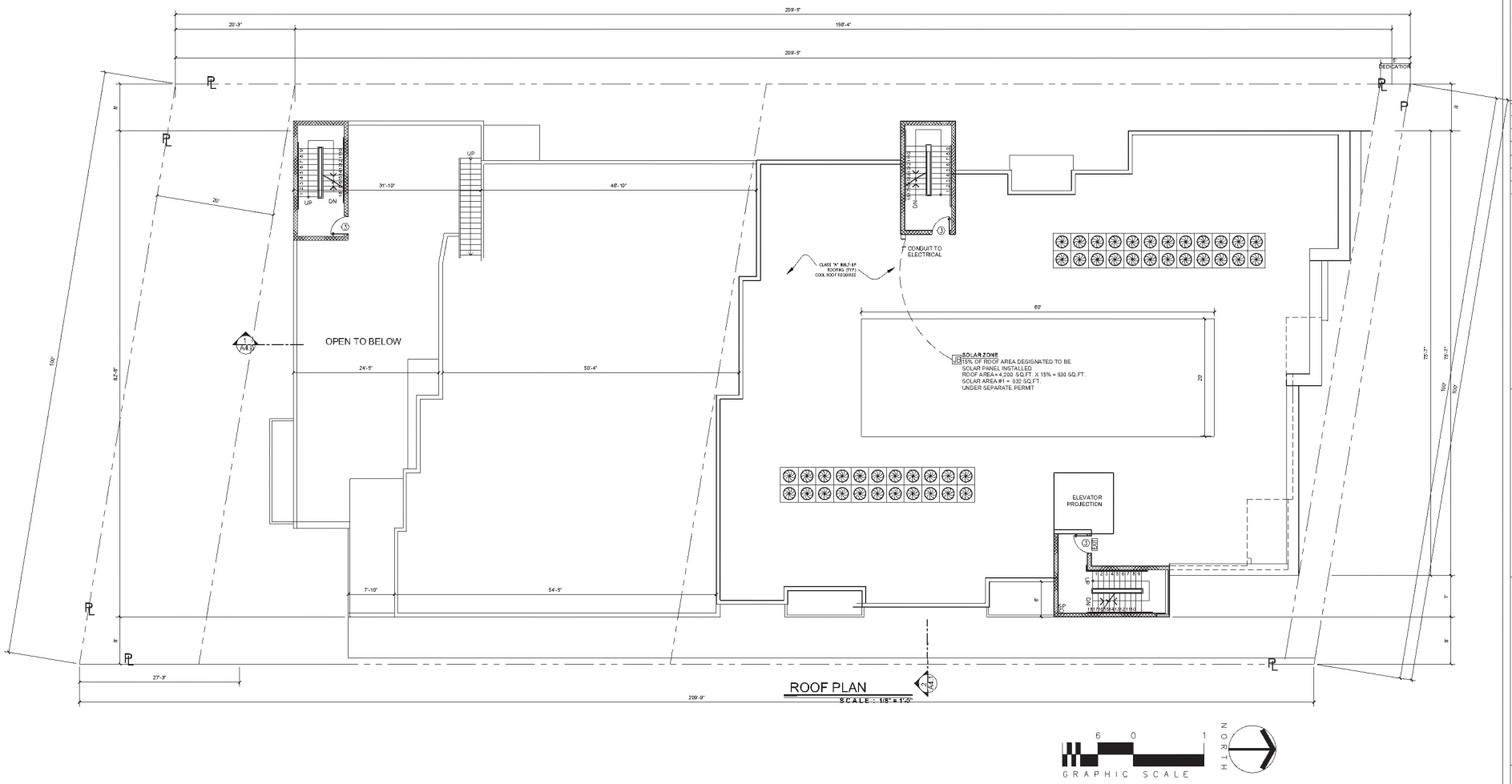
OWNER
BENELISHA GROUP INC
15451 MORRISON ST
SHERMAN OAKS CA 91403

PROJECT
16610 VENTURA BLVD
ENCINO, CA 91436

DRAWING TITLE
4TH, 5TH , 6TH FLOOR PLAN

REGISTERED PROFESSIONAL ENGINEER
No. 61464
Exp. 6-30-2025
CIVIL
STATE OF CALIFORNIA

DATE:	11 December 2024
SCALE:	1/8"=1'-0"
DRAWN:	
APPROVED:	
JOB :	21-1029
SHEET:	A2.6
OF	SHEETS



ROOF PLAN

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

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REVISION	BY

OWNER

BENELISHA GROUP INC
15451 MORRISON ST
SHERMAN OAKS CA 91403

PROJECT

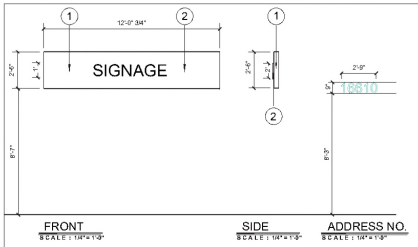
16610 VENTURA BLVD
ENCINO, CA 91436

DRAWING TITLE

4TH, 5TH , 6TH FLOOR PLAN

REGISTERED PROFESSIONAL ENGINEER
ARMIN GHARAJI
No. 61464
Exp. 6-30-2025
CIVIL
STATE OF CALIFORNIA

DATE:	11 December 2024
SCALE:	1/8"=1'-0"
DRAWN:	
APPROVED:	
JOB :	21-1029
SHEET:	A2.7
OF	SHEETS



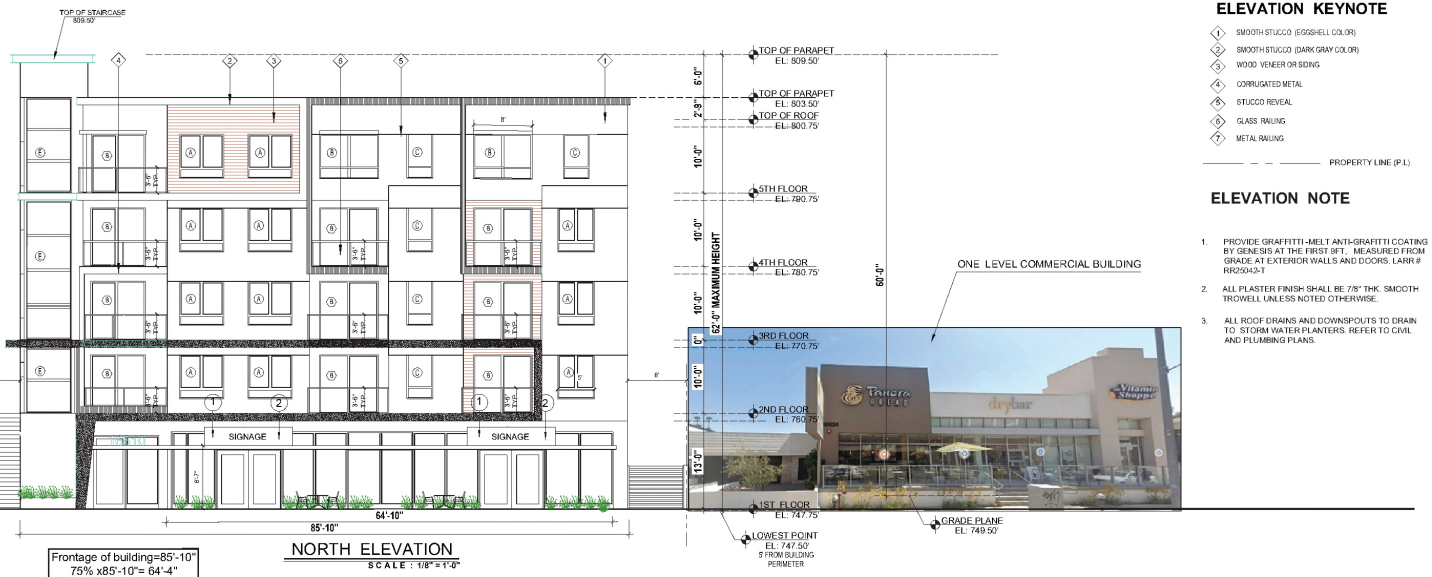
SIGNAGE AREA ANALYSIS:

TOTAL SIGNAGE AREA ALLOWED ON VENTURA BLVD=99 S.F.

EACH SIGNAGE AREA PROVIDED:12'-3/4" X 2'-6"=30 S.F.
2 SIGN X30S.F.= 60S.F. < 90 S.F.

1. 2'-6" X12'-3/4"LX4" BLACK ANODIZED ALUMINUM WITH A AREA OF 30 S.F.
2. 1'-0" HIGH X2" DEEP BACK -LIT SIGN LETTERS ATTACHED TO BLACK ANODIZED ALUMINUM PANEL
3. 9" HIGH X1.5" DEEP BACKLIT ADDRESS NUMBER ATTACHED TO STONE VENEER





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

Frontage of building=85'-10"
75% x85'-10"= 64'-4"
provided = 64'-10"

ELEVATION KEYNOTE

1. SMOOTH STUCCO (EGGSHELL COLOR)
2. SMOOTH STUCCO (DARK GRAY COLOR)
3. WOOD VENEER OR SIDING
4. CORRUGATED METAL
5. STUCCO REVEAL
6. GLASS RAILING
7. METAL RAILING

PROPERTY LINE (P.L)

ELEVATION NOTE

1. PROVIDE GRAFFITTI-MELT ANTI-GRAFITTI COATING BY GENESIS AT THE FIRST 9FT., MEASURED FROM GRADE AT EXTERIOR WALLS AND DOORS. LARR # RR25042-T
2. ALL PLASTER FINISH SHALL BE 7/8" THK. SMOOTH TROWELL UNLESS NOTED OTHERWISE.
3. ALL ROOF DRAINS AND DOWNSPOUTS TO DRAIN TO STORM WATER PLANTERS. REFER TO CIVIL AND PLUMBING PLANS.



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

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15451 MORRISON ST
SHERMAN OAKS CA 91403

PROJECT
16610 VENTURA BLVD
ENCINO, CA 91436

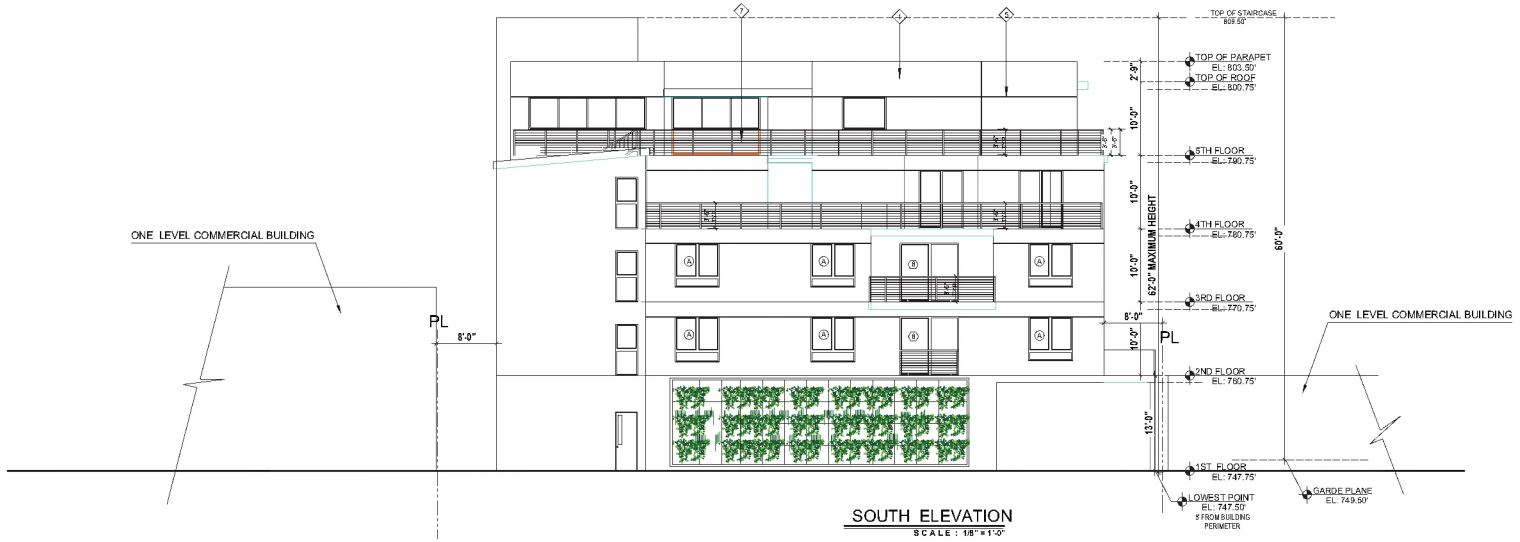
DRAWING TITLE
ELEVATIONS

REGISTERED PROFESSIONAL ENGINEER
No. 61464
Exp. 6-30-2025
CIVIL
STATE OF CALIFORNIA

DATE: 11 December 2024
SCALE: 1/8"=1'-0"
DRAWN:
APPROVED:
JOB : 21-1029
SHEET:
A3.0
OF SHEETS



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



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

ELEVATION KEYNOTE

1. SMOOTH STUCCO (EGGSHELL COLOR)
2. SMOOTH STUCCO (DARK GRAY COLOR)
3. WOOD VENEER OR SIDING
4. CORRUGATED METAL
5. STUCCO REVEAL
6. GLASS RAILING
7. METAL RAILING

PROPERTY LINE (P.L)

ELEVATION NOTE

1. PROVIDE GRAFFITTI -MELT ANTI-GRAFITTI COATING BY GENESIS AT THE FIRST 9FT, MEASURED FROM GRADE AT EXTERIOR WALLS AND DOORS. LARR # RR25042-T
2. ALL PLASTER FINISH SHALL BE 7/8" THK. SMOOTH TROWELL UNLESS NOTED OTHERWISE.
3. ALL ROOF DRAINS AND DOWNSPOUTS TO DRAIN TO STORM WATER PLANTERS. REFER TO CIVIL AND PLUMBING PLANS.

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SHERMAN OAKS CA 91403

PROJECT
16610 VENTURA BLVD
ENCINO, CA 91436

DRAWING TITLE
ELEVATIONS

REGISTERED PROFESSIONAL ENGINEER
ARMIN GHARAI
No. 61464
Exp. 6-30-2023
CIVIL
STATE OF CALIFORNIA

DATE: 11 December 2024
SCALE: 1/8"=1'-0"
DRAWN:
APPROVED:
JOB : 21-1029
SHEET:
A3.1
OF SHEETS

ELEVATION KEYNOTE

1. SMOOTH STUCCO (EGGSHELL COLOR)
2. SMOOTH STUCCO (DARK GRAY COLOR)
3. WOOD VENEER OR SIDING
4. CORRUGATED METAL
5. STUCCO REVEAL
6. GLASS RAILING
7. METAL RAILING



NORTH ELEVATION



SOUTH ELEVATION

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SHERMAN OAKS CA 91403

PROJECT: 16610 VENTURA BLVD
ENCINO, CA 91436

DRAWING TITLE: COLORED ELEVATIONS

REGISTERED PROFESSIONAL ENGINEER
No. 51464
Exp. 6-30-2025
CIVIL
STATE OF CALIFORNIA

DATE: 11 December 2024
SCALE: 1/8"=1'-0"
DRAWN:
APPROVED:
JOB : 21-1029
SHEET: A3.2
OF SHEETS



EAST ELEVATION



WEST ELEVATION

ELEVATION KEYNOTE

1. SMOOTH STUCCO (EGGSHELL COLOR)
2. SMOOTH STUCCO (DARK GRAY COLOR)
3. WOOD VENEER OR SIDING
4. CORRUGATED METAL
5. STUCCO REVEAL
6. GLASS RAILING
7. METAL RAILING

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SHERMAN OAKS CA 91403

PROJECT

16610 VENTURA BLVD
ENCINO, CA 91436

DRAWING TITLE

COLORED ELEVATIONS

REGISTERED PROFESSIONAL ENGINEER
No. 61464
Exp. 9-30-2025
CIVIL
STATE OF CALIFORNIA

DATE: 11 December 2024
SCALE: 1/8"=1'-0"
DRAWN:
APPROVED:
JOB : 21-1029
SHEET:
A3.3
OF SHEETS





NORTH ELEVATION / VIEW FROM VENTURA

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PROJECT

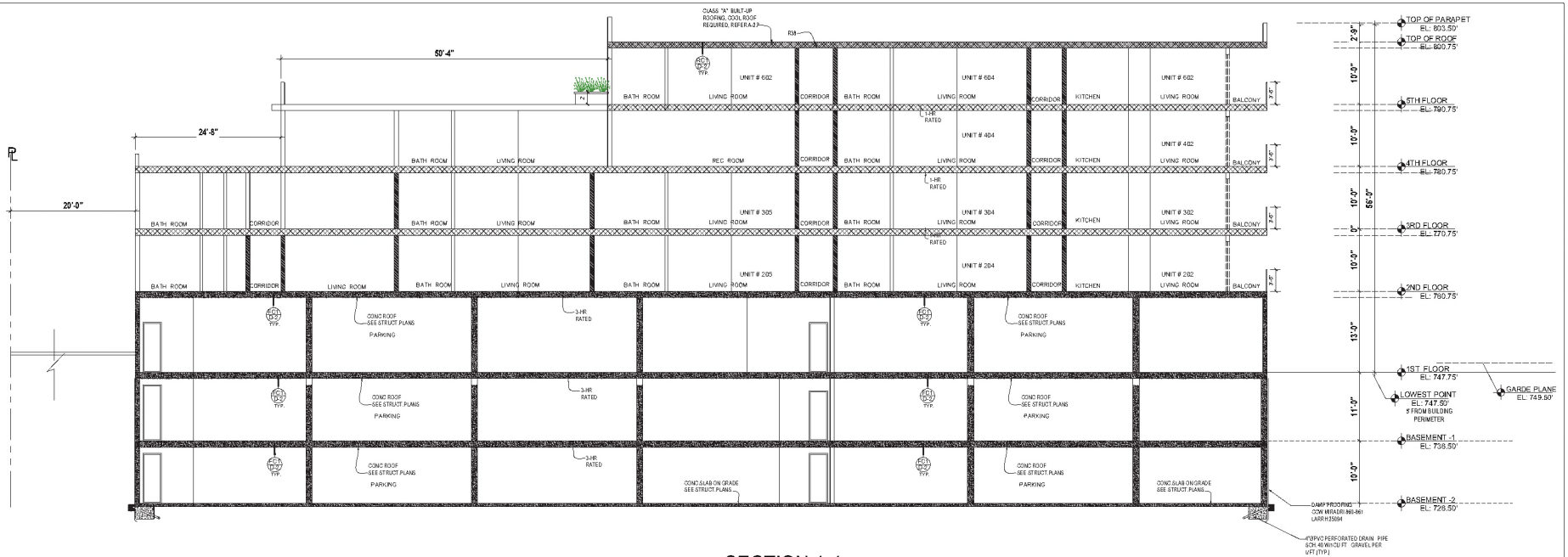
16610 VENTURA BLVD
ENCINO, CA 91436

DRAWING TITLE

COLORED ELEVATIONS
(FROM ADJACENT)

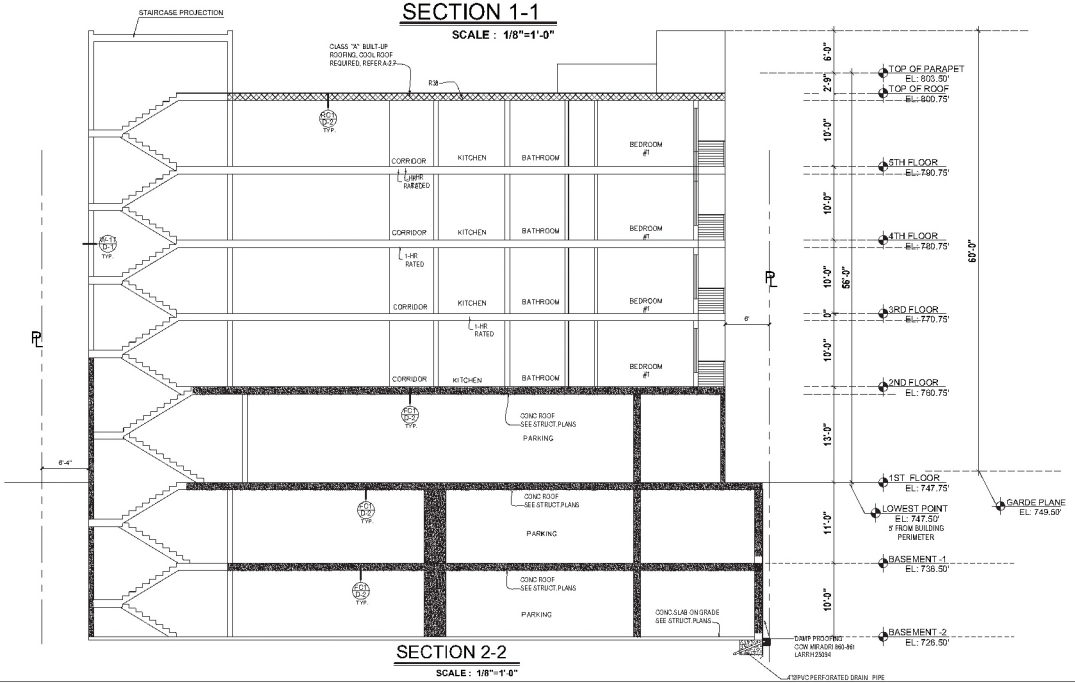
REGISTERED PROFESSIONAL ENGINEER
ARMIN GHARAI
No. 61464
Exp. 6-30-2025
CIVIL
STATE OF CALIFORNIA

DATE: 11 December 2024
SCALE: 1/8"=1'-0"
DRAWN:
APPROVED:
JOB : 21-1029
SHEET:
A3.4
OF SHEETS



SECTION 1-1

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



SECTION 2-2

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

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PROJECT
16610 VENTURA BLVD
ENCINO, CA 91436

DRAWING TITLE
SECTION

REGISTERED PROFESSIONAL ENGINEER
No. 61454
Exp. 6-30-2025
CIVIL
STATE OF CALIFORNIA

DATE:	11 December 2024
SCALE:	1/8"=1'-0"
DRAWN:	
APPROVED:	
JOB :	21-1029
SHEET:	A4.0
OF	SHEETS

DOOR SCHEDULE

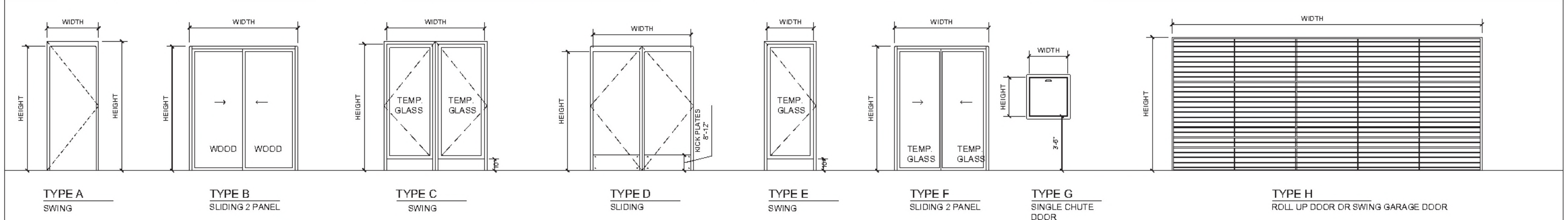
MARK	DATA: TYPE	CORE	WIDTH	HEIGHT	THICK	MAT.	FIN.	FRAME: MAT.	FIN.	DESCRIPTION	REMARKS	FIRE RATED
1	A		3'-0"	7'-0"		WOOD	PAINT	WOOD	PAINT	APARTMENT, ENTRY DOOR	SELF CLOSING	20 MIN.
2	A		2'-10"	7'-0"		WOOD	PAINT	WOOD	PAINT	INTERIOR DOOR		
3	A		3'-0"	7'-0"		WOOD	PAINT	WOOD	PAINT	INTERIORS STAIRS DOOR	SMOKE GASKED/ PANIC HARDWARE/ SELF CLOSING	90 MIN.
4	B		4'-0"	7'-0"		WOOD	PAINT	WOOD	PAINT	SLIDING CLOSET DOOR		
5	B		6'-6"	7'-0"		WOOD	PAINT	WOOD	PAINT	SLIDING CLOSET DOOR		
6	F		6'-0"	7'-0"		VINYL	PAINT	VINYL	PAINT	SLIDING DOOR		
7	A		3'-6"	7'-0"		WOOD	PAINT	WOOD	PAINT	FOLDING DOOR		
8	F		8'-0"	8'-0"		VINYL	PAINT	VINYL	PAINT	SLIDING DOOR		
9	A		3'-0"	7'-0"		WOOD	PAINT	WOOD	PAINT	EXTERIOR STAIR DOOR	SELF CLOSING SMOKE GASKETED FIRE ASSEMBLY	90 MIN.
10	A		3'-0"	7'-0"		METAL	PAINT	METAL	PAINT	MECH. RM - RECYCLE -		90 MIN.
11	C		6'-0"	8'-0"		GLASS	PAINT	METAL	PAINT	DOUBLE DOOR		
12	A		4'-0"	7'-0"		METAL	PAINT	METAL	PAINT	ELEVATOR DOOR	SMOKE GASKETED FIRE ASSEMBLY/ SELF CLOSING	90 MIN.
13	A		3'-0"	7'-0"		METAL	PAINT	METAL	PAINT	TRASH CHUTE	SELF CLOSING SMOKE GASKET FIRE ASSEMBLY MAGNET DOOR HOLDER	90 MIN.
14	D		6'-0"	7'-0"		METAL	PAINT	METAL	PAINT	TRASH	SELF CLOSING SMOKE GASKET FIRE ASSEMBLY MAGNET DOOR HOLDER	90 MIN.
15	H		24'-0"	9'-0"		METAL	PAINT	METAL	PAINT	GARAGE DOOR		
16	A		3'-0"	7'-0"		METAL	PAINT	WOOD	PAINT	EXIT DOOR	PANIC HARDWARE	
17	A		3'-0"	8-0"		VINYL	PAINT	VINYL	PAINT	SINGLE DOOR / BICYCLE ROOM		
18	E		3'-0"	8'-0"		VINYL	PAINT	VINYL	PAINT	BALCONY DOOR		
19	G		2'-6"	2'-6"		METAL		METAL	PAINT	CHUTE DOOR		90 MIN.

DOOR NOTE

- * EXIT DOORS SHALL BE OPENABLE FROM THE INSIDE WITHOUT THE USE OF A KEY, SPECIAL KNOWLEDGE OR EFFORT. FLUSH BOLTS OR SURFACE BOLTS ARE PROHIBITED.
- * EXIT DOORS SHALL BE OPENABLE FROM THE INSIDE WITHOUT THE USE OF A KEY, SPECIAL KNOWLEDGE EVERY DOOR IN A SECURITY OPENING FOR AN APARTMENET HOUSE SHALL BE PROVIDED WITH A LIGHT BULB (60 WATT MIN.) AT A MAXIMUM HEIGHT OF 8 FEET ON THE EXTERIOR.
- * EXIT WAY DOOR WIDTH SHALL NOT BE LESS THAN 32 INCHES AND SHALL BE CAPABLE OF OPENING 90°.
- * ALL REQUIRED EXIT DOORS SHALL BE NOT LESS THAN 3 FT. WIDE 6'-8 HIGH, SHALL HAVE A CLEAR EXIT WAY WIDTH OF NOT LESS THAN 32" AND SHALL BE CAPABLE OF OPENING 90 DEGREES. THE MAXIMUM DOOR LEAF WIDTH IS 4 FEET WHEN SERVING AN OCCUPANT LOAD OF 10 OR MORE. (1003.3.1 .3a) & (1003.3.1.4)
- * SECTION 708.14.1-EXCEPTION 3. ELEVATOR LOBBY DOOR PROVIDED PER

1. 90MIN. DOOR WITH MAGNET HELD OPEN DEVICE TO MEET 713.14.3 CBC MINIMUM REQUIREMENTS COMPLYING WITH THE SMOKE AND DRAFT CONTROL DOOR ASSEMBLY REQUIREMENTS IN SECTION 716.5.3.1
2. 3006.2 HOISTWAY OPENING PROTECTION WHERE SECTION 3006.2 REQUIRES PROTECTION OF THE ELEVATOR HOISTWAY DOOR OPENING, THE PROTECTION SHALL BE PROVIDED BY THE FOLLOWING

* ADDITIONAL DOORS SHALL BE PROVIDED AT EACH ELEVATOR HOISTWAY DOOR OPENING IN ACCORDANCE WITH SECTION 3002.6. SUCH DOOR SHALL COMPLY WITH THE SMOKE AND DRAFT CONTROL DOOR ASSEMBLY REQUIREMENTS IN SECTION 716.5.3.1 WHEN TESTED IN ACCORDANCE WITH UL 1784 ,SMOKE CASKETED WITHOUT AN ARTIFICIAL BOTTOM SEAL.



TYPE A
SWING

TYPE B
SLIDING 2 PANEL

TYPE C
SWING

TYPE D
SLIDING

TYPE E
SWING

TYPE F
SLIDING 2 PANEL

TYPE G
SINGLE CHUTE DOOR

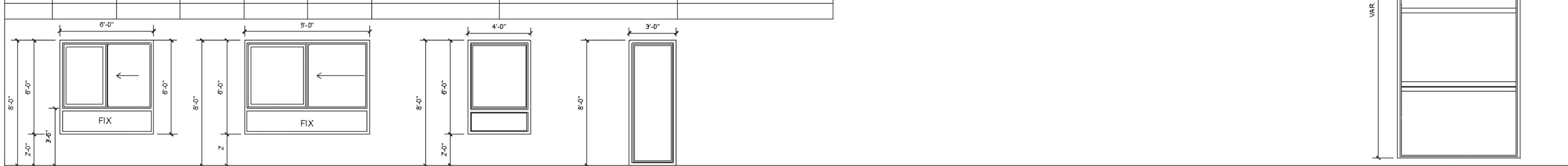
TYPE H
ROLL UP DOOR OR SWING GARAGE DOOR

WINDOW SCHEDULE

MARK	TYPE	WIDTH	HEIGHT	GLASS	FRAME	WALL OPENING WIDTH	DESCRIPTION	REMARKS
A		6'-0"	6'-0"		VINYL		SLIDING-FIXED	DUAL GLAZED
B		8'-0"	6'-0"		VINYL		SLIDING-FIXED	DUAL GLAZED
C		4'-0"	6'-0"		VINYL		SLIDING	DUAL GLAZED
D		3'-0"	8'-0"		VINYL		FIXED	DUAL GLAZED
E		7'-0'	VAR.		VINYL		FIXED	DUAL GLAZED

NOTE: ALL GLAZING WITHIN 40" OF ENTRY DOOR HANDLE SHALL BE TEMPERED.
SILL HEIGHT FOR BEDROOM WINDOW SHALL NOT EXCEED 44" AND 42" MINIMUM.
MINIMUM WINDOW OPENING WIDTH 20" CLEAR, HEIGHT 24" CLEAR, 5.7 SQ.FT. MINIMUM OPENING.

NOTE: ALL NEW WINDOWS SHALL BE DUAL GLAZED VINYLE FRAME WINDOWS U=0.30 MIN. SHADING COEFFCIENT=.25, SELECTED BY OWNER, CONTRACTOR INSTALLED. WINDOWS SHALL MEET EGRESS REQUIREMENTS SECTION (CBC 310.4).



A TYPE A
SCALE 1/4" = 1' - 0"

B TYPE B
SCALE 1/4" = 1' - 0"

C TYPE C
SCALE 1/4" = 1' - 0"

D TYPE D
SCALE 1/4" = 1' - 0"

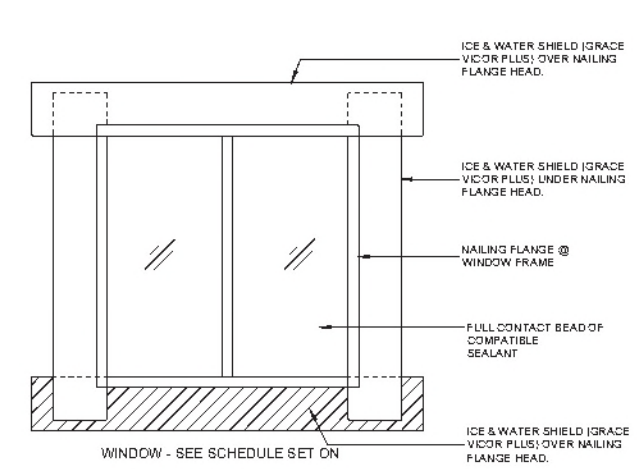
I TYPE E
SCALE 1/4" = 1' - 0"

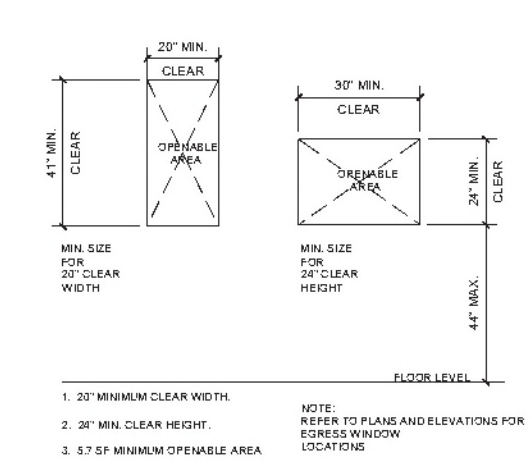
NOTE

1. ALL GLASS WITHIN 18" OF THE FINISHED FLOOR SHALL BE FULLY TEMPERED.
2. ALL EGRESS OR RESCUE WINDOWS FROM SLEEPING ROOMS SHALL BE PROVIDED WITH A MINIMUM CLEAR OPENING OF 5.7 SQUARE FEET WITH THE MINIMUM NET WIDTH DIMENSION OF THE OPENING NOT LESS THAN 20'. WHERE WINDOWS ARE PROVIDED AS A MEANS OF EGRESS OR RESCUE. THEY SHALL HAVE A FINISHED SILL HEIGHT OF NOT MORE THAN 44" ABOVE THE ADJACENT FINISHED FLOOR.
3. ALL EXTERIOR DOORS AND WINDOWS SHALL COMPLY WITH THE BUILDING CODE SECURITY REQUIREMENTS AS ADOPTED BY THE LOCAL BUILDING DEPARTMENT AND SPECIFIED ELSEWHERE ON THIS SHEET.
4. FRENCH DOORS AND WINDOWS USED AS A MEANS TO PROVIDE MINIMUM VENTILATION REQUIREMENTS SHALL BE OPEN-ABLE AND SHALL BE PROVIDED WITH SCREENS UNLESS NOTED OTHERWISE ON THE PLANS AND SPECIFICATIONS. ALL SUCH DOORS AND WINDOWS SHALL BE EQUIPPED WITH A MECHANICAL HOLD OPEN DEVICE.
5. CONTRACTOR SHALL VERIFY EXACT ROUGH OPENING HEIGHT AND WIDTH OF ALL DOORS AND WINDOWS WITH DOOR AND WINDOW MANUFACTURER PRIOR TO START OF ROUGH FRAMING.
6. ROUGH FRAMING SUB-CONTRACTOR IS RESPONSIBLE FOR PROVIDING ALL FRAMING NAILERS AND FILLERS AS REQUIRED FOR THE PROPER INSTALLATION OF ALL DOORS AND WINDOWS.
7. UNLESS NOTED OTHERWISE, ALL PANEL TYPE DOORS SHALL BE SELECTED BY OWNER AND INSTALLED BY CONTRACTOR.
8. WINDOW UNITS SHALL BE FULLY ASSEMBLED PER MANUFACTURER SPECIFICATIONS AND SHALL BE HINGED AS INDICATED ON EXTERIOR ELEVATIONS AND/OR PLANS. WINDOW UNITS SHALL BE DELIVERED TO THE JOB SITE WITH ALL HARDWARE SUCH AS OPERATORS, CRANK, OPERATOR ARM, LOCK, ETC.
9. OWNER SHALL PROVIDE ALL NECESSARY HARDWARE NOT INCLUDED IN MANUFACTURED UNIT CONTRACTOR TO INSTALL ALL HARDWARE.
10. ALL DOOR HARDWARE SHALL BE PROVIDED BY OWNER AND INSTALLED BY CONTRACTOR.
11. ALL DOOR UNITS AND THEIR RESPECTIVE FRAMES SHALL BE PAINT GRADE. ALL EXTERIOR SWING DOORS TO BE SUPPLIED WITH MILL FINISHED EXTRUDED
12. BRONZE PEMKO THRESHOLDS 114 B OR 145 B/ WITH 24 GAG.1, SHEET METAL DRAIN PAN. THRESHOLDS TO BE POLISHED TO REMOVE MILL MARKINGS. PEMKO SPRING BRONZE WEATHER STRIPPING @ HEAD AND JAMBS.
13. CAULK ALL INTERIOR/ EXTERIOR PLASTER JOINTS.
14. ALL GLAZING ON DOORS AND WINDOWS TO BE DBL GLAZE 'LOW E' INSULATED GLASS.
15. ALL EXTERIOR DOOR DETAILING TO MATCH WINDOW DET ON SHEET. ALL EXTERIOR DOORS TO HAVE 24 GA.G.1., SHEET METAL DRAIN PAN. PEMKO SPRING BRONZE WEATHERSTRIPPING @ HEAD & JAMBS. NOTE: ALL GLAZING WITHIN 40" OF ENTRY DOOR HANDLE SHALL BE TEMPERED.

NOTES:

1INTERIOR FINISH OF ELEVATOR CABS SHALL BE SPECIFIED BY THE OWNER, COORDINATE AND CONFRIM AS REQUIRED
2. HEIGHT OF TILE AT BATHTUBS AND SHOWERS SHAL BE CONFIRMED WITH THE INTERIOR ARCHITECTS AND OWNER
3. FLOOR FINISHES OF OUTDOOR AREAS SHALL BE COORDINATED WITH LANDSCAPE ARCHITECT AND OWNER
4. ALL TILE SIZES AND BASEBOARD PROFILE SHALL BE CONFIRMED WITH THE INTERIOR ARCHITECT AND OWNER.
5. ALL INTERIOR FLOOR AND WALL FINISHES SHALL BE TESTED AS SPECIFIED IN SECTION 802. APPLICATION SHALL BE IN ACCORDANCE WITH SECTION 803, 804, AND TABLE 803.9 (MIN CLASS C)
6. INTERIOR WALL AND CEILING FINISH SHALL HAVE A FLAME SPREAD INDEX NOT GREATER THAT SPECIFIED IN T803.11.SPECIFY INTERIOR WALL AND CEILING FINISH ON PLANS.{LAFC 803.3)
7. MATERIAL OTHER THAN FOAM PLASTICS,USED AS INTERIOR TRIM SHALL HAVE A MIN CLASS C FLAME SPREAD AND SMOKE-DEVELOPED INDEX AND SHALL NOT EXCEED 10% OF THE WALL OR CEILING AREA IN WHICH IT IS ATTACHED.{LAFC 804.1}
8. CURTAIN,DRAPERIES,FABRIC HANGINGS,AND SIMILAR COMBUSTIBLE DECORATIVE MATERIAL SUSPENDED FROM WALLS OR CEILINGS SHALL NOT EXCEED 10% OF THE WALL OR CEILING AREA TO WHICH SUCH MATERIALS ARE ATTACHED.{LAFC 807.3}**
9. IN EVERY GROUP A,E,R-1,R-2, AND R-2.1 ALL DRAPES ,HANGINGS,CURTAINS,DROPS,AND ALL OTHER DECORATIVE MATERIAL SHALL BE MADE FROM A NONFLAMMABLE MATERIAL OR TREATED AND MAINTAINED IN A FLAME-RETARDANT CONDITION BY MEANS OF FLAME-RETARDANT SOLUTION OR PROCESS APPROVED BY THE OSFM.{TITLE 19.DIVE1. O 3.08}**
10. INTERIOR FINISH MATERIALS APPLIED TO WALL AND CEILINGS SHALL BE TESTED AS SPECIFIED IN SECTION 803. IN ADDITION, PROVIDE DETAILS SHOWING APPLICATION IN ACCORDANCE WITH SECTION 803, 804, AND TABLE 803.9.
11. THE FLAME-SPREAD RATING OF PANELING MATERIALS ON THE WALLS OF THE CORRIDOR, LOBBY AND EXIT ENCLOSURE MUST BE IDENTIFIED ON PLANS. (T-803.11)





ENGINEERING INC.
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REVISION	BY

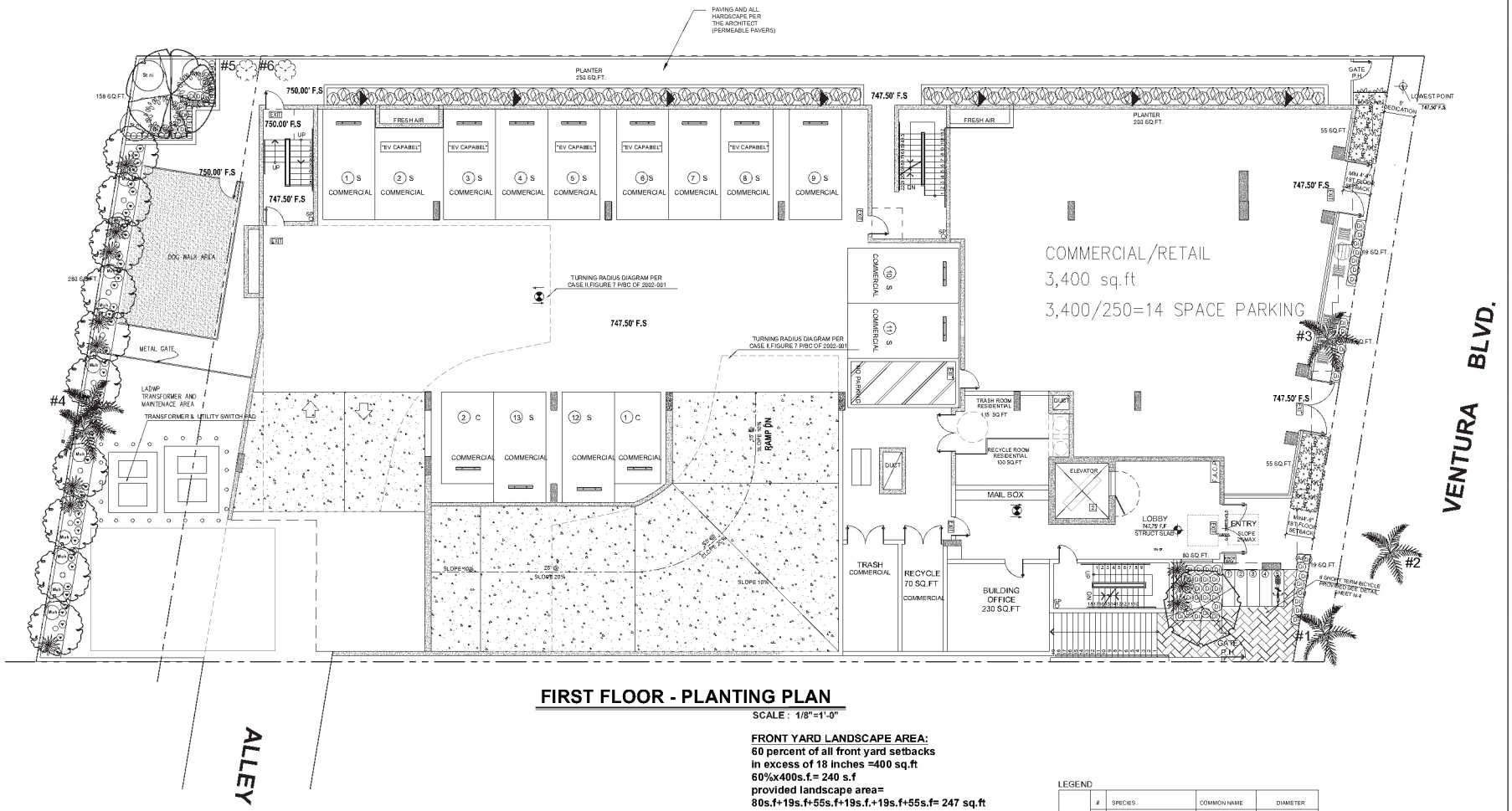
OWNER: BENELISHA GROUP INC, 15451 MORRISON ST, SHERMAN OAKS CA 91403

PROJECT: 16610 VENTURA BLVD, ENCINO, CA 91436

DRAWING TITLE: DOOR & WINDOW SCHEDULE

DATE:	11 December 2024
SCALE:	
DRAWN:	D.A
APPROVED:	AG
JOB :	19-881
SHEET:	A5.0

OF SHEETS



FIRST FLOOR - PLANTING PLAN

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

FRONT YARD LANDSCAPE AREA:
60 percent of all front yard setbacks in excess of 18 inches =400 sq.ft
60%x400s.f.= 240 s.f
provided landscape area=
80s.f+19s.f+55s.f+19s.f.+19s.f+55s.f= 247 sq.ft

FRONT YARD LANDSCAPE AREA:
60 percent of all front yard setbacks in excess of 18 inches =400 sq.ft
60%x400s.f.= 240 s.f
provided landscape area=
80s.f+19s.f+55s.f+19s.f.+19s.f+55s.f= 247 sq.ft

LEGEND

#	SPECIES	COMMON NAME	DIAMETER
1	SYAGRUS ROMANZOFFIANA	QUEEN PALM	36" CLREAR TRUNK
2	SYAGRUS ROMANZOFFIANA	QUEEN PALM	16" CLREAR TRUNK
3	SYAGRUS ROMANZOFFIANA	QUEEN PALM	18" CLREAR TRUNK
4	WASHINGTONIA ROBUSTA	MEXICAN FAN PALM	28" CLREAR TRUNK
5	WASHINGTONIA ROBUSTA	MEXICAN FAN PALM	17"
6	WASHINGTONIA ROBUSTA	MEXICAN FAN PALM	19"

EXISTING TREES ARE SIX TREES ON SITE AND NONE IS CITY OF LOS ANGELES NATIVE PROTECTED TREE, AS SPECIFIED BY ORDINANCE NO. 186873
TREE #2, IS A STREET TREE WITHIN PUBLIC RIGHT-OF-WAY TO REMAIN
TREE #1, #3 TO BE REMOVED
TREE #5, #6 TO BE REMOVED
TREE #4 TO BE SAVED

PLANNING AND ZONING INFORMATION:

PROPOSED: NEW MIXED-USE, COMMERCIAL RESIDENTIAL BUILDING. FIRST FLOOR COMMERCIAL AND PARKING, 4-RESIDENTIAL STORIES (45) UNITS, 5 STORIES IN TOTAL OVER 2- LEVEL BASEMENT PARKING

ADDRESS: 16610-16618 W. VENTURA BLVD., ENCINO, CA 91436

LOT AREA: 20,754.4 S.F. (PER ZIMAS)

NORTH

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

NOTE: ALL DRAINS, AIR GAPS, WATER PROOFING AND PLANTER SPECIFICATIONS BY OTHERS. THESE PLANS ARE FOR PLANTING AND IRRIGATION ONLY. DO NOT ALTER OR PUNCTURE ANY WATER PROOFING.

NOTE: ALL PLANTERS NOT OVER NATURAL GRADE REQUIRE SPECIAL STRUCTURAL CALCULATIONS BY OTHERS.

SEE SHEET L-4 FOR PLANTING NOTES AND LEGENDS

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samenabed@gmail.com

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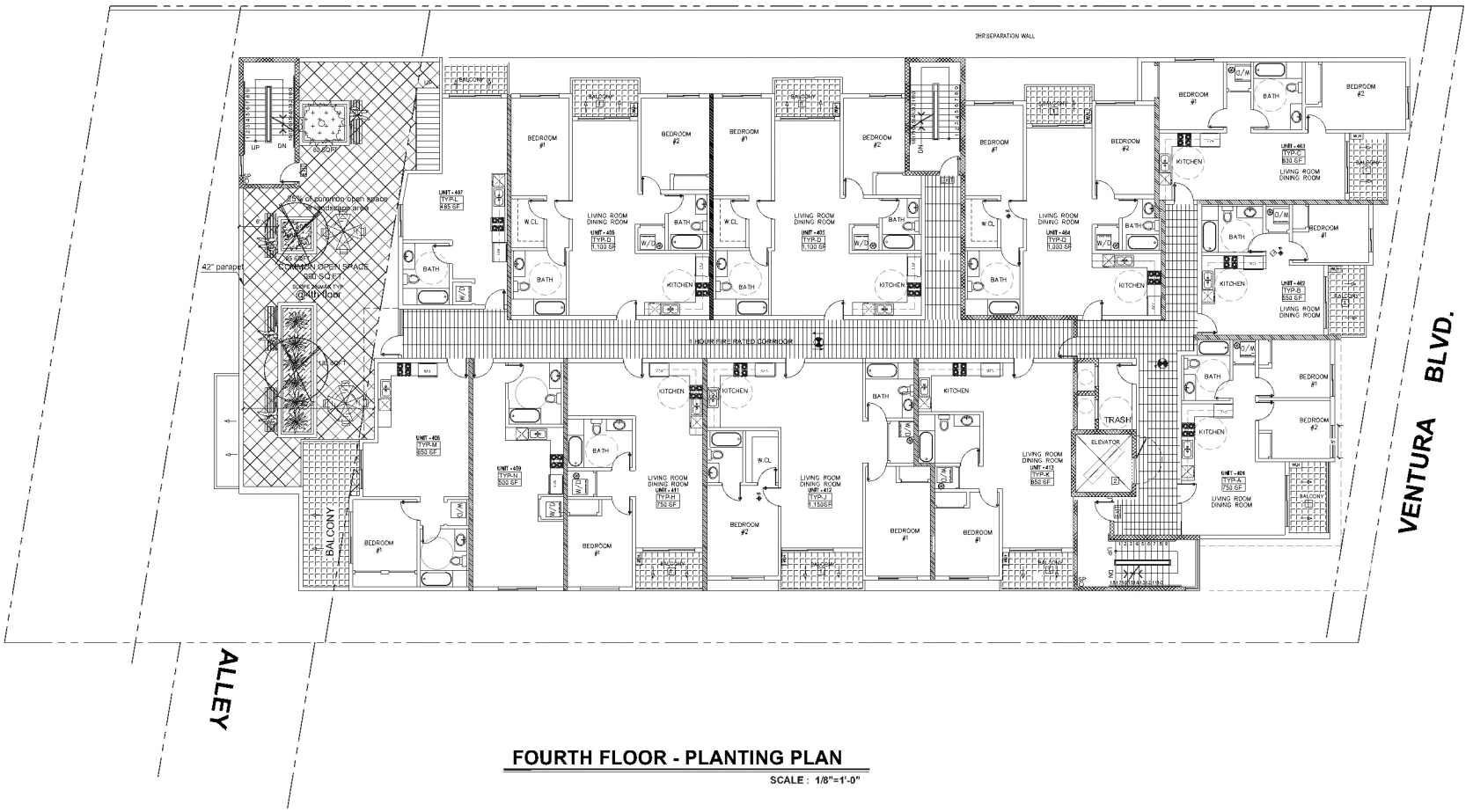
REVISION	BY

OWNER
BENELISHA GROUP INC
15451 MORRISON ST
SHERMAN OAKS CA 91403

PROJECT
16610-16618 VENTURA BLVD
ENCINO, CA 91436

DRAWING TITLE
FIRST FLOOR - PLANTING PLAN

DATE:	3/31/2025
SCALE:	1/8"=1'-0"
DRAWN:	S.A.
APPROVED:	
JOB :	23-005
SHEET:	L - 1
	1 OF 13



FOURTH FLOOR - PLANTING PLAN

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

NOTE: ALL DRAINS, AIR GAPS, WATER PROOFING AND PLANTER SPECIFICATIONS BY OTHERS. THESE PLANS ARE FOR PLANTING AND IRRIGATION ONLY. DO NOT ALTER OR PUNCTURE ANY WATER PROOFING.

NOTE: ALL PLANTERS NOT OVER NATURAL GRADE REQUIRE SPECIAL STRUCTURAL CALCULATIONS BY OTHERS.

PLANNING AND ZONING INFORMATION :

PROPOSED:	NEW MIXED-USE, COMMERCIAL RESIDENTIAL BUILDING FIRST FLOOR COMMERCIAL AND PARKING, 4-RESIDENTIAL STORIES (45) UNITS, 5 STORIES IN TOTAL OVER 2- LEVEL BASEMENT PARKING
ADDRESS:	16610-16618 W. VENTURA BLVD., ENCINO, CA 91436
LOT AREA:	20,754.4 S.F. (PER ZIMAS)

NORTH

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

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BENELISHA GROUP INC
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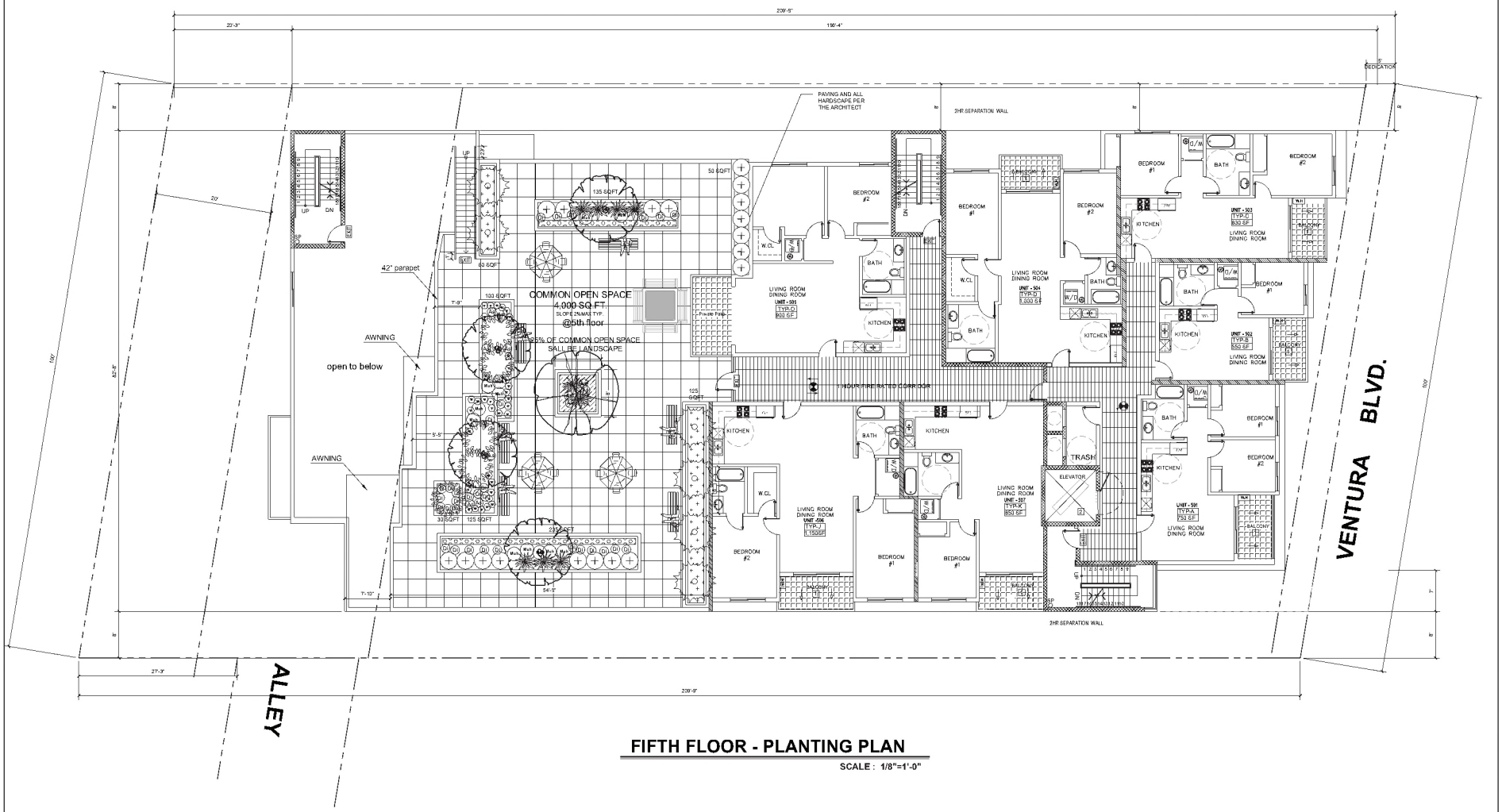
SHERMAN OAKS CA 91403

PROJECT
16610-16618 VENTURA BLVD
ENCINO, CA 91436

DRAWING TITLE
FOURTH FLOOR - PLANTING PLAN

DATE:	3/31/2025
SCALE:	1/8"=1'-0"
DRAWN:	S.A.
APPROVED:	
JOB :	23-005
SHEET:	L - 2
	2 OF 13



FIFTH FLOOR - PLANTING PLAN

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

NOTE: ALL DRAINS, AIR GAPS, WATER PROOFING AND PLANTER SPECIFICATIONS BY OTHERS. THESE PLANS ARE FOR PLANTING AND IRRIGATION ONLY. DO NOT ALTER OR PUNCTURE ANY WATER PROOFING.

NOTE: ALL PLANTERS NOT OVER NATURAL GRADE REQUIRE SPECIAL STRUCTURAL CALCULATIONS BY OTHERS.

PLANNING AND ZONING INFORMATION :

PROPOSED:	NEW MIXED-USE, COMMERCIAL RESIDENTIAL BUILDING FIRST FLOOR COMMERCIAL AND PARKING, 4-RESIDENTIAL STORIES (45) UNITS, 5 STORIES IN TOTAL OVER 2- LEVEL BASEMENT PARKING
ADDRESS:	16610-16618 W. VENTURA BLVD., ENCINO, CA 91436
LOT AREA:	20,754.4 S.F. (PER ZIMAS)



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

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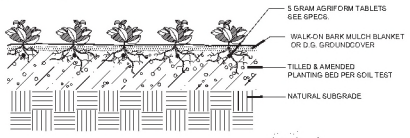
15451 MORRISON ST
SHERMAN OAKS CA 91403

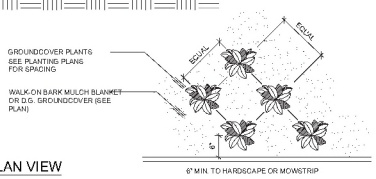
PROJECT
16610-16618 VENTURA BLVD
ENCINO, CA 91436

DRAWING TITLE
FIFTH FLOOR - PLANTING PLAN

DATE:	3/31/2025
SCALE:	1/8"=1'-0"
DRAWN:	S.A.
APPROVED:	
JOB :	23-005
SHEET:	L - 3
	3 OF 13

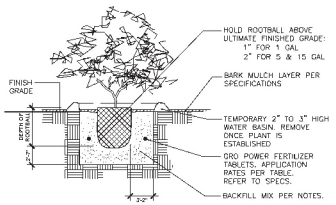
SECTION



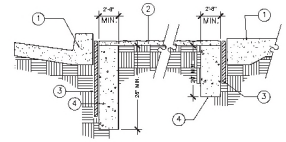


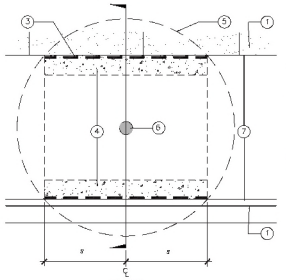
PLAN VIEW

1 GROUND COVER PLANTING



2 SHRUB PLANTING DETAIL





NOTES:

A. POSITION BARRIER AS CLOSE TO CURB OR SIDEWALK AS POSSIBLE. RAISED ROOT PROTECTORS SHALL BE FACING TOWARDS THE TREE.

B. TOP OF BARRIER SHALL BE 1" ABOVE FINISHED GRADE.

C. LENGTH OF ROOT BARRIER SHALL BE EQUAL TO THE ULTIMATE DRIPLINE OF THE PARTICULAR TREE, OR 10' MAX.

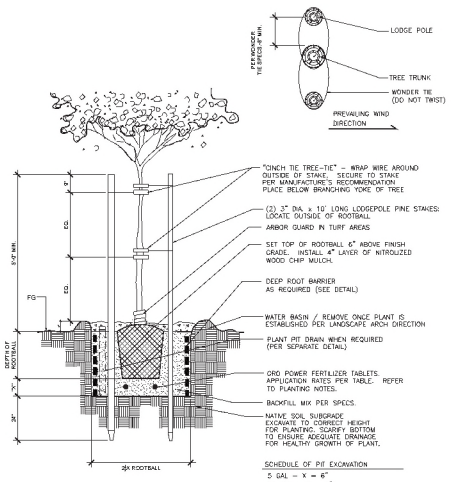
LEGEND:

① CONCRETE CURB OR HARDSCAPE
② FINISHED GRADE
③ APPROVED ROOT CONTROL BARRIER
④ 3/4" TO 1 1/2" GRAVEL OR CRUSHED ROCK
⑤ DRIP LINE OF TREE
⑥ CENTER OF TREE
⑦ PARKWAY WIDTH

ROOT BARRIER IS TO BE 18" LINEAR BARRIER UB 18-2 WHEN ADJACENT TO WALK OR HARDSCAPE OR 24" LINEAR BARRIER UB 24-2 WHEN ADJACENT TO CURB

AVAILABLE FROM:
DEEP ROOT PARTNERS, L.P.
345 LORTON AVE., SUITE 103
BURLINGAME, CA. 94010
(800) 766-8853

3 ROOT BARRIER



SCHEDULE OF PIT EXCAVATION
5 GAL – X = 6"
15 GAL – X = 9"
24" BOX – X = 12" MAX.

4 DOUBLE STAKED TREE

PLANTING INSTALLATION NOTE

ADJUSTMENTS TO PLANT LAYOUT MAY BE REQUIRED IN THE FIELD DURING INSTALLATION BY THE LANDSCAPE ARCHITECT OR CITY REPRESENTATIVE TO ADDRESS SITE SPECIFIC SOLAR ORIENTATIONS OR MICROCLIMATIC CONDITIONS NOT REFLECTED IN THESE TYPICAL PLANS.

PLANTING NOTES

WEED CONTROL

WHERE PERENNIAL WEEDS EXIST ON SITE AT THE BEGINNING OF WORK, CLEAN AND REMOVE THESE EXISTING WEEDS BY MOWING OR GRUBBING OFF ALL PLANT MATERIAL UPON COMPLETION OF SOIL PREPARATION AND PLANTING OF ALL SPECIMEN TREES, BEGIN WEED ABATEMENT PROGRAM BY APPLYING: 100 POUNDS OF A COMMERCIAL FERTILIZER, 46-0-0, PER ACRE AND PER MANUFACTURER'S SPECIFICATIONS. WATER ALL AREAS FOUR (4) TIMES DAILY FOR FOURTEEN (14) CONSECUTIVE DAYS UNTIL WEED SEEDS HAVE GERMINATED. CEASE WATERING FOR THREE (3) DAYS. SPRAY A NON-SELECTIVE, NON-RESIDUAL, SYSTEMIC HERBICIDE TO ERADICATE GERMINATED WEEDS. LET THE WEEDS DIE WITHOUT IRRIGATION FOR A MINIMUM DEPTH OF 1/4" INCH BELOW THE SURFACE OF THE SOIL. IF STUBBORN AND RESIDUAL WEEDS (I.E. BERMUDA) SHOULD PERSIST ERADICATION PROCEDURES SHOULD BE REPEATED. THE TYPE OF WEEDS THAT EXIST SHOULD BE IDENTIFIED AND COORDINATED WITH AN APPROVED LICENSED PEST CONTROL ADVISOR TO ENSURE COMPATIBILITY WITH CHEMICAL AND SEASON OF APPLICATION. DO NOT USE MATERIAL OR METHOD THAT WOULD ADVERSELY EFFECT NEW PLANTINGS, SLOPE STABILIZATION OR HYDROSEEDING.

SOIL TEST

AFTER ALL SOIL HAS BEEN IMPORTED TO THE SITE AND ROUGH GRADING COMPLETED BUT PRIOR TO SOIL PREPARATION, THE CONTRACTOR SHALL FURNISH A COPY OF THE SOIL TEST FOR AGRICULTURAL SUITABILITY AND FERTILITY (PREPARED BY A CALIFORNIA ASSOCIATION OF AGRICULTURAL LABORATORIES MEMBER) TO THE CONTRACTING OFFICER. UPON REVIEWING THE SOILS REPORT THE CONTRACTING OFFICER MAY MAKE SPECIES SUBSTITUTIONS TO THE PLANT LIST.

SOIL PREPARATION

MACHINE ROTOTILL THE FOLLOWING AMENDMENTS INTO THE SOIL AT RATES INDICATED PER 1000 SF. (THESE RATES ARE FOR BID PURPOSES ONLY. ACTUAL RATES TO CORRESPOND TO CONTRACTOR'S SOILS REPORT).
4 CU. YDS NITROGEN STABILIZED SAWDUST
150 LBS. GYPSUM
123 LBS. STANDARD FERTILIZER

DEEP ROOT BARRIERS

ALL TREES WITHIN 6 FEET OF ANY PERMANENT HARDSCAPE ELEMENT SUCH AS CONCRETE WALKS, WALLS OR BUILDINGS SHALL BE PLANTED WITH AN APPROPRIATE SIZED LINEAR ROOT BARRIER (SEE DETAIL ON THIS SHEET).

SHRUB PLACEMENT NOTES:

*HOLD ALL SHRUBS A MIN. OF 30" AWAY FROM FACE OF STUCCO WALLS AS MEASURED FROM THE CENTER OF THE ROOTBALL TO FACE-OF-WALL.
*HOLD ALL GROUNDCOVER 18" AWAY FROM FACE-OF-WALL

NOTES:

1. A minimum of 3-inch layer of cedar bark mulch shall be applied on all exposed soil surfaces of planting areas except turf areas, creeping or rooting groundcovers, or direct seeding applications where mulch is contraindicated.
2. All Trees to be planted with commercial root barriers.
3. Use class I or class II Compost as a soil amendment in all landscaped areas.
4. 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 to a depth of six inches into the soil.
5. Recirculating water shall be used for water features.

PLANT LEGEND

SYM.	BOTANICAL NAME	COMMON NAME	QTY.	SIZE	WUCOLS PF.	SIZE AT MATURITY	YEARS	REMARKS
	TREES							
	Bambusa multiplex 'Alphonse Karr'	Alphonse Karr Bamboo	7	15gal	M	25'xClumping	8	
	Tristania conferta	Brisbane Box	10	24"Box	M	20'x12'	8	
	Cercis occidentalis	Western Redbud	2	24"Box	L	20'x20'	7	Mitigation Tree
	Platanus acerifolia 'Columbia'	London Plane Tree	1	24"Box	L	80'x40'	10	Mitigation Tree
	Citrus 'Meyeri'	Meyer Lemon Tree	4	24"Box	L	20'x20'	7	Standard
	Olea europaea 'Majestic Beauty'	Olive Tree	2	24"Box	M	25'x10'	14	Fruitless
St H	Strelitzia nicolai	Giant Bird of Paradise	3	15gal	M	18'x5'	10	
	Existing Trees - See legend on Sheet L-1							
	45 UNITS / 4 = 12 TREES REQUIRED							

PLANT LEGEND

SYM.	BOTANICAL NAME	COMMON NAME	QTY.	SIZE	WUCOLS PF.	SIZE AT MATURITY	YEARS	REMARKS
	SHRUBS							
Ae	Aeonium 'Sunburst'	Copper Pinwheel	13	5gal	L	2'x2'	2	
Di	Dianella revoluta Little Rev 'DR5000'	Little Rev Flax Lily	90	5gal	L	4'x2'	2	
	Miscanthus sinensis 'Zebrinus'	Zebra Grass	7	15gal	M	7'x6'	3	
	Leymus condensatus 'Canyon Prince'	Canyon Prince Wild Rye	97	5gal	L	3'x4'	3	
	Liriope muscari 'Aztec Grass'	Aztec Grass	84	5gal	L	3'x4'	3	
Mus	Muhlenbergia capillaris 'Lenca'	Pink Muhly Grass	25	5gal	L	3'x5'	5	
	Olea europea 'Montra'	Little Ollie	19	15gal	L	6'x6'	5	
	Phormium 'FIT01' PP #20,451	Black Adder Flax	26	15gal	M	4'x3'	2	
	Regal pelargonium	Martha Washington Geranium	29	1gal	M	1'x1'	2	
	Philodendron 'Xanadu'	Xanadu Philodendron	23	5gal	M	3'x3'	3	
	GROUNDCOVER							
	Trachelospermum jasminoides	Star Jasmine	12	1gal@ 36"o.c.	M	2'x3'	2	
	Bougainvillea 'Monka'	Oo-La-La Bougainvillea	10	1gal@ 48"o.c.	L	2'X8'	1	
	Tradescantia pallida 'Purple Heart'	Purple Spiderwort	16	1gal@ 24"o.c.	L	18"X3'	1	
	VINES							
	Clematis ligusticifolia	Western Virgin Bower	7	5gal	L	15'X7'	5	Espalier

LANDSCAPE CALCULATION

REQUIRED		PROVIDED	
PROJECT SITE: 20,754.4 SQ.FT.		Pervious paving in sidewalks and/or parking lots (per 100 square feet)	3
		Vines or espaliered plants on walls/fences (per 50 linear feet of wall/fence)	2
		Use of Class I or Class II compostproduced using City organic materials (TOPGRO in a majority of landscaped areas)	5
		Provision for on-or off-site recycling of all vegetative waste	5
		Provision of permeable driveway	5
		Conservation of existing trees (per tree not street trees)	2
POINTS REQUIRED:	20	TOTAL POINTS:	22

NOTE: ALL DRAINS, AIR GAPS, WATER PROOFING AND PLANTER SPECIFICATIONS BY OTHERS. THESE PLANS ARE FOR PLANTING AND IRRIGATION ONLY. DO NOT ALTER OR PUNCTURE ANY WATER PROOFING.

NOTE: ALL WATER PROOFING AND PLANTER SPECIFICATIONS BY OTHERS. THESE PLANS ARE FOR PLANTING AND IRRIGATION ONLY.

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REVISION	BY

OWNER
BENELISHIA GROUP INC
15451 MORRISON ST
SHERMAN OAKS CA 91403

PROJECT
16610-16618 VENTURA BLVD
ENCINO, CA 91436

DRAWING TITLE
PLANTING NOTES,
LEGENDS AND DETAILS

DATE: 3/31/2025
SCALE: 1/8"=1'-0"
DRAWN: S.A.
APPROVED:
JOB: 23-005
SHEET: L - 4
4 OF 13

IRRIGATION NOTES

1. DO NOT WILLFULLY INSTALL THE SYSTEM AS DESIGNED, WHEN IT IS OBVIOUS THAT OBSTRUCTIONS OR GRADE DIFFERENCES EXIST THAT WERE NOT KNOWN DURING DESIGNING, SUCH CONDITIONS SHALL BE BROUGHT TO THE ATTENTION OF THE OWNER'S AUTHORIZED REPRESENTATIVE, OTHERWISE THE IRRIGATION CONTRACTOR MUST ASSUME FULL RESPONSIBILITY FOR ANY REVISIONS NECESSARY.

2. THIS DESIGN IS DIAGRAMMATIC, EQUIPMENT SHOWN IN PAVED AREAS IS FOR CLARIFICATION ONLY, AND IS TO BE INSTALLED IN PLANTING AREAS WHEREVER POSSIBLE.

3. UNLESS OTHERWISE NOTED, 120 VOLT ELECTRICAL POWER FOR CONTROLLER(S) TO BE PROVIDED BY OTHERS. THE IRRIGATION CONTRACTOR WILL MAKE FINAL ELECTRICAL CONNECTION TO AUTOMATIC CONTROLLER(S) FROM OUTLET PROVIDED BY OTHERS.

4. ALL WIRES FROM CONTROLLER TO AUTOMATIC VALVES TO BE COPPER, DIRECT BURIAL, MIN. #14 GAUGE. INSTALL IN SAME TRENCH AS MAINLINE PIPING WHERE POSSIBLE. MIN. COVERAGE OVER WIRE TO BE 18", COMMON WIRE TO BE WHITE IN COLOR. CONTROL WIRES TO BE A DIFFERENT COLOR FOR EACH CONTROLLER USED. BUNDLE AND TAPE WIRESTOGETHER MIN. 20" ON CENTER.

5. FINAL LOCATIONS FOR BACKFLOW PREVENTER(S) AND CONTROLLER(S) TO BE DETERMINED BY OWNER'S AUTHORIZED REPRESENTATIVE, IN THE FIELD.

6. INSTALL ALL EQUIPMENT (VALVES, GATE VALVES, BOXES ETC.) IN PLANTING AREAS ONLY, NOT IN LAWN AREAS.

7. PROVIDE MIN. 18" COVERAGE OVER ALL PRESSURE LINES, AND MIN. OF 12" COVERAGE OVER ALL NON-PRESSURE LINES. ALL PIPING UNDER PAVING TO BE MIN. SCHEDULE 40 P.V.C. AND TO HAVE MIN. 24" COVER OVER PIPING.

8. IRRIGATION CONTRACTOR TO FLUSH ALL LINES AND ADJUST ALL SPRINKLERS FOR MAXIMUM PERFORMANCE, AND TO PREVENT OVERSPRAY ONTO WALKS, DRIVES, BUILDING, ETC.. THIS SHALL INCLUDE SELECTING THE BEST DEGREE OF ARC TO FIT ACTUAL SITE CONDITIONS.

9. ALL SHRUBBERY SPRINKLERS ADJACENT TO PARKING LOT OR ALONG WALKS OR ROADS SHALL BE INSTALLED WITH HIGH POP-UP BODIES.

10. DRIPPERLINE WILL BE INSTALLED MAXIMUM 6" FROM HARDSURFACE AND WILL BE SPACED AT MAXIMUM 12" ON CENTER FOR ENTIRE PLANTED AREA WHERE SHOWN. ALL TUBING WILL BE CONNECTED TO EITHER P.V.C. HEADER OR TO OTHER TUBING. THERE WILL BE NO "DEAD ENDS." TOP OF DRIPPERLINE WILL BE AT SAME LEVEL AS FINISH GRADE.

11. IRRIGATION CONTRACTOR WILL INSTALL SWING CHECK VALVES OR SPRING LOADED CHECK VALVES AS REQUIRED TO ELIMINATE EXCESSIVE DRAINAGE FROM LOW SPRINKLERS. THIS WILL BE IN ADDITION TO ANY CHECK VALVES SHOWN ON PLAN.

12. ALL P.V.C. MAINLINE FITTING TO BE "LONG SOCKET" TYPE AS MANUFACTURED BY DURA COMPANY.

13. UPON COMPLETION, IRRIGATION CONTRACTOR TO SUPPLY TO OWNER, A COMPLETE SET OF REPRODUCIBLE "AS-BUILT" DRAWINGS. DRAWING WILL SHOW LOCATION OF ALL VALVES, CROSSINGS, QUICK COUPLING VALVES, ETC. EACH CONTROLLER TO HAVE ITS OWN CONTROLLER CHART. CHART WILL CLEARLY SHOW EACH AREA SPRINKLED IN A DIFFERENT COLOR, AND WILL BE LAMINATED BETWEEN 2 LAYERS OF 10MIL. CLEAR PLASTIC.

14. THE IRRIGATION SYSTEM SHALL BE FULLY GUARANTEED FOR A PERIOD OF ONE YEAR FROM DATE OF ACCEPTANCE BY OWNER. ANY DEFECTIVE MATERIALS OR POOR WORKMANSHIP SHALL BE REPLACED OR CORRECTED BY IRRIGATION CONTRACTOR AT NO COST TO OWNER.

15. AT THE TIME OF FINAL INSPECTION, THE PERMIT APPLICANT MUST PROVIDE THE OWNER OF THE PROPERTY WITH A CERTIFICATE OF COMPLETION, CERTIFICATE OF INSTALLATION, IRRIGATION SCHEDULE OF LANDSCAPE AND IRRIGATION MAINTENANCE.

16. UNLESS CONTRADICTED BY A SOILS TEST, COMPOST AT A RATE OF A MINIMUM OF FOUR CUBIC YARDS PER 1,000 SQUARE FEET OF PERMEABLE AREA SHALL BE INCORPORATED TO A DEPTH OF SIX INCHES INTO THE SOIL.

17. IDENTIFICATION OF A POTABLE AND NONPOTABLE WATER SYSTEM. IN BUILDINGS WHERE POTABLE WATER AND NONPOTABLE WATER SYSTEMS ARE INSTALLED, EACH SYSTEM SHALL BE CLEARLY IDENTIFIED IN ACCORDANCE WITH SECTION 601.2.1 THROUGH SECTION 602.2.4

601.2.1 POTABLE WATER. GREEN BACKGROUND WITH WHITE LETTERING
601.2.2 COLOR AND INFORMATION. EACH SYSTEM SHALL BE IDENTIFIED WITH A COLORED PIPE OR BAND AND CODED WITH PAINTS, WRAPS, AND MATERIALS COMPATIBLE WITH THE PIPING.

601.2.2.1 ALTERNATE WATER SOURCES. ALTERNATE WATER SOURCE SYSTEMS SHALL HAVE A PURPLE (PANTONE COLOR NO. 512, 522C, OR EQUIVALENT) BACKGROUND WITH UPPERCASE LETTERING AND SHALL BE FIELD OR FACTORY MARKED AS FOLLOWS:

1) GRAY WATER SYSTEMS SHALL BE MARKED IN ACCORDANCE WITH THIS SECTION WITH THE WORDS "CAUTION: NONPOTABLE GRAY WATER, DO NOT DRINK" IN YELLOW LETTERS (PANTONE 108 OR QUIVALENT).

2) RECLAIMED (RECYCLED) WATER SYSTEMS SHALL BE MARKED IN ACCORDANCE WITH THIS SECTION WITH THE WORDS: "CAUTION: NONPOTABLE RECLAIMED (RECYCLED) WATER, DO NOT DRINK" IN BLACK LETTERS.

3) ON SITE TREATED WATER SYSTEMS SHALL BE MARKED IN ACCORDANCE WITH THIS SECTION WITH THE WORDS: "CAUTION: ON-SITE TREATED NONPOTABLE WATER, DO NOT DRINK" IN YELLOW LETTERS (PANTONE 108 OR EQUIVALENT).

4) RAINWATER CATCHMENT SYSTEMS SHALL BE MARKED IN ACCORDANCE WITH THIS SECTION WITH THE WORDS: "CAUTION: NONPOTABLE RAINWATER, DO NOT DRINK" IN YELLOW LETTERS (PANTONE 108 OR QUIVALENT).

18. ALL SPRINKLER HEADS OF THE SAME TYPE SHALL BE OF THE SAME MANUFACTURER.

19. OVERHEAD IRRIGATION SHALL NOT BE PERMITTED WITHIN 24-INCHES OF ANY NON-PERMEABLE SURFACE.

20. RECIRCULATING WATER SYSTEMS SHALL BE USED FOR WATER FEATURES

21. 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 TO DEPTH OF SIX INCHES INTO THE SOIL.

22. PRESSURE REGULATION DEVICES ARE REQUIRED IF WATER PRESSURE IS BELOW OR EXCEEDS THE RECOMMENDED PRESSURE OF THE SPECIFIED IRRIGATION DEVICES.

23. CHECK VALVES OR ANTI-DRAIN VALVES ARE REQUIRED ON ALL SPRINKLER HEADS WHERE LOW POINT DRAINAGE COULD OCCUR.

24. I HAVE COMPLIED WITH THE CRITERIA OF THE ORDINANCE AND APPLIED THEM FOR THE EFFICIENT USE OF WATER IN THE LANDSCAPE DESIGN PLAN.

25. A DIAGRAM OF THE IRRIGATION PLAN SHOWING HYDROZONES SHALL BE KEPT WITH THE IRRIGATION CONTROLLER FOR SUBSEQUENT MANAGEMENT PURPOSES.

26. A CERTIFICATE OF COMPLETION SHALL BE FILLED OUT AND CERTIFIED BY EITHER THE DESIGNER OF THE LANDSCAPE PLANS, IRRIGATION PLANS,OR THE LICENSED LANDSCAPE CONTRACTOR FOR THE PROJECT.

27. AN IRRIGATION AUDIT REPORT SHALL BE COMPLETED AT THE TIME OF FINAL INSPECTION.

28. AT THE TIME OF FINAL INSPECTION, THE PERMIT APPLICATION MUST PROVIDE THE OWNER OF THE PROPERTY WITH A CERTIFICATE OF COMPLETION, CERTIFICATE OF INSTALLATION IRRIGATION SCHEDULE AND A SCHEDULE OF LANDSCAPE AND IRRIGATION MAINTENANCE.

RAIN / ET SENSOR PLACEMENT NOTE:

THE RAIN SENSOR SHALL BE INSTALLED ON THE SOUTH OR SOUTHWESTERN FACING AREA OF THE ROOF. THE AREA SELECTED SHALL BE IN A CLEAR OPEN AREA OF THE ROOF NOT EFFECTED BY SHADE FROM ANOTHER BUILDING OR TREE. THE CONTRACTOR SHALL INSTALL THE SENSOR ON AN EAVE OR FASCIA BOARD PER THE DIRECTION OF THE LANDSCAPE ARCHITECT. ALL WIRING SHALL BE CONCEALED PER THE DIRECTION OF THE LANDSCAPE ARCHITECT EITHER WITHIN PVC CONDUIT OR OTHER MEANS AS DIRECTED BY THE LANDSCAPE ARCHITECT.

Water Budget Calculation:

MAXIMUM APPLIED WATER ALLOWANCE (MAWA):
(ETo)(0.62)(ETAF)(AREA)
(50.1)(0.62)(0.55)(1,854)= 31,673.9 GALLONS

Estimated Total Water Use (ETWU):
(ETo)(0.62)((PF*HA)/IE)
(50.1)x(0.62)x(689.6/0.81) =26,444.9 Gallons

The ETWU (26,444.9 Gallons per year) is less than MAWA (31,673.9 Gallons per year), the water budget complies with the MAWA.

NOTES:

- Recirculating water systems shall be used for water features.
- Pressure regulating devices are required if water pressure is below or exceeds the recommended pressure of the specified irrigation devices.
- Check valves or anti-drain valves are required on all sprinkler heads where low point drainage could occur.
- A diagram of the irrigation plan showings hydrozones shall be kept with the irrigation controller for subsequent management purposes.
- A certificate of completion shall be filled out and certified by either the designer of the landscape plans, irrigation plans, or the licensed landscape contractor for the project.
- An irrigation audit report shall be completed at the time of final inspection.

DRIPLINE SUPPLY/EXHAUST LATERAL PIPE SIZING:

SIZE NO. GPM

ZONE FLOW	PIPE SIZE
0 – 5 GPM	DRIPLINE TUBING or 1/2" PVC
5 – 8 GPM	3/4" PVC
8.1 – 13 GPM	1" PVC
13.1 – 22 GPM	1 1/4" PVC
22.1 – 30 GPM	1 1/2" PVC

Hydrozone	Plant water use type	Plant factor (PF)	Hydrozone Area (HA) square feet	PFxHA (square feet)
1	Moderate	0.4	167	66.8
2	Moderate	0.4	80	32
3	Low	0.2	260	52
4	Moderate	0.4	438	175.2
5	Moderate	0.4	345	138
6	Moderate	0.4	564	225.6
		SUM	1,854	689.6

CITY OF LOS ANGELES LANDSCAPE ORDINANCE IRRIGATION POINTS				
REQUIRED FOR 20,754.4 SQ.FT. PROJECT:			300	
TECHNIQUE	TABLE II ITEM	# OF ITEM	POINTS PER ITEM	TOTAL POINTS
Drip/low precipitation circuits	1	5	5	25
Automatic irrigation controller w/ cycling capacity	3	3	5	15
Plants on site to remain more than 3 years	6	123	2	246
Lawn area 0%-15% of landscape area	2	1	10	10
Rain sensor	4	3	2	6
TOTAL POINTS				302

NOTE: ALL WATER PROOFING AND PLANTER SPECIFICATIONS BY OTHERS. THESE PLANS ARE FOR PLANTING AND IRRIGATION ONLY.

IRRIGATION LEGEND

SYM.	DESCRIPTION
	RAINBIRD XACZ-100075-PRF ANTI-SIPHON CONTROL ZONE KIT - REMOTE CONTROL VALVE FOR DRIP/BUBBLER SYSTEMS.
WS	HUNTER WIRELESS SOLAR SYNC SENSOR, MOUNT UP TO 800' FROM RECEIVER
MV	HUNTER 1" MASTER VALVE - IBV SERIES VALVE - NORMALLY CLOSED
FS	HUNTER FCT-100 - 1" FLOW-CLIK FLOW SENSOR
	FEBCO 825 Y - 1" BACKFLOW PREVENTION UNIT - TO BE INSTALLED in STAINLESS STEEL ENCLOSURE POWDER COATED COLOR BLACK.
	NIBCO BRASS BALL VALVE - LINE SIZE
FDC	FIRE DEPARTMENT CONNECTION - FOR REFERENCE ONLY
P.O.C.	VERIFY LOCATION ON SITE POINT OF CONNECTION
	1.5" PRESSURE MAINLINE LINE CLASS 315 PVC - INSTALL DEPTHS PER DETAIL
	WATER STUB OUT. REFER TO ARCHITECT AND CIVIL PLANS FOR POC. CONNECTION TO IRRIGATION METER ON GROUND LEVEL PER CIVIL ENGINEER PLANS.
	NON-PRESSURE LATERAL LINE SCH. 40 P.V.C. - INSTALL DEPTHS PER DETAIL. USE 'UV® BROWNLINE' FOR ANY IRRIGATION PIPE PLACED ON OR ABOVE GRADE.
	DRIP LINE FLUSH CAP
C	HUNTER ICORE IC-600-PL OUTDOOR WALL MOUNT CONTROLLER with SOLAR SYNC. (ONE ON EACH FLOOR)
M	POTABLE WATER METER - LOCATE IN FIELD
IM	IRRIGATION WATER METER - HUNTER HC-100 FLOW. INSTALL IN PLASTIC VALVE BOX. INSTALL PER MANUFACTURER'S SPECIFICATIONS. WIRE TO IRRIGATION CONTROLLER. CONNECT TO OWNERS WI-FI FOR WEATHER BASED IRRIGATION.
F	HUNTER PLD-BV MANUAL FLUSH VALVE. - PROVIDE 3' OF TUBING AFTER THE BALL VALVE. INSTALL VALVE INSIDE 6" ROUND VALVE BOX, ONE AT THE FAR END OF DRIPLINE LATERAL. INSTALL MINIMUM OF ONE FLUSH VALVE PER MAXIMUM OF 800' OF TUBING. MULTIPLE FLUSH VALVES MAY BE REQUIRED WITHIN DRIPLINE LAYOUT. ALWAYS INSTALL VALVES IN OPPOSITE DIRECTIONS OF THE PVC/DRIP CONNECTION MANIFOLD - INSTALL ONE FOR EACH PLANTER AT THE LOW POINT OF THE SYSTEM.
A	INSTALL 1 AIR RELIEF VALVE PER SYSTEM AT THE HIGHEST ELEVATION POINT. SEE DETAIL
	RAINBIRD XFS-09-18 SUB-SURFACE DRIPLINE TUBING 1.0 GPH EMITTERS at 18" ON CENTER SPACING AT 40 PSI - ALL TUBING SHALL BE INSTALLED 1" MINIMUM BELOW FINISHED SOIL GRADE W/ 9" WIRE STAKES FIVE (4) FEET ON CENTER; VERIFY THE LAYOUT AND 18" ON CENTER ROW SPACING IN THE FIELD PRIOR TO STARTING WORK. INSTALL SUB-SURFACE DRIP IRRIGATION SYSTEM PER MANUFACTURER'S SPECIFICATIONS.
	RAINBIRD XFS-09-18 SUB-SURFACE DRIPLINE TUBING 0.9 GPH EMITTERS at 18" ON CENTER SPACING AT 40 PSI - ALL TUBING SHALL BE INSTALLED 1" MINIMUM BELOW FINISHED SOIL GRADE W/ 9" WIRE STAKES FIVE (4) FEET ON CENTER; VERIFY THE LAYOUT AND 18" ON CENTER ROW SPACING IN THE FIELD PRIOR TO STARTING WORK. INSTALL SUB-SURFACE DRIP IRRIGATION SYSTEM PER MANUFACTURER'S SPECIFICATIONS.
B	BUBBLER HUNTER PCB-50 HEAD ON SCH. 80 NIPPLE EACH SYMBOL REPRESENTS TWO BUBBLERS PER TREE. PLACE BUBBLERS AT EDGE OF ROOTBALL ON OPPOSITE SIDES OF TREE TYPICAL. INSTALL BUBBLERS 1" BELOW FINISH GRADE WITHIN PERFORATED PVC DRAIN PIPE.
	RAINBIRD XACZ-100075-PRF ANTI-SIPHON CONTROL ZONE KIT - REMOTE CONTROL ATMOSPHERIC VALVE FOR DRIP SYSTEMS.
ABB	NIBCO BRASS LOCKING KEY HOSE BIB - ATTACH TO BUILDING BY PLUMBER. INSTALL PER LOCAL BUILDING CODE.

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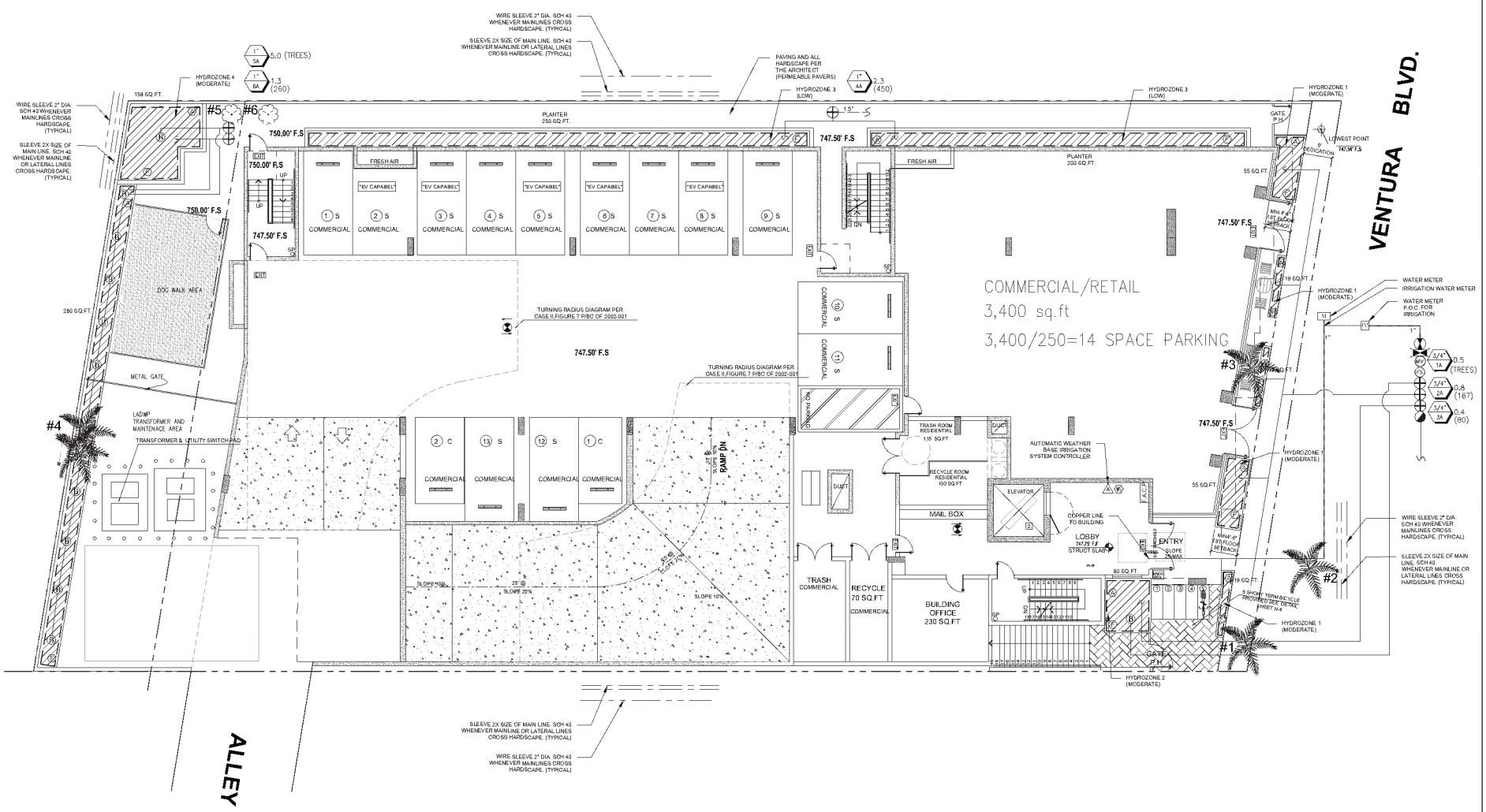
REVISION	BY:

OWNER
BENELISHA GROUP INC
15451 MORRISON ST
SHERMAN OAKS CA 91403

PROJECT
16610-16618 VENTURA BLVD
ENCINO, CA 91436

DRAWING TITLE
IRRIGATION NOTES AND LEGENDS

DATE: 3/31/2025
SCALE: 1/8"=1'-0"
DRAWN: S.A.
APPROVED:
JOB: 23-005
SHEET:
L - 5
5 OF 13



FIRST FLOOR - IRRIGATION PLAN

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

POINT OF CONNECTION (FIRST FLOOR)

CONTRACTOR TO COORDINATE WITH CIVIL PLANS FOR LOCATION OF WATER CONNECTION. INSTALL A BACKFLOW, MASTER VALVE/PRESSURE REGULATOR TO BE SET @ 85 PSI. COORDINATE THESE LOCATIONS WITH OWNER/DEVELOPER.

AVAILABLE PRESSURE: 74 PSI
DESIGN PRESSURE: 64.2 PSI
MAXIMUM DEMAND: 5.0 GPM

-PRESSURE TO BE FIELD VERIFIED BY CONTRACTOR.

NOTE: ALL DRAINS, AIR GAPS, WATER PROOFING AND PLANTER SPECIFICATIONS BY OTHERS. THESE PLANS ARE FOR PLANTING AND IRRIGATION ONLY. DO NOT ALTER OR PUNCTURE ANY WATER PROOFING.

NOTE: ALL PLANTERS NOT OVER NATURAL GRADE REQUIRE SPECIAL STRUCTURAL CALCULATIONS BY OTHERS.

SEE SHEET L-5 FOR IRRIGATION NOTES AND LEGENDS

SEE SHEETS L-7 - L-8 FOR IRRIGATION DETAILS

PLANNING AND ZONING INFORMATION :

PROPOSED: NEW MIXED-USE, COMMERCIAL RESIDENTIAL BUILDING. FIRST FLOOR COMMERCIAL AND PARKING, 4-RESIDENTIAL, STORIES (45) UNITS, 5 STORIES IN TOTAL OVER 2- LEVEL BASEMENT PARKING

ADDRESS: 16610-16618 W. VENTURA BLVD., ENCINO, CA 91436

LOT AREA: 20,754.4 S.F. (PER ZIMAS)

NORTH

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

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PROJECT
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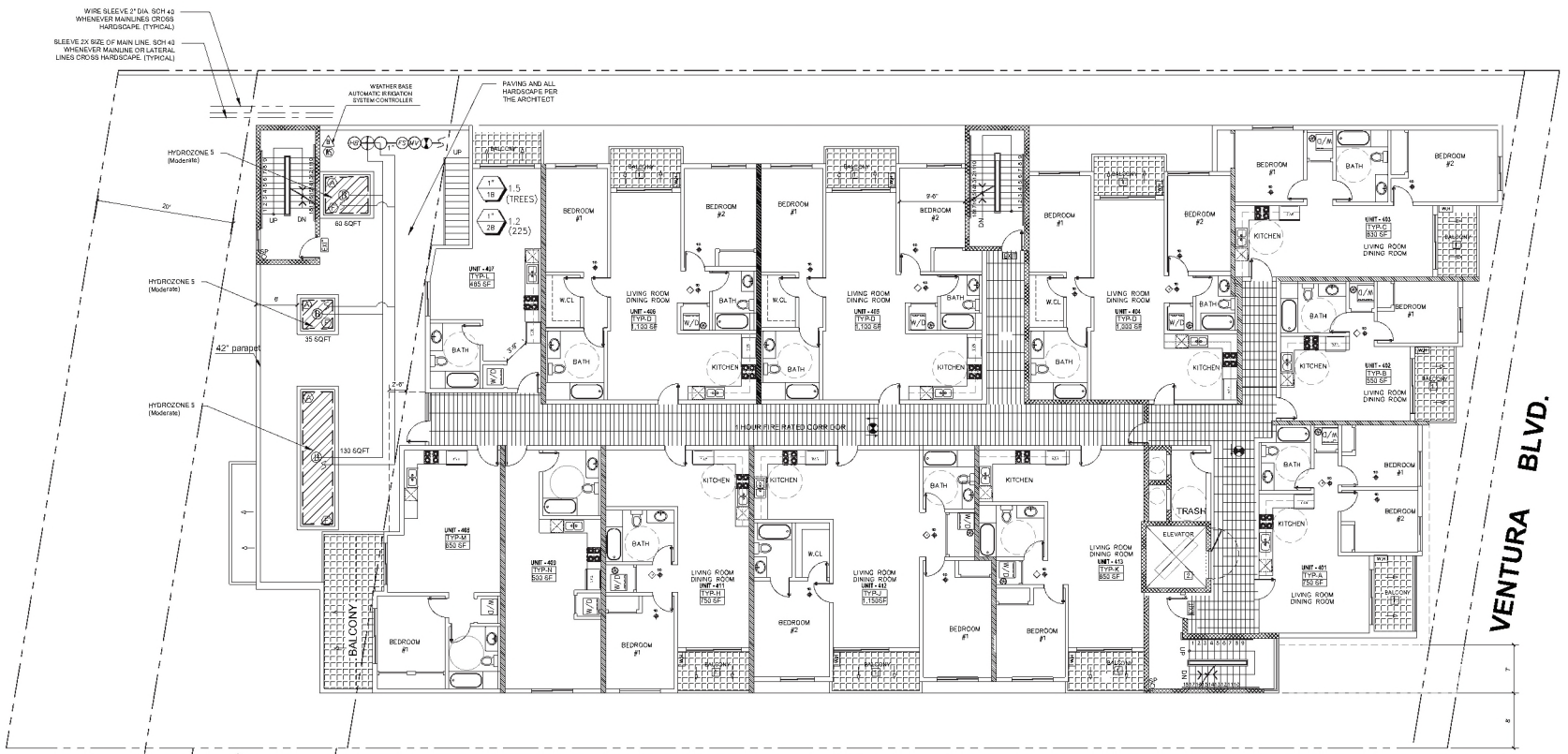
DRAWING TITLE
FIRST FLOOR - IRRIGATION PLAN

DATE:	3/31/2025
SCALE:	1/8"=1'-0"
DRAWN:	S.A.
APPROVED:	
JOB :	23-005
SHEET:	L - 6
	6 OF 13



FOURTH FLOOR - IRRIGATION PLAN

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

POINT OF CONNECTION (4TH FLOOR PLAN)

CONTRACTOR TO COORDINATE WITH CIVIL PLANS FOR LOCATION OF WATER CONNECTION. INSTALL A BACKFLOW, MASTER VALVE/PRESSURE REGULATOR TO BE SET @ 85 PSI. COORDINATE THESE LOCATIONS WITH OWNER/DEVELOPER.

AVAILABLE PRESSURE: 74 PSI
DESIGN PRESSURE: 64.2 PSI
MAXIMUM DEMAND: 1.5 GPM

-PRESSURE TO BE FIELD VERIFIED BY CONTRACTOR

NOTE: ALL DRAINS, AIR GAPS, WATER PROOFING AND PLANTER SPECIFICATIONS BY OTHERS. THESE PLANS ARE FOR PLANTING AND IRRIGATION ONLY. DO NOT ALTER OR PUNCTURE ANY WATER PROOFING.

NOTE: ALL PLANTERS NOT OVER NATURAL GRADE REQUIRE SPECIAL STRUCTURAL CALCULATIONS BY OTHERS.

SEE SHEET L-4 FOR IRRIGATION NOTES AND LEGENDS

SEE SHEETS L-7 - L-8 FOR IRRIGATION DETAILS

PLANNING AND ZONING INFORMATION :

PROPOSED: NEW MIXED-USE, COMMERCIAL RESIDENTIAL BUILDING FIRST FLOOR COMMERCIAL AND PARKING, 4-RESIDENTIAL STORIES (45) UNITS, 5 STORIES IN TOTAL OVER 2- LEVEL BASEMENT PARKING

ADDRESS: 16610-16618 W. VENTURA BLVD., ENCINO, CA 91436

LOT AREA: 20,754.4 S.F. (PER ZIMAS)

NORTH

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

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ENCINO, CA 91436

DRAWING TITLE
FOURTH FLOOR - IRRIGATION PLAN

DATE: 3/31/2025
SCALE: 1/8"=1'-0"
DRAWN: S.A.
APPROVED:
JOB : 23-005
SHEET: L - 7
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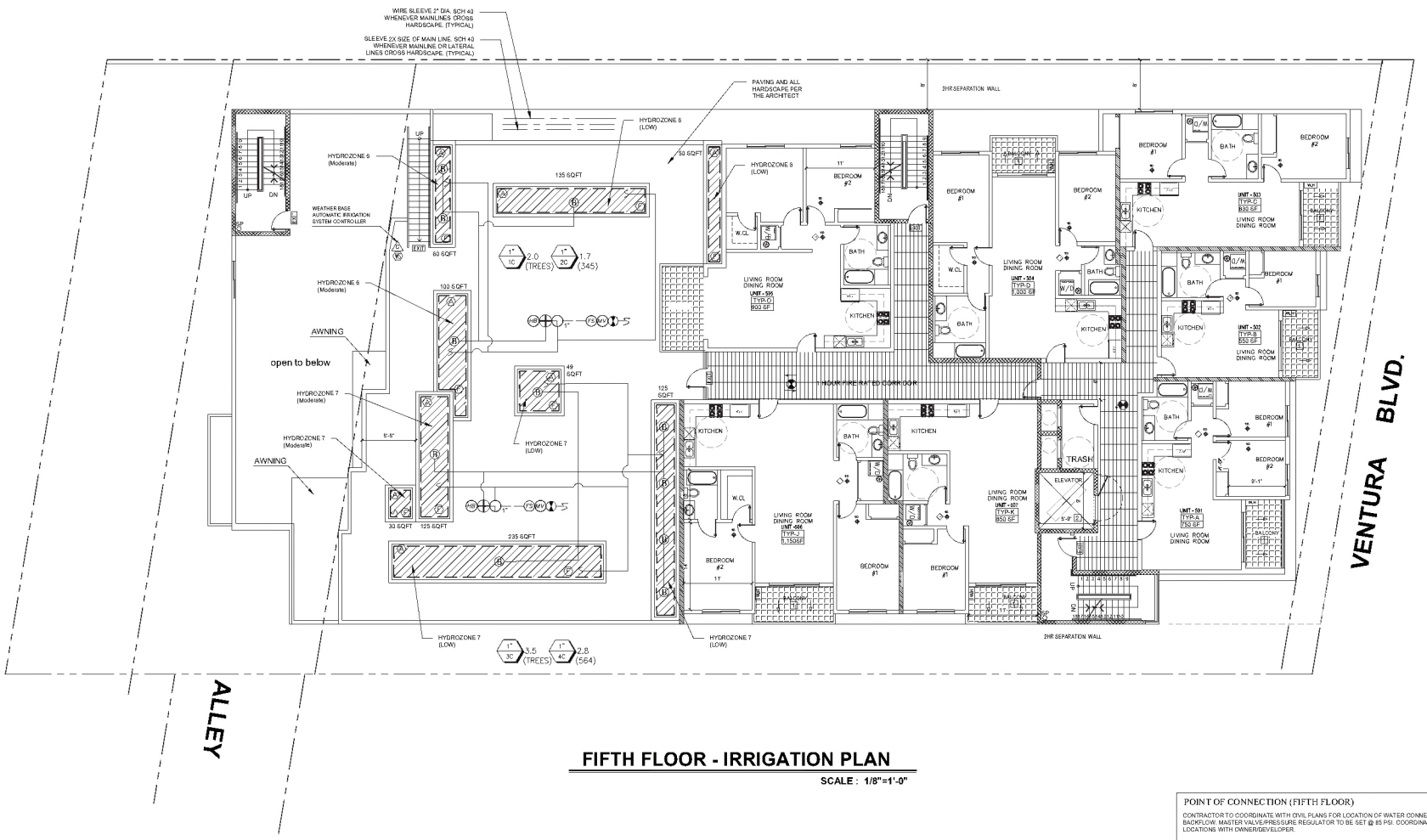

FIFTH FLOOR - IRRIGATION PLAN

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

POINT OF CONNECTION (FIFTH FLOOR)

CONTRACTOR TO COORDINATE WITH CIVIL PLANS FOR LOCATION OF WATER CONNECTION. INSTALL A BACKFLOW, MASTER VALVE/PRESSURE REGULATOR TO BE SET @ 85 PSI. COORDINATE THESE LOCATIONS WITH OWNER/DEVELOPER.

AVAILABLE PRESSURE: 74 PSI
DESIGN PRESSURE: 64.2 PSI
MAXIMUM DEMAND: 3.5 GPM

-PRESSURE TO BE FIELD VERIFIED BY CONTRACTOR.

NOTE: ALL DRAINS, AIR GAPS, WATER PROOFING AND PLANTER SPECIFICATIONS BY OTHERS. THESE PLANS ARE FOR PLANTING AND IRRIGATION ONLY. DO NOT ALTER OR PUNCTURE ANY WATER PROOFING.

NOTE: ALL PLANTERS NOT OVER NATURAL GRADE REQUIRE SPECIAL STRUCTURAL CALCULATIONS BY OTHERS.

SEE SHEET L-4 FOR IRRIGATION NOTES AND LEGENDS

SEE SHEETS L-7 - L-8 FOR IRRIGATION DETAILS

PLANNING AND ZONING INFORMATION :

PROPOSED: NEW MIXED-USE, COMMERCIAL RESIDENTIAL BUILDING. FIRST FLOOR COMMERCIAL AND PARKING, 4-RESIDENTIAL STORIES (45) UNITS, 5 STORIES IN TOTAL OVER 2- LEVEL BASEMENT PARKING

ADDRESS: 16610-16618 W. VENTURA BLVD., ENCINO, CA 91436

LOT AREA: 20,754.4 S.F. (PER ZIMAS)

NORTH

0 4' 8' 16'

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

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SHERMAN OAKS CA 91403

PROJECT
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DRAWING TITLE
FIFTH FLOOR - IRRIGATION PLAN

DATE: 3/31/2025
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L - 8
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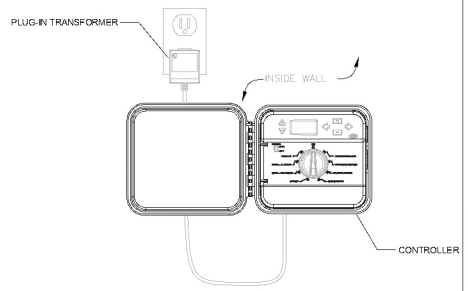
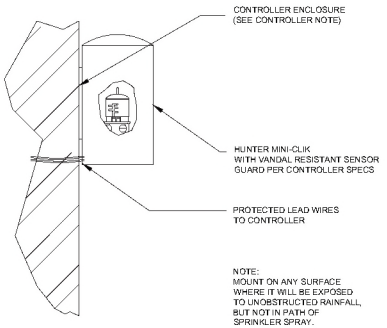


NOTE:
INSTALL ENCLOSURE AS INDICATED BY CITY STANDARD & MANUFACTURER'S RECOMMENDATION.

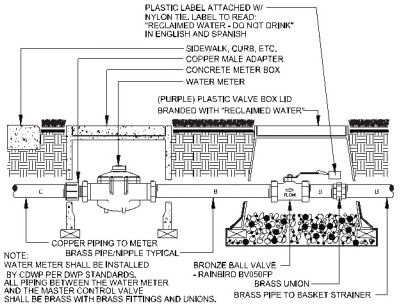
ROUTE WIRES AND SLEEVE THROUGH WALL AS PER CITY STANDARD RECOMMENDATION.

(D) WALL MOUNT CONTROLLER



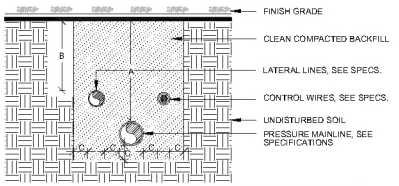
NOTE:
MOUNT ON ANY SURFACE WHERE IT WILL BE EXPOSED TO UNOBSTRUCTED RAINFALL, BUT NOT IN PATH OF SPRINKLER SPRAY.

(C) WIRELESS RAIN/FREEZE SENSOR



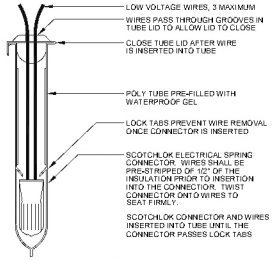
NOTE:
WATER METER SHALL BE INSTALLED BY CDWP PER DWP STANDARDS. ALL PIPING BETWEEN THE WATER METER AND THE MASTER CONTROL VALVE SHALL BE BRASS WITH BRASS FITTINGS AND UNIONS.

(B) TYPICAL POINT OF CONNECTION



DIMENSION	A	B	C
3/4" TO 2-1/2" IN SIZE	18"	12"	4"
3" TO 6" IN SIZE	24"		4"

(A) PIPE INSTALLATION

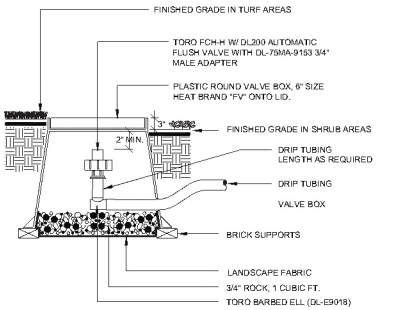


NOTE:
WIRE CONNECTOR SHALL BE A 3M DBY DIRECT BURY SPLICE KIT.

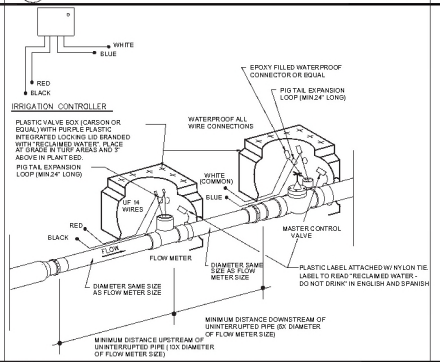
KIT SHALL INCLUDE A SCOTCHLOK Y SPRING CONNECTOR, A POLYPROPYLENE TUBE AND A WATERPROOF SEALING GEL. TUBE SHALL BE SUPPLIED PREFILLED WITH GEL.

DIRECT BURY SPLICE KIT SHALL BE USED TO ELECTRICALLY CONNECT 2 - 3 #14 OR 2 #12 PRE-STRIPPED COPPER WIRES. LARGER WIRES OR GREATER QUANTITIES OF WIRES SHALL REQUIRE A LARGER APPROVED WIRE CONNECTION.

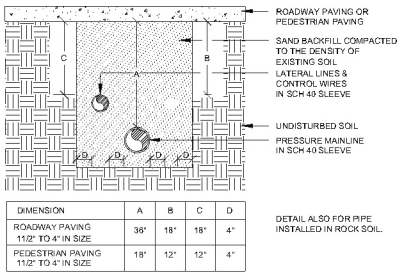
(H) WIRE CONNECTION



(G) FLUSH VALVE



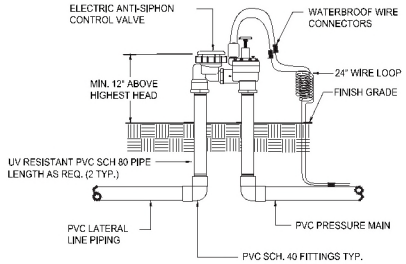
(F) FLOW METER



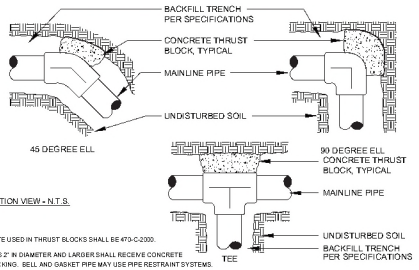
DIMENSION	A	B	C	D
ROADWAY PAVING 11/2" TO 4" IN SIZE	36"	18"	18"	4"
PEDESTRIAN PAVING 11/2" TO 4" IN SIZE	18"	12"	12"	4"

DETAIL ALSO FOR PIPE INSTALLED IN ROCK SOIL.

(E) SLEEVE INSTALLATION



(L) ANTI-SYPHON ASSEMBLY



SECTION VIEW - N.T.S.

NOTES:

ALL CONCRETE USED IN THRUST BLOCKS SHALL BE 470-C-2000.

SUPPLY LINES 2" IN DIAMETER AND LARGER SHALL RECEIVE CONCRETE THRUST BLOCKING. BELL AND GASKET PIPE MAY USE PIPE RESTRAINT SYSTEMS.

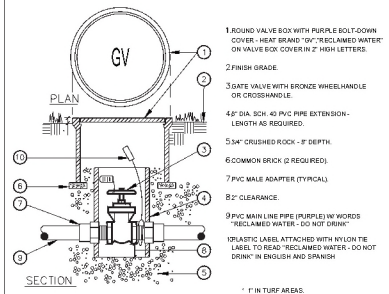
THRUST BLOCKS SHALL BE A MINIMUM OF 1 CUBIC FT. OF CONCRETE. PIPE SHALL NOT BE ENCASED IN CONCRETE.

ALL MAINLINES SHALL BE INSTALLED AND TESTED ACCORDING TO THE MANUFACTURER'S INSTALLATION SPECIFICATIONS.

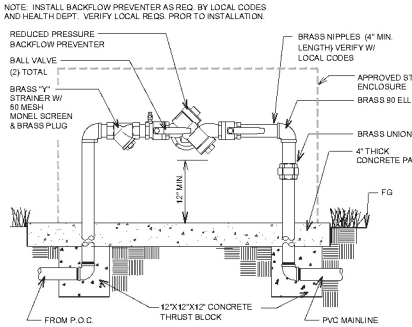
ALL TRENCH DEPTH AND WIDTH SHALL BE PER THE SPECIFICATIONS.

WRAP PLASTIC FITTINGS IN CONTACT WITH CONCRETE USING BLACK PIPE TAPE.

(K) THRUST BLOCKS



(J) GATE VALVE



USE TEFLON TAPE OR TEFLON PIPE DOPE ON ALL PVC TO PVC OR METAL TO PVC MALE PIPE THREADS

(I) BACKFLOW PREVENTOR

SARMEN INC

10847 Wescott Ave
Sunland, CA 91040
(818) 482-8787
samenabed@gmail.com

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REVISION	BY

OWNER
BENELISHA GROUP INC
15451 MORRISON ST
SHERMAN OAKS CA 91403

PROJECT
16610-16618 VENTURA BLVD
ENCINO, CA 91436

DRAWING TITLE
IRRIGATION DETAILS

DATE:	3/31/2025
SCALE:	1/8"=1'-0"
DRAWN:	S.A.
APPROVED:	
JOB:	23-005

SHEET:
L - 9
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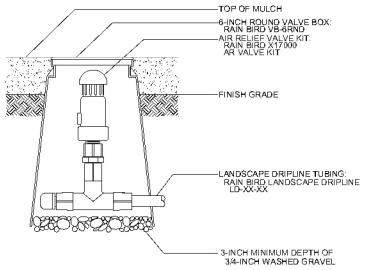
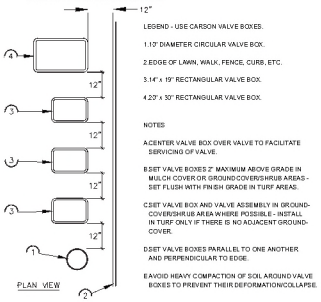


(D) AIR RELIEF VALVE

VALVE BOX LABELING NOTE:
HEAT BRAND ALL VALVE BOX COVERS IN 2" HIGH LETTERS
PER EQUIPMENT LOCATED WITHIN VALVE BOXES, AND W/ "RECLAIMED WATER":
LABEL "GV" FOR ALL GATE VALVES
LABEL "QCV" FOR ALL QUICK COUPLING VALVES
LABEL "MV" FOR ALL MASTER VALVES
LABEL "VALVE STATION" FOR ALL CONTROL VALVES W/ "RECLAIMED WATER"
LABEL "FM" FOR ALL FLOW MASTER VALVES



LEGEND - USE CARSON VALVE BOXES.

1.13" DIAMETER CIRCULAR VALVE BOX.

2.EDGE OF LAWN, WALK, FENCE, CURB, ETC.

3.14" x 19" RECTANGULAR VALVE BOX.

4.23" x 30" RECTANGULAR VALVE BOX.

NOTES

A.CENTER VALVE BOX OVER VALVE TO FACILITATE SERVICING OF VALVE.

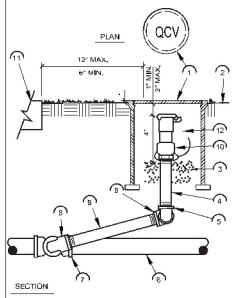
B.SET VALVE BOXES 2" MAXIMUM ABOVE GRADE IN MULCH COVER OR GROUNDCOVER/SHRUB AREAS - SET FLUSH WITH FINISH GRADE IN TURF AREAS.

C.SET VALVE BOX AND VALVE ASSEMBLY IN GROUNDCOVER/SHRUB AREA WHERE POSSIBLE - INSTALL IN TURF ONLY IF THERE IS NO ADJACENT GROUNDCOVER.

D.SET VALVE BOXES PARALLEL TO ONE ANOTHER AND PERPENDICULAR TO EDGE.

E.AVOID HEAVY COMPACTION OF SOIL AROUND VALVE BOXES TO PREVENT THEIR DEFORMATION/COLLAPSE.

(C) VALVE BOX INSTALLATION



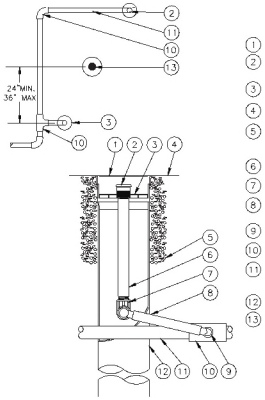
LEGEND

1. 10" ROUND VALVE BOX WITH PURPLE BOLT-DOWN COVER - HEAT BRAND "QCV" "RECLAIMED WATER" ON VALVE BOX COVER IN 2" HIGH LETTERS.
2. FINISH GRADE.
3. 3/4" CRUSHED ROCK, 8" DEPTH.
4. BRASS NIPPLE. (LENGTH AS REQUIRED).
5. BRASS 90 DEG. ELL.
6. PURPLE PVC MAIN LINE PIPING W/ WORDS "RECLAIMED WATER - DO NOT DRINK"
7. MAINLINE FITTING.
8. BRASS 90 DEG. STREET ELL.
9. BRASS NIPPLE - 8" LONG.
10. QUICK COUPLING VALVE MADE SPECIFICALLY FOR RECLAIMED WATER SYSTEM.
11. WALK OR CURB.
12. PLASTIC LABEL ATTACHED W/ NYLON TIE LABEL TO READ "RECLAIMED WATER - DO NOT DRINK" IN ENGLISH AND SPANISH

1" IN LAWN AREAS.
2" IN SHRUB AREAS.

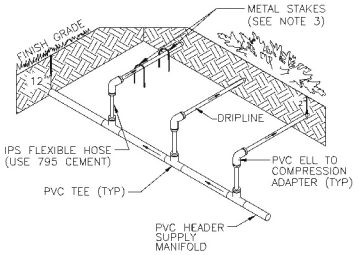
NOTE: USE TEFLON TAPE ON ALL MALE PIPE THREADS.

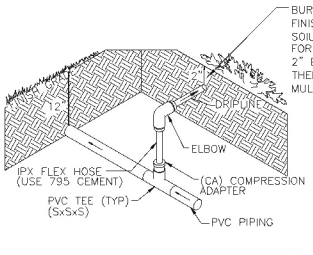
(B) QUICK COUPLER

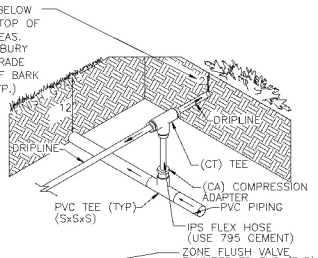


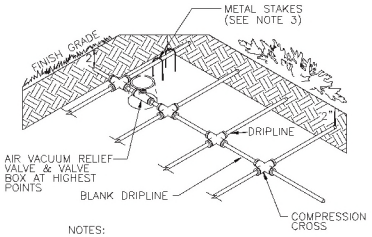
1. 4-INCH GRATE (INCLUDED)
2. BUBBLER: SEE IRRIGATION LEGEND (INCLUDED)
3. ROOT WATERING SYSTEM:
4. FINISH GRADE
5. OPTIONAL PEA GRAVEL OR RWS SAND SOCK (RWS-SOCK) FOR SANDY SOILS
6. 1/2-INCH PVC SCH 80 NIPPLE (INCLUDED)
7. 1/2-INCH 90-DEGREE ELBOW (INCLUDED)
8. 12-INCH SWING ASSEMBLY (INCLUDED)
9. 1/2-INCH MALE NPT INLET (INCLUDED)
10. PVC SCH 40 TEE OR EL
11. LATERAL PIPE W/ WORDS "RECLAIMED WATER DO NOT DRINK" IN ENGLISH AND SPANISH
12. 4-INCH BASKET WEAVE CANISTER (INCLUDED)
13. TREE

(A) ROOT WATERING SYSTEM



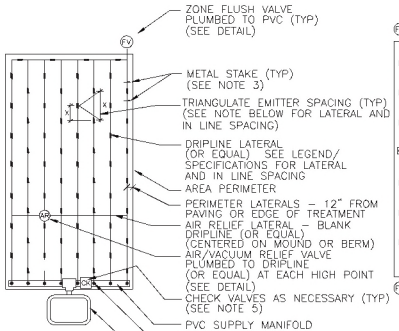


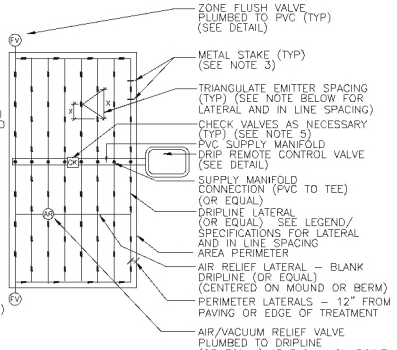




NOTES:

1. SEE IRRIGATION NOTES,LEGEND/SPECIFICATIONS FOR ALL DIMENSIONS AND LATERAL AND INLINE SPACING
2. ALL FITTINGS TO BE USED WILL BE PER MANUFACTURERS SPECIFICATIONS. USE COMPRESSION FITTINGS ONLY OR APPROVED EQUAL
3. BURY DRIPLINE 2" BELOW GRADE AND STAKE EACH DRIPLINE AT 4' O.C. OR AS NECESSARY TO INSURE SECURITY
2. ALL TREES ARE TO BE PLANTED WITHIN CENTER OF DRIP LINE RUNS. KEEP DRIP LINE A MINIMUM OF 2' AWAY FROM TREE TRUNK.
5. INSTALL CHECK VALVES AT 6' ELEVATION CHANGE INTERVALS (TYP)

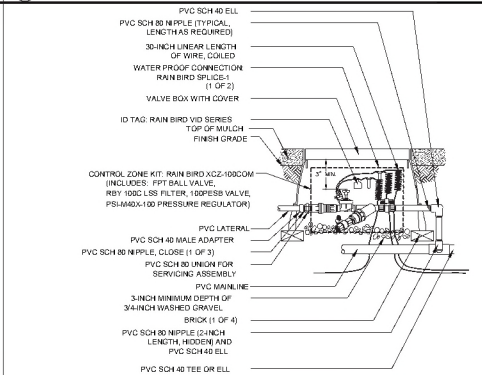




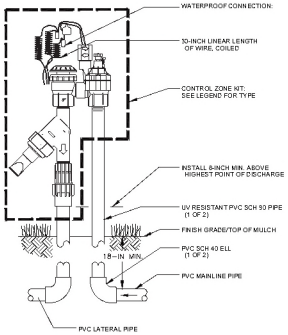
DRIPLINE SPACING NOTE:

DRIPLINE LATERALS WITHIN SHRUB/GROUND COVER AREAS ARE TO BE SPACED AT 18" O.C.

(G) XERIGATION CONTROL ZONE KIT



(E) DRIP VALVE



(F) DRIP ANTI-SYPHON ASSEMBLY

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samenabed@gmail.com

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REVISION	BY

OWNER
BENELISHA GROUP INC
15451 MORRISON ST
SHERMAN OAKS CA 91403

PROJECT
16610-16618 VENTURA BLVD
ENCINO, CA 91436

DRAWING TITLE
IRRIGATION DETAILS

DATE:	3/31/2025
SCALE:	1/8"=1'-0"
DRAWN:	S.A.
APPROVED:	
JOB:	23-005

SHEET:
L - 10
10 OF 13

IRRIGATION SYSTEM

I. SCOPE

Provide all labor, materials, transportation, and services necessary to furnish and install irrigation system as shown on the drawings and described herein.

II. QUALITY ASSURANCE AND REQUIREMENTS

A. Permits and Fees:
The contractor shall obtain and pay for any and all permits and all inspections as required.

B. Manufacturers Directions:
Manufacturers directions and detailed drawings shall be followed in all cases where the manufacturers of articles used in this contract furnish directions covering points not shown in the drawings and specifications.

C. Ordinances and Regulations:
All local, municipal and state laws, and rules and regulations governing or relating to any portion of this work are hereby incorporated into and made a part of these specifications, and their provisions shall be carried out by the contractor. Anything contained in these specifications shall not be construed to conflict with any of the above rules and regulations or requirements of the same. However, when these specifications and drawings call for or describe materials, workmanship, or construction of a better quality, higher standards, or larger size than is required by the above rules and regulations, the provisions of these specifications and drawings shall take precedence.

D. Explanation of Drawings:
1. Due to the scale of drawings, it is not possible to indicate all offsets, fittings, sleeves, etc. which may be required. The contractor shall carefully investigate the structural and finished conditions affecting all of his work and plan his work accordingly, furnishing such fittings, etc. as may be required to meet such conditions. Drawings are generally diagrammatic and indicative of the work to be installed. The work shall be installed in such a manner as to avoid conflicts between irrigation systems, planting and architectural features.
2. The word Architect as used herein shall refer to the Owners authorized representative.
3. All work called for on the drawings by notes or details shall be furnished and installed whether or not specifically mentioned in the specifications.
4. The contractor shall not willfully install the irrigation system as shown on the drawings when it is obvious in the field that obstructions, grade differences or discrepancies in area dimensions exist that might not have been considered. Such obstructions or differences should be brought to the attention of the Owners authorized representative. In the event this notification is not performed, the irrigation contractor shall assume full responsibility for any revision necessary.

III. SUBMITTALS

A. Material List:
1. The contractor shall furnish the articles, equipment, materials or processes specified by name in the drawings and specifications. No substitution will be allowed without prior written approval by the Architect.
2. Complete material list shall be submitted prior to performing any work. Material list shall include the manufacturer, model number and description of all materials and equipment to be used.
3. Equipment or materials installed or furnished without prior approval of the Architect may be rejected and the contractor required to remove such materials from the site at his own expense.
4. Approval of any item, alternate or substitute indicates only that the product or products apparently meet the requirements of the drawings and specifications on the basis of the information or samples submitted.
5. Manufacturers warranties shall not relieve the contractor of his liability under the guarantee. Such warranties shall only supplement the guarantee.

B. Record and As-Built Drawings:
1. The contractor shall provide and keep up to date a complete as-built record set of blue line ozalid prints which shall be corrected daily and show every change from the original drawings and specifications and the exact as-built locations, sizes, and kinds of equipment. Prints for this purpose may be obtained from the Architect at cost. This set of drawings shall be kept on the site and shall be used only as a record set.
2. These drawings shall also serve as work progress sheets, and the contractor shall make neat and legible annotations thereon daily as the work proceeds, showing the work as actually installed. These drawings shall be available at all times for the inspection and shall be kept in a location designated by the Architect.
3. Before the date of the final inspection, the contractor shall transfer all information from the as-built prints to an ozalid sepia, procured from the Architect. All work shall be neat, in ink and subject to the approval of the Architect.
4. The contractor shall dimension from two (2) permanent points of reference, building corners, sidewalks, or road intersections, etc., the location of the following items:
a. Connection to existing water lines.
b. Connection to existing electrical power.
c. Gate valves.
d. Routing of sprinkler pressure lines (dimension maximum 100 feet along routing).
e. Sprinkler control valves.
f. Routing of control wiring.
g. Quick coupling valves.
h. Other related equipment as directed by the Architect.

C. Controller Charts:
1. As-built drawings shall be approved by the Architect before controller charts are prepared.
2. Provide one controller chart for each controller supplied.
3. The chart shall show the area controlled by the automatic controller and shall be the maximum size which the controller door will allow.
4. The chart is to be a reduced drawing of the actual as-built system. However, in the event the controller sequence is not legible when the drawing is reduced, it shall be enlarged to a size that will be readable when reduced.
5. The chart shall be a black line or blue line ozalid print and a different color shall be used to indicate the area of coverage for each station.
6. When completed and approved, the chart shall be hermetically sealed between two pieces of plastic, each piece being a minimum 10 mils.
7. These charts shall be completed and approved prior to final inspection of the irrigation system.

D. Operation and Maintenance Manuals:
1. Prepare and deliver to the Architect within ten calendar days prior to completion of the construction, two hard cover binders with three rings containing the following information:
a. Index sheet stating contractors address and telephone number, list of equipment with name and addresses of local manufacturers representatives.
b. Catalog and parts sheets on every material and equipment installed under this contract.
c. Guarantee statement.
d. Complete operating and maintenance instruction on all major equipment.
2. In addition to the above mentioned maintenance manuals, provide the Owners maintenance personnel with instructions for major equipment and show evidence in writing to the Architect at the conclusion of the project that this service has been rendered.

E. Equipment to be Furnished:
1. Supply as a part of this contract the following tools:
a. Two (2) sets of special tools required for removing, disassembling and adjusting each type of sprinkler and valve supplied on this project.
b. Two (2) five foot valve keys for operation of gate valves.
c. Two (2) keys for each automatic controller.
d. Two (2) quick coupler keys and matching hose swivels for each type of quick coupling valve installed.
2. The above mentioned equipment shall be turned over to the Owner at the conclusion of the project. Before final inspection can occur, evidence that the Owner has received material must be shown to the Architect.

IV. PRODUCT DELIVERY, STORAGE AND HANDLING

A. Handling of PVC Pipe and Fittings:
The contractor is cautioned to exercise care in handling, loading, unloading and storing of PVC pipe and fittings. All PVC pipe shall be transported in a vehicle which allows the length of pipe to lie flat so as not to subject it to undue bending or concentrated external loan at any point. Any section of pipe that has been dented or damaged will be discarded and, if installed, shall be replaced with new piping.

V. GUARANTEE

A. The guarantee for the sprinkler irrigation system shall be made in accordance with the attached form. The general conditions and supplementary conditions of these specifications shall be filed with the Owner or his representative prior to acceptance of the irrigation system.
B. A copy of the guarantee form shall be included in the operations and maintenance manual.
C. The guarantee form shall be re-typed onto the contractors letterhead and contain the following information:

GUARANTEE FOR SPRICKLER IRRIGATION SYSTEM

We hereby guarantee that the sprinkler irrigation system we have furnished and installed is free from defects in materials and workmanship, and the work has been completed in accordance with the drawings and specifications, ordinary wear and tear and unusual abuse or neglect excepted. We agree to repair or replace any defects in material or workmanship which may develop during the period of one year from date of acceptance and also to repair or replace any damage resulting from the repairing or replacing of such defects at no additional cost to the Owner. We shall make such repairs or replacements within a reasonable time after receipt of written notice from the Owner, we authorize the Owner to proceed to have said repairs or replacements made at our expense and we will pay the costs and charges therefor upon demand.

PROJECT: _____
LOCATION: _____
COMPANY: _____
SIGNED: _____
ADDRESS: _____
PHONE: _____
DATE OF ACCEPTANCE: _____

VI. MATERIALS

A. General: Use only new materials of brands and types noted on drawings, specified herein, or approved equals.
B. PVC Pressure Main Line Pipe and Fittings:
1. Pressure main line piping for sizes 2 inches and larger, shall be PVC Class 315.
2. Pipe shall be made from an NSF approved Type I, Grade I, PVC compound conforming to ASTM resin specification D1784. All pipe must meet requirements as set forth in Federal Specification PS-22-70, with an appropriate standard dimension (S.D.R.). (Solvent-weld Pipe).
3. Pressure main line piping for sizes 1-1/2 inches and smaller shall be PVC Schedule 40 with solvent welded joints.
4. Pipe shall be made from NSF approved Type I, Grade I PVC compound conforming to ASTM resin specification 1785. All pipe must meet requirements as set forth in Federal Specification PS-21-70. (Solvent-weld Pipe).
5. PVC solvent-weld fittings shall be Schedule 40, 1-2, II-I NSF approved conforming to ASTM test procedure D2466.
6. Solvent cement and primer for PVC solvent-weld pipe and fittings shall be of type and installation methods prescribed by the manufacturer.
7. All PVC pipe must bear the following markings:
a. Manufacturers name
b. Nominal pipe size
c. Schedule or class
d. Pressure rating in P.S.I.
e. NSF (National Sanitation Foundation) approval
f. Date of extrusion
B. All fittings shall bear the manufacturers name or trademark, material designation, size applicable I.P.S. schedule and NSF seal of approval.
C. PVC Non-Pressure Lateral Line Piping:
1. Non-pressure buried lateral line piping shall be PVC class 200 with solvent-weld joints.
2. Pipe shall be made from NSF approved, Type I, Grade II PVC compound conforming to ASTM resin specification D1784. All pipe must meet requirements as set forth in Federal Specification PS-22-70, with an appropriate standard dimension ratio.
3. Except as noted in paragraph 1 and 2 of section 2.01C, all requirements for non-pressure lateral line pipe and fittings shall be the same as for solvent-weld pressure main line pipe and fittings as set forth in section f2.018 of these specifications.
D. Brass Pipe and Fittings:
1. Where indicated on the drawings, use red brass screwed pipe conforming to Federal Specification number WW-P-351.
2. Fittings shall be red brass conforming to Federal Specification number WW-P-460.
E. Galvanized Pipe Fittings:
1. Where indicated on the drawings, use galvanized steel pipe ASA Schedule 40 mild steel screwed pipe.
2. Fittings shall be medium galvanized screwed beeded malleable iron. Galvanized couplings may be merchant coupling.
3. All galvanized pipe and fittings installed below grade shall be painted with two (2) coats of Rippers number 50 Bitumastic.
F. Gate Valves:
1. Gate Valves 3 inch and smaller shall be 125 lb. SWP bronze gate valve with screw-in bonnet, nonrising stem and solid wedge disc.
2. Gate valves 3 inch and smaller shall have threaded ends and shall be equipped with a bronze handwheel.
3. Gate valves 3 inch and smaller shall be similar to those manufactured by Nibco or approved equal.
4. All gate valves shall be installed per installation detail.
G. Quick Coupling Valves:
1. Quick coupling valves shall have a brass two-piece body designed for working pressure of 150 P.S.I. operable with quick coupler. Key size and type shall be as shown on plans.
H. Backflow Prevention Units:
1. Backflow prevention and or vacuum breakers shall be of size and type as indicated on the drawings. All sprinkler irrigation systems that are using water from the potable water system shall require backflow prevention. All backflow prevention units shall be installed in accordance with the requirements set forth by local codes and the County Health Department.
2. Sprinkler irrigation systems which use water from the reclaimed water system will not require backflow prevention; however, all pressure main line piping receiving water from the reclaimed water system shall be of an approved type of purple pipe approved warning tape. Refer to reclaimed water notes for additional information.
I. Anti-Drain Valves:
1. Anti-drain valves shall be of heavy duty virgin PVC construction with F.I.P. thread inlet and outlet. Internal parts shall be stainless steel and neoprene. Anti-drain valve shall be field adjustable against drawout from 5 to 40 feet of head. Anti-drain valve shall be similar to the Valcon ADV or approved equal.
J. Control Wiring:
1. Connections between the automatic controllers and the electric control valves shall be made with direct burial copper wire AWG-U.F. 600 volt. Pilot wires shall be a different color wire for each automatic controller. Common wires shall be white with a different color stripe for each automatic controller. Install in accordance with valve manufacturers specification and wire chart. In no case shall wire size be less than number 14.
2. Wiring shall occupy the same trench and shall be installed along the same route as pressure supply or lateral lines wherever possible.
3. Where more than one (1) wire is placed in a trench, the wiring shall be taped together at intervals of ten (10) feet.
4. An expansion curl should be provided within three (3) feet of each wire connection and at least every one hundred (100) feet of wire length on runs more than one hundred (100) feet in length. Expansion curls shall be formed by wrapping at least five (5) turns of wire around a one-inch in diameter pipe then withdrawing the pipe.
5. All splices shall be made with Scotch-Lok #3576 Connector Sealing Packs, Pen-Tite wire connector, or approved equal. Use on splice per connector sealing pack.
6. Field splices between the automatic controller and electrical control valves will not be allowed without prior approval of the Architect.
K. Automatic Controllers:
1. Automatic controllers shall be of size and type shown on the plans.
2. Final location of automatic controllers shall be approved by the Owners authorized representative.
3. Unless otherwise noted on the plans, the 120v volt electrical power to the automatic controller Location to be furnished by others. The final electrical hook-up shall be the responsibility of the irrigation contractor.
L. Electric Control Valves:
1. All electric control valves shall be the same manufacturer as the automatic controllers, or per plan.
2. All electric control valves shall have a manual flow adjustment.
3. Provide and install one control valve box for each electric control valve.
M. Control Valve Boxes:
1. Use 9 inch x 24 inch round box for all gate valves, Brooks number 9 or approved equal.
2. Use 9-1/2 inch x 16 inch x 11 inch rectangular box for all electrical control valves, Carson Industries 1419-12B or approved equal.
N. Sprinkler Heads:
1. All sprinkler heads shall be of the same size, type and deliver the same rate of precipitation with diameter (or radius) of throw, pressure, and discharge as shown on the plants and or specified in these special provisions.
2. Spray heads shall have a screw adjustment.
3. Riser units shall be fabricated in accordance with the details shown on the plans.
4. Riser nipples for all sprinkler heads shall be the same size as the riser opening in the sprinkler body.
5. All sprinkler heads of the same type shall be of the same manufacturer.
6. Overhead irrigation shall not be permitted within 24-inches of any non-permeable surface.

VII. INSPECTION

A. Site Conditions:
1. All scaled dimensions are approximate. The contractor shall check and verify all size dimensions and receive Architects approval prior to proceeding with work under this section.
2. Exercise extreme care in excavating and working near existing utilities,. Contractor shall be responsible for damages to utilities which are cause by his operations or neglect. Check existing utilities drawings for existing utility locations.
3. Coordinate installation of sprinkler irrigation materials, including pipe, so there shall be NO interference with utilities or other construction or difficulty in planting trees, shrubs, and groundcovers.
4. The contractor shall carefully check all grades to satisfy himself that he may safely proceed before starting work on the sprinkler irrigation system.

VIII. PREPARATION

A. Physical Layout:
1. Prior to installation, the contractor shall stake out all pressure supply lines, routing and location of sprinkler heads.
2. All layout shall be approved by Architect prior to installation.
B. Water Supply:
1. Sprinkler irrigation system shall be connected to water supply point of connection as indicated on the drawings.
2. Connections shall be made at approximate locations as shown on drawings. Contractor is responsible for minor changes caused by actual site conditions.
C. Electrical Supply:
1. Electrical connections for automatic controller shall be made to electrical points of connection as indicated on the drawings,.
2. Connections shall be made at approximate locations as shown on drawings. Contractor is responsible for minor changes caused by actual site conditions.

IX. INSTALLATION

A. Trenching:
1. Dig trenches straight and support pipe continuously on bottom of trench. Lay pipe to an even grade. Trenching excavation shall follow layout indicated on drawings and as noted.
2. Provide for a minimum of eighteen (18) inches cover for all pressure supply lines.
3. Provide for a minimum cover of twelve (12) inches for all non-pressure lines.
4. Provide for a minimum cover of eighteen (18) inches for all control wiring.
B. Backfilling:
1. The trenches shall not be backfilled until all required tests are performed. Trenches shall be carefully backfilled with the excavated materials approved for backfilling, consisting of earth, loam, sandy clay, sand, or other approved materials, free from clods of earth or stones. Backfill shall be mechanically compacted in landscaped areas to a dry density equal to adjacent undisturbed soil in planting areas. Backfill will conform to adjacent grades without dips, sunken areas, humps or other surface irregularities.
2. A fine granular material backfill will be initially placed on all lines. No foreign matter larger than one-half (1/2) inch in size will be permitted in the initial backfill.
3. Flooding of trenches will be permitted only with approval of the Architect.
4. If settlement occurs and subsequent adjustments in pipe, valves, sprinkler heads, lawn or planting, or other construction area is necessary, the contractor shall make all required adjustments without cost to the Owner.
C. Trenching and Backfill Under Paving:
1. Trenches located under areas where paving, asphaltic concrete or concrete will be installed shall be backfilled with sand (a layer six (6) inches below the pipe and three (3) inches above the pipe) and compacted in layers to 95 percent compaction, using manual or mechanical tamping devices. Trenches for piping shall be compacted to equal the compaction of the existing adjacent undisturbed soil And shall be left in a firm unyielding condition. All trenches shall be left flush with the adjoining grade. The sprinkler irrigation contractor shall set in place, cap and pressure test all piping under paving prior to the paving work.
2. Generally, piping under existing walks is done by jacking, boring or hydraulic driving, but where any cutting or breaking of sidewalks and/or concrete is necessary, it shall be done and replaced by the contractor as part of the contract cost. Permission to cut or break sidewalks and/or concrete shall be obtained from the Architect. No hydraulic driving will be permitted under concrete paving.
D. Assemblies:
1. Routing of sprinkler irrigation lines as indicated on the drawings is diagrammatic. Install lines (and various assemblies) in such a manner as to conform with the details per plans.
2. Install NO multiple assemblies on plastic lines. Provide each assembly with its own outlet.
3. Install all assemblies specified herein in accordance with respective detail. In absence of detail drawings or specifications pertaining to specific items required to complete work, perform such work in accordance with best standard practice with prior approval of Architect.
4. PVC pipe and fittings shall be thoroughly cleaned of dirt, dust and moisture before installation. Installation and solvent welding methods shall be as recommended by the pipe and fitting manufacturer.
5. On PVC to metal connections, the contractor shall work the metal connections first. Teflon tape or approved equal shall be used on all threaded PVC to PVC, and on all threaded PVC to metal joints. Light wrench pressure is all that is required,. Where threaded PVC connections are required, use threaded PVC adapters into which the pipe may be welded.
E. Line Clearance:
All lines shall have a minimum clearance of six (6) inches from each other and from lines of other trades. Parallel lines shall not be installed directly over one another.
F. Automatic Controller:
Install as per manufacturers instructions. Remote control valves shall be connected to controller in numerical sequence as shown on the drawings.
G. High Voltage Wiring for Automatic Controller:
1. 120 volt power connection to the automatic controller shall be provided by the irrigation contractor.
2. All electrical work shall conform to local codes, ordinances, and union authorities having jurisdiction.
H. Remote Control Valves:
Install where shown on drawings and details. When grouped together, allow at least twelve (12) inches between valves. Install each remote control valve in a separate valve box. The irrigation controller letter and the valve station number shall be placed on a plastic identity tag and attached to the valve wires. The valve box shall be branded on the cover with the same information.
I. Flushing of System:
1. After all new sprinkler pipe lines and risers are in place and connected. All necessary diversion work has been completed, and prior to installation of sprinkler heads, the control valves shall be opened and a full head of water used to flush out the system.
2. Sprinkler heads shall be installed only after flushing of the system has been accomplished to the complete satisfaction of the Architect.
J. Sprinkler Heads:
1. Install the sprinkler heads as designated on the drawings. Sprinkler heads to be installed in this work shall be equivalent in all respects to those itemized.
2. Spacing of heads shall not exceed the maximum indicated on the drawings. In no case shall the spacing exceed the maximum recommended by the manufacturer.

X. TEMPORARY REPAIRS

The Owner reserves the right to make temporary repairs as necessary to keep the sprinkler system equipment in operating condition. The exercise of this right by the Builder-Developer shall not relieve the contractor of his responsibilities under the terms of the guarantee as herein specified.

XI. EXISTING TREES

Where it is necessary to excavate adjacent to existing trees, the contractor shall use all possible care to avoid injury to trees and tree roots. Excavation in areas where two (2) inch and larger roots occur shall be done by hand. All roots two (2) inches and larger in diameter, except directly in the path of pipe or conduit, shall be tunneled under and shall be heavily wrapped with burlap to prevent scarring or excessive drying. Where a ditching machine is run close to trees having roots smaller than two (2) inches in diameter, the wall of the trench adjacent to the tree shall be hand trimmed, making clean cuts thorough. Roots one (1) inch and larger in diameter shall be painted with two coats of Tree Seal, or equal. Trenches adjacent to trees should be closed within twenty-four (24) hours; and where this is not possible, the side of the trench adjacent to the tree shall be kept shaded with burlap or canvas.

XII. FIELD QUALITY CONTROL

A. Adjustment of the System:
1. The contractor shall flush and adjust all sprinkler heads for optimum performance and to prevent overspray onto walks, roadways, and buildings as much as possible.
2. It is determined that adjustments in the irrigation equipment will provide proper and more adequate cover, the contractor shall make such adjustments prior to planting. Acjustments may also include changes in nozzle sizes and degrees of arc as required.
3. Lowering raised sprinkler heads by the contractor shall be accomplished within ten (10) days after notification by Owner.
4. All sprinkler heads shall be set perpendicular to finished grades unless otherwise designated on the plans.

B. Testing of Irrigation system:
1. The contractor shall request the presence of the Architect in writing at least 72 hours in advance of testing.
2. Test all pressure lines under hydrostatic pressure of 150 lbs. per square inch, and prove watertight. Note: Testing of pressure main lines shall occur prior to installation of electric control valves.
3. All piping under paved areas shall be tested under hydrostatic pressure of 150 lbs. per square inch, and proved watertight, prior to paving.
4. Sustain pressure in lines for not less than two (2) hours. If leaks develop, replace joints and repeat test until entire system is proven watertight.
5. All hydrostatic tests shall be made only in the presence of the Architect, or other duly authorized representative of the Owner. No pipe shall be backfilled until it has been inspected, tested and approved in writing.
6. Furnish necessary force pump and all other test equipment.
7. When the sprinkler irrigation system is completed, perform a coverage test in the presence of the Architect to determine if the water coverage for planting areas is complete and adequate. Furnish all materials and perform all work required to correct any inadequacies of coverage due to deviations from plans, or where he system has been willfully installed as indicated on the drawings when it is obviously inadequate, without bringing this to the attention of the Architect. This test shall be accomplished before any ground cover is planted.
8. Upon completion of each phase of work, entire system shall be tested and adjusted to meet site requirements.

XIII. MAINTENANCE

A. The entire sprinkler irrigation system shall be under full automatic operation for a period of seven (7) days prior to any planting.
B. The Architect reserves the right to waive or shorten the operation period.

XIV. CLEAN-UP

Clean-up shall be made as each portion of work progresses. Refuse and excess dirt shall be removed from the site, all walks and paving shall be broomed or washed down, and any damage sustained on the work of others shall be repaired to original conditions.

XV. FINAL INSPECTION PRIOR TO ACCEPTANCE

A. The contractor shall operate each system in its entirety for the Architect at time of final inspection. Any items deemed not acceptable by the inspector shall be reworked to the complete satisfaction of the Architect.
B. The contractor shall show evidence to the Architect that the Owner has received all accessories, charts, record drawings, and equipment as required before final inspection can occur.

XVI. FINAL INSPECTION SCHEDULE

A. Contractor shall be responsible for notifying the Architect in advance for the following inspections, according to the time indicated:
1. Pre-job Conference - 7 days
2. Pressure supply line installation and testing - 72 hours
3. Automatic controller installation - 72 hours
4. Control wire installation - 72 hours
5. Lateral line and sprinkler installation - 72 hours
6. Coverage test - 72 hours
7. Final inspection - 7 days

B. When inspections have been conducted by other than the Architect show evidence of when and by whom these inspections were made.
C. No inspection will commence without as-built drawings. In the event the contractor calls for an inspection without as-built drawings, without completing previously noted corrections, or without preparing the system for inspection, he shall be responsible for reimbursing the Architect at the rate of $75.00 per hour portal to portal (plus transportation costs) for the inconvenience. No further inspections will be scheduled until this charge has been paid.

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REVISION	BY

OWNER
BENELISHA GROUP INC
15451 MORRISON ST
SHERMAN OAKS CA 91403

PROJECT
16610-16618 VENTURA BLVD
ENCINO, CA 91436

DRAWING TITLE
IRRIGATION SPECIFICATIONS

DATE: 3/31/2025
SCALE: 1/8"=1'-0"
DRAWN: S.A.
APPROVED:
JOB: 23-005
SHEET:
L -11
11 OF 13

PLANTING SPECIFICATIONS

I. SCOPE

Furnish all material, labor, transportation, equipment, and property to complete the landscaping of the planting areas shown on the drawings, or reasonably implied to complete the construction. Included as a part of the work of this Section, but not necessarily limited by it, are the following items:

A. Pre-planting weed control of all planting areas.
B. Soil preparation and fine grading of all planting areas, including the addition of soil amendments.
C. Preparation of all planting and specimen tree holes.
D. Furnishing and installation of all plant materials, lawns, ground covers, mulches, etc.
E. Furnishing and installation of all required planting backfill materials, tree stakes, guy wires, and miscellaneous material.
F. Providing maintenance for ninety (90) continuous calendar days after acceptance of construction.
G. Guarantee and replacement.

II. MATERIALS

All materials shall be of standard, approved and first grade quality and shall be in prime conditions when installed and accepted. Any commercially processed or packaged material shall be delivered to the site in the original unopened container bearing the manufacturers guaranteed analysis. Contractor shall supply Owner with a sample of all supplied materials accompanied by analytical data from an approved laboratory source illustrating compliance or bearing the manufacturers guaranteed analysis.

A. Topsoil:
Topsoil, as required, shall be obtained from on site excavations.

B. Soil Conditioners and Fertilizers:
Soil conditioners may include any or all of the specific conditioners herein specified.

1. Nitrogen stabilized organic amendment.
Amendment shall be fir or cedar sawdust. Source shall be derived from wood of fir or wood of cedar containing the following physical properties:

Percent Passing	Sieve Size
95-100	6.33 mm (1/4 inch)
80-100	2.38 (No. 8, 8 mesh)
0-30	500 Micron (No. 35, 32 mesh)

Chemistry shall be:
Nitrogen Content (dry weight) - 0.85% - 0.84%
Iron Content - Minimum 0.08 % dilute acid soluble Fe. on dry weight basis.
Soluble Salts - Maximum 3.5 Millimohos centimeter at 25 degrees centigrade as determined by saturation extract method.
Ash - (dry weight) 0 - 8.0%

2. Other Materials:
Fertilizer shall be delivered to the site in the original unopened containers and of commercial grade, uniform in composition, dry and free flowing, of the following analysis
a. Gro-Power Plus
b. Gro-Power planting tablets
c. As Specified

C. Tree Support:
Materials for staking and guying shall be as follows:
1. Support stakes shall be lodge pole pine stakes, Length as determined to facilitate upright stand as described.
2. Tree: Elastic webbing, polyethylene tape, or Owner approved tie.
3. Guy wire, steel guy anchor and plastic hose tie of adequate size and length to safely support tree.

D. Miscellaneous Materials:
Sand: Washed river sand or equal.
Post-Emergent Weed Killer: Paraquat, Roundup, or Owner approved herbicide.
Tree Wound Paint: As approved.
Fiber: Wood cellulose mulching fiber Conweb or equal.
Chemical Additive: Seed germinating additive CPA 4000 or equal.

1. Nomenclature:
The scientific and common names of plants herein specified conform with the approved names given in A Checklist of Woody Ornamental Plants in California, Manual 32, published by the University of California School of Agriculture (1963).
2. Plant List for Bid:
The contractor is herein referred to the landscape plans for the plant material selection and the requirements of this section of the specifications. Container sizes, unless otherwise stated, have been used to indicate the size of the plant material required.
3. Labeling/Delivery:
Each group of plant materials delivered to the site shall be clearly labeled as to species, variety and nursery source; however, determination of plant species or variety will be made by the Landscape Architect, and his decision will be final.
The contractor shall notify the Landscape Architect 72 hours in advance of delivery of all plant materials and shall submit an itemized list of the plants in each delivery.
As a convenience to the contractor, the Landscape Architect upon request, will inspect box size material at the source nursery prior to delivery at the cost of the contractor. Said source nurseries shall be reasonably close to the project site as determined by the Landscape Architect. Plant material so inspected shall arrive at the project site in an undamaged condition.
4. Quality and Size:
Plants shall be in accordance with the California State Department of Agricultures regulation for nursery inspections, rules and grading. All plants shall have a normal habit of growth and shall be sound, healthy, vigorous, and free of insect infestations, plant diseases, sun scalds, fresh abrasions of the bark, excessive abrasions, or other objectionable disfigurements. Tree trunks shall be sturdy and well (hardened off). All plants shall have normally well - developed branch systems and vigorous and fibrous root systems which are not root or pot bound. In the event of disagreement as to condition of root system, the root condition of the plants furnished by the contractor in containers will be determined by removal of earth from the roots of not less than two plants or more than two percent of the total number of plants of each species or variety. Where container grown plants are from several sources, the roots of not less than two plants of each species or variety from each source will be inspected. In case the sample plants inspected are found to be defective, the Landscape Architect reserves the right to reject the entire lot or lots of plants represented by the defective samples, The Landscape Architect is the sole judge as to acceptability. Any plants rendered unsuitable for planting because of this inspection will be considered as samples and will be provided at the expense of the contractor.
The size of the plants will correspond with that normally expected for species and variety of commercially available nursery stock, or as specified in the Special Conditions or drawings. The minimum acceptable size of all plants, measured before pruning with the branches in normal position, shall conform with the measurements, if any specified on the drawings in the list of plants to be furnished. Plants larger in size than specified may be used with the approval of the Landscape Architect, but the use of larger plants will make no change in contract price. If the use of larger plants is approved, the ball of earth or spread of roots for each plant will be increased proportionately.
5. Rejection or Substitutions:
All plants not conforming to the requirements herein specified, shall be considered defective, and such plants, whether in place or not, shall be marked as rejected and immediately removed from the site of the work and replaced with new plants at the contractors expense. The plants shall be of the species, variety, size and condition specified herein or as shown on the drawings. Under no condition will there be any substitution of plants or sizes of those listed on the accompanying plans, except with the expressed consent of the Landscape Architect.
6. Pruning:
At no time shall trees or plant material be pruned, trimmed or topped prior to delivery and any alteration of their shape shall be conducted only with the approval and when in the presence of the Landscape Architect and as noted in the Planting Specifications.
7. Protection:
All plants at all times shall be handled and stored so that they are adequately protected from drying out, from wind burn, or from any other injury.
8. Right of Inspection:
The Landscape Architect reserves the right to approve or reject at any time upon delivery or during the work any or all plant material regarding size, variety or condition.

E. Seed:
All seed used shall be labeled and shall be furnished in sealed standard containers with signed copies of a statement from the vendor, certifying that each container of seed delivered is fully labeled in accordance with the California State Agricultural Code and is equal to or better than the requirements of these specifications.

F. Hydro-Mulching Materials:
The hydro-mulch mix shall consist of wood cellulose mulching fiber, Conweb mulching fiber or equal.

G. Hydro-Mulching Application:
Equipment: Hydraulic equipment used for the application of the fertilizer, seed and slurry of prepared wood pulp shall be of the Super Hydroseeder type as approved by the Landscape Architect. This equipment shall have a built-in agitation system and operating capacity sufficient to agitate, suspend and homogeneously mix a slurry containing not less than 40 lbs. of fiber mulch plus a combined total of 7 lbs. fertilizer solids for each 100 gallons of water. The slurry distribution lines shall be large enough to prevent stoppage and shall be equipped with a set of hydraulic spray nozzles which will provide a continuous non-fluctuating discharge. The slurry tank shall have a minimum capacity of 1,500 gallons and shall be mounted on a traveling unit, either self-propelled or drawn by a separate unit, which will place the slurry tank and spray nozzles within sufficient proximity to the areas to be seeded.

III. GRADING AND SOIL PREPARATION

The general subsoil grading, deep ripping, tilling, and establishment of the rough grade will be done by others, under a separate contract. Other work such as fine grading, cultivation (and in some cases, addition of topsoil) and/or soil conditioners are required to prepare the finish grade. After approximate finished grades have been established, soil shall be conditioned and fertilized in the following manner. Materials shall, at the following rates, be uniformly spread and cultivated thoroughly by means of mechanical tiller into the top 6 inch of soil per 1000 square feet:

Application Rates
See Soil Notes
4 cu. Yards of Nitrogen Stabilized Organic Amendment

All soil areas shall be compacted and settled by application of heavy irrigation to a minimum depth of twelve (12) inches.

A. Final Grades:
After the foregoing specified deep watering, minor modifications to grade may be required to establish the final grade. These areas shall not be worked until the moisture content has been reduced to a point where working it will not destroy soil structure.
1. Finish grading shall insure proper drainage of the site.
2. All areas shall be graded so that the final grades will be one inch below adjacent paved areas, sidewalks, valve boxes, headers, clean-outs, drains, manholes, etc.
3. Surface drainage shall be away from all building foundations.
4. Eliminate all erosion scars.
5. *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 to a depth of six inches into the soil.

IV. PLANTING INSTALLATION

Actual planting shall be performed during those periods when weather and soil conditions are suitable and in accordance with locally accepted practices, as approved by the Landscape Architect.

A. Weed Control:
After soil preparation and establishment of final grades prior to any planting, the contractor shall irrigate thoroughly for a period of time, two (2) to three (3) weeks or until weed seeds have germinated. When there is sufficient weed seed germination, the contractor shall apply a post-emergent weed killer, according to the directions of the manufacturer. The contractor shall then wait an additional one (1) week to allow the weed killer to dissipate, then plant as indicated in the plans and specifications.

B. Layout of Major Plantings:
Locations for plants and outlines of areas to be planted shall be marked on the ground by the contractor before any pits are dug. All such locations shall be approved by the Landscape Architect. If an underground construction or utility line is encountered in the excavation of planting areas, other locations for planting may be selected by the Landscape Architect.

C. Planting of Trees, Shrubs and Vines:
1. Excavation for planting: Excavation for planting shall include the stripping and stacking of all acceptable topsoil encountered within the areas to be excavated for trenches, tree holes, plant pits and planting beds.
a. Protect all areas from excessive compaction when trucking plants or other material to the planting site.
b. All excavated holes shall have vertical sides with roughened surfaces and shall be of a size that is twice the diameter and 6 inch minimum deeper than the root ball.
c. Excess soil generated from the planting holes and not used as backfill or in establishing the final grades shall be removed from the site.
2. Planting:
No planting shall be done in any area until the area concerned has been satisfactorily prepared in accordance with these specifications.
Only as many plants as can be planted and watered on that same day shall be distributed in planting area.
Containers shall be opened and plants shall be removed in such a manner that the ball of earth surrounding the roots is not broken, and they shall be planted and watered as herein specified immediately after removal from the containers. Containers shall not be opened prior to placing the plants in the planting area.
Container plants shall be backfilled with:
See Soil Notes

Palm Backfill
8 parts by volume washed river sand
2 parts by volume nitrogen stabilized organic amendment
10 lbs. Gro-Power palm fertilizer per cubic yard of mix
2 lbs. Agricultural gypsum per cubic yard of mix

All plants which settle deeper than specified above shall be raised to the correct level. After the plant has been placed, additional backfill shall be added to the hole to cover approximately one-half of the height of the root ball. At this stage water shall be added to the top of the partly filled hole to thoroughly saturate the root ball and adjacent soil.
After the water has completely drained, planting tablets shall be placed as indicated below:
3 tablets per one gallon container
8 tablets per five gallon container
15 tablets per fifteen gallon container
16 tablets per 20 inch and 24 inch box
18 tablets per 30 inch box
20 tablets per 36 inch box
22 tablets per 42 inch box
24 tablets per 48 inch box

Larger sizes: For each half inch caliper measured 14 inches above soil level use 3 additional tablets. The reminder of the hole shall then be backfilled.
Planting tablets shall be set with each plant on the top of the root ball while the plants are still in their containers so the required number of tablets to be used in each hole can be easily verified.
After backfilling, an earthen basin shall be constructed around each plant. Each basin shall be of a depth sufficient to hold at least two inches of water. Basins shall be of a size suitable for the individual plant. In no case shall a basin for a fifteen gallon plant be less than four feet in diameter; a five gallon plant, less than three feet in diameter; and a one gallon plant, less than two feet in diameter. The basins shall be constructed of amended backfill materials.

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(818) 482-8787
samenabed@gmail.com

SARMEN INC. ALL RIGHTS RESERVED. THESE SET OF DRAWINGS ARE THE PROPERTY OF SARMEN INC AND SHALL NOT BE USED, REPRODUCED OR DISCLOSED TO OTHERS OR USED IN CONNECTION WITH ANY WORK OTHER THAN THE SPECIFIED PROJECT FOR WHICH THEY HAVE BEEN PREPARED, IN WHOLE OR IN PART, WITHOUT THE WRITTEN AUTHORIZATION OF SARMEN INC.

REVISION	BY

OWNER
BENELISHA GROUP INC
15451 MORRISON ST
SHERMAN OAKS CA 91403

PROJECT
16610-16618 VENTURA BLVD
ENCINO, CA 91436

DRAWING TITLE
PLANTING SPECIFICATIONS

DATE:	3/31/2025
SCALE:	1/8"=1'-0"
DRAWN:	S.A.
APPROVED:	
JOB:	23-005

SHEET:
L - 12
12 OF 13

3. Pruning:
Pruning shall be limited to the minimum necessary to remove injured twigs and branches, and to compensate for loss of roots during transplanting, but never to exceed one-third of the branching structure. Upon approval of the Landscape Architect, pruning may be done before delivery of plants, but not before plants have been inspected and approved. Cuts over three-quarters of an inch in diameter shall be painted with tree wound paint.

4. Staking and Guying:
Staking of all trees shall conform to tree staking and tree guying details and as herein specified. Protective stakes may be planted with the tree, driving them into undisturbed soil at the bottom of the planting hole until 18 inches remains above ground level. Support stakes tall enough to support the particular tree shall be driven 18 inches into the soil. A line drawn between the two support stakes shall be at right angles to the most troublesome wind direction. Attach crossties to the supportive stakes on the leeward side of the prevailing wind. Ties shall be place as low on the trunk as possible but high enough so the tree will return to upright after deflection. To find the proper height for tie locations, hold the trunk in one hand, pull the top to one side and release. The height at which the trunk will just return to the upright when the top is released is the height at which to attach the ties. Ties are to form a loose loop around the tree trunk and auxiliary stake so that the trunk cannot work towards the support stakes. Support stakes are not to exceed 8 inches above the tie locations. The auxiliary stake shall be attached to those trees needing extra trunk support as determined by the Landscape Architect. Wind and wrap the top of the wire with friction tape. One tree of each size shall be staked and approved by the Landscape Architect prior to continued staking.

D. Ground Covers:
Ground covers will be planted in the areas indicated on the plans. Ground cover plants shall be grown in flats, peat pots, or taken as cuttings, as indicated on the plans. Flat grown plants (rooted cuttings) shall remain in those flats until transplanting. The flats soil shall contain sufficient moisture so that it will not fall apart when lifting the plants. If plants from peat pits are used, the pots shall be protected at all times prior to planting to prevent unnecessary drying of the root ball. Unrooted cuttings shall be 10 inches or more in length. They shall be insect and disease free tip cuttings from healthy, vigorous and strong growing plants. Mature or brown-colored stem growths or cuttings which have been trimmed or rooted before planting will not be accepted. Cuttings shall be planted not more than 2 days after cutting and shall not be allowed to dry or wither.

1. Ground cover shall be planted in straight rows and evenly spaced, unless otherwise noted, and at intervals called out in the drawings. Triangular spacing shall be used unless otherwise noted on the plans.

2. Each rooted plant shall be planted with its appropriate amount of flat soil or in a peat pot, in a manner that will insure minimum disturbance of the root system, but in no case shall this depth be less than two nodes. To avoid drying out, plantings shall be immediately sprinkled after planting until the entire area is soaked to the full depth of each hole, unless otherwise noted on the drawings.

E. Lawn:
Lawn shall be planted by hydroseeding and sodded as indicated on the plans. All areas shall be free from weeds and weed residue.

F. Hydroseeding:
Hydroseeding shall include application of mulch, fertilizer and seed planting bed preparation, pre and post-planting irrigation.

1. After soil preparation, establishment of final grades and weed control, the surface two (2) inches of soil shall be loosened by harrow rototiller and floated level and irrigated just prior to planting.

2. Preparation: The slurry preparation shall take place at the site of work and shall begin by adding water to the tank when the engine is at half throttle. When the water level has reached the height of the agitator shaft, good recirculation shall be established and at this time the seed and chemical additive shall be added. Fertilizer shall then be added followed by wood pulp mulch. The wood pulp mulch shall only be added to the mixture after the tank is at least one-third filled with water. The engine throttle shall be opened to full speed when the tank is half filled with water. All the wood pulp mulch shall be added by the time the tank is two-thirds to three-fourths full. Spraying shall commence five minutes after addition of the chemical additive when the tank is full.

Application rates:
Fiber 1,500 lbs. per acre.
Seed See plans
Gro-Power Plus 1,200 lbs. per acre (if area has been soil prepped, only use 400 lbs. per acre
Chemical Additives 3 gallons per acre
Urea Formaldehyde 300 lbs. per acre

3. Application: The operator shall spray the area with a uniform visible coat by using the green color of the wood pulp as a guide. The slurry shall be applied in a sweeping motion, in an arched stream so as to fall like rain allowing the wood fibers material to spread at the required rate per acre.

4. Time Limit: All slurry mixture which has not been applied with in two hours after mixing will be rejected and removed from the project at the contractors expense.

5. Irrigation: Immediately after completion of hydroseeding, each area shall be irrigated. Irrigation during the germination period of the seeds shall keep the hydro-mulch moist at all times without creating run-off, erosion or over-saturation. The irrigation system is to be in operating condition and have been tested before planting is started.

V. ESTABLISHMENT AND MAINTENANCE PERIOD

The contractor shall continuously maintain all areas involved in this contract during the progress of the work and during the establishment period until final acceptance of the work by the Owner. The contractor shall request an inspection to begin the plant establishment period after all planting and related work has been completed in accordance with the Contract Documents. A prime requirement is that all lawn areas shall show an even, healthy stand of grass seedlings which shall have been mowed twice. If such criteria is met to the satisfaction of the Landscape Architect, a field notification will be issued to the contractor to establish the effective beginning date of the plant establishment and maintenance period. Any day when the contractor fails to adequately maintain plantings, replace unsuitable plants or do weed control or other work, as determined necessary by the Landscape Architect, will not be credited as one of the plant establishment working days. Improper maintenance or possible poor condition of any planting at the termination of the scheduled establishment period may cause postponement of the final completion date of the contract. Maintenance shall be continued by the contractor until all work is acceptable. In order to carry out the plant establishment work, the contractor shall furnish sufficient men and adequate equipment to perform the work during the plant establishment period. Maintenance shall be according to the following standards:

A. All areas shall be kept free of debris and all planted areas shall be weeded and cultivated at intervals of not more than ten (10) days. Watering, mowing, rolling, edging, trimming, fertilization, spraying and pest control, as may be required, shall be included in the establishment period.
B. The contractor shall be responsible for maintaining adequate protection of the area. Damaged areas shall be repaired at the contractors expense.
C. Between the 15th day and the 20th day of the establishment period, the contractor shall reseed all spots or areas within the lawn where normal turf growth is not evident.
D. Fertilize all planting areas with the following - See soil notes
E. Mowing of turf will commence when the grass has reached a height of two inches. The height of cut will be 1 to 1-1/2 inches. Mowing will be at least weekly after the first cut. Turf must be well established and free of bare spots and weeds to the satisfaction of the Landscape Architect prior to final acceptance.
F. The contractors maintenance period will be extended if these provisions are not filled.
G. Clean-up:
The contractor shall keep the premises free from accumulation of waste materials and debris. After all planting operations have been completed, the contractor shall remove all trash, excess soil, empty plant containers, tools, and equipment used in this work and/or any other debris resulting from his work on the site. Any scars, ruts, or mars in the area caused by the landscape work shall be repaired at the contractors expense. The contractor shall leave the site area broom clean and shall wash down all paved areas within the contract area leaving the premises in a clean condition.

GUARANTEE AND REPLACEMENT

A. All plant material installed under the contract shall be guaranteed against any and all poor, inadequate or inferior materials and /or workmanship for a period of one year. Any plant found to be dead or in poor condition due to faulty materials or workmanship, as determined by the Landscape Architect, shall be replaced by the contractor at his expense.
B. Any materials found to be dead, or in poor condition during the establishment period shall be replaced immediately. The Landscape Architect shall be the sole judge as to the condition of material. Material to be replaced within the guarantee period shall be replaced by the contractor within 15 days of written notification by the Owner.
C. Replacement shall be made in the same manner as required for original plantings. Materials and labor involved in the replacing of material shall be supplied by the contractor at no additional cost to the Owner.

VI. INSPECTIONS

Normal progress inspection shall be requested from the Landscape Architect at least 72 hours in advance of an anticipated inspection. An inspection will be made by the Landscape Architect on each of the steps listed below. The contractor will not be permitted to initiate the succeeding steps of work until he has received written approval to proceed by the Owner.
A. Immediately prior to the commencement of the work on this section
B. Completion of fine grading.
C. Completion of soil conditioning
D. Prior to application of post-emergent weed killers.
E. Pre or post-delivery of all plant material.
F. Completion of major plant layout.
G. Prior to hydroseeding or installation of sod.
H. Commencement of maintenance.
I. Completion of first 30 day maintenance period.
Final Acceptance of the Project: Prior to the date of the final inspection, the contractor shall acquire from the Owner approved mylar prints, and finally record from the job record set all changes made during construction, label said prints As-Builts, and deliver to the Landscape Architect. Prior to the date of final inspection, the contractor shall deliver to the Landscape Architect the Landscape and Irrigation Guarantee as required.

SOIL NOTES

1. Soil Preparation - add 50 lbs. of Agricultural Gypsum 1,000 sq. ft.
2. Backfill shall consist of the following:
7 parts native on site soil, by volume
3 parts nitrolized shavings, by volume 16 lbs. Gro-power Plus per cubic yard of mix
3. Hydro-seeding - For already soil prepared areas, apply 280 lbs. Gro-power Hi-Nitrogen per acre.
For non-prepped soil areas, apply 1,000 lbs. Gro-power Plus and 300 lbs. Gro-power Controlled release per acre.
4. Maintenance - Feed with 20 lbs. Gro-power Plus 1,000 sq. ft. on days 45 and 85 of maintenance.

NOTES

The above materials are for bid purposes only. The exact materials will be determined after the grading is completed, along with a soils test by the Landscape Contractor

AGRONOMIC SOIL REPORT

Contractor shall obtain a agronomic soil report prior to start of construction. this report is required for pre-installation meeting along with all it's recomended material being on-site for inspection prior to begining work.

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JOB :	23-005

SHEET:
L - 13
13 OF 13

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-2023-3134-DB-SPP-HCA / Density Bonus, Project Permit Compliance Review, Housing Crisis Act

LEAD CITY AGENCY	CASE NUMBER
City of Los Angeles (Department of City Planning)	ENV-2023-3135-EAF
PROJECT TITLE 16610 - 16618 West Ventura Boulevard	COUNCIL DISTRICT 4 – Raman

PROJECT LOCATION (Street Address and Cross Streets and/or Attached Map) ☐ Map attached.
16610 - 16618 West Ventura Boulevard

PROJECT DESCRIPTION: ☐ Additional page(s) attached.
Demolition and removal of all existing structures from the project site and the construction, use, and maintenance of a 45,960 square feet mixed-use development comprised of 45 residential units, eight (8) of which are to be reserved for Very Low Income households. The building will be a five-story (62 feet high) containing 42,560 square feet of residential and 3,400 square feet of commercial floor area with a maximum floor area ratio of 2.3:1. The unit mix will be comprised of four (4) studios, 17 one-bedroom, and 24 two-bedroom units. The project's residential portion will provide 63 automobile parking spaces, 45 long-term bicycle parking stalls, and five (5) short-term bicycle parking stalls. The commercial portion of the project will provide 14 automobile parking spaces, two (2) long-term bicycle parking stalls, and two (2) short-term bicycle parking stalls. The project will provide a total of 6,390 square feet of open space located on the fourth and fifth floors' decks and private balconies. The project proposes the removal of three (3) non-Protected trees from the project site. The project proposes grading and export of up to 12,584 cubic yards of earth. The project proposes a sign program including two (2) Wall Signs.

NAME OF APPLICANT / OWNER:
Benelisha Group Inc (Yosef & Oren Benelisha)

CONTACT PERSON (If different from Applicant/Owner above)	(AREA CODE) TELEPHONE NUMBER | EXT.
Armin Gharai	(818) 758-0018

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

STATE CEQA STATUTE & GUIDELINES

☐ STATUTORY EXEMPTION(S)

Public Resources Code Section(s) _____

☒ CATEGORICAL EXEMPTION(S) (State CEQA Guidelines Sec. 15301-15333 / Class 1-Class 33)

CEQA Guideline Section(s) / Class(es) **Section 15311 Class 11 and Section 15332 (Class 32)**

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

_____

JUSTIFICATION FOR PROJECT EXEMPTION: ☒ Additional page(s) attached
Class 11 Construction, or placement of minor structures accessory to (appurtenant to) existing commercial, industrial, or institutional facilities, including but not limited to on-premise signs.
Class 32 consists of projects characterized as in-fill development meeting the conditions described in this section.(a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.(b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.(c) The project site has no value, as habitat for endangered, rare or threatened species.(d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.(e) The site can be adequately served by all required utilities and public services.

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

IF FILED BY APPLICANT, ATTACH CERTIFIED DOCUMENT ISSUED BY THE CITY PLANNING DEPARTMENT STATING THAT THE DEPARTMENT HAS FOUND THE PROJECT TO BE EXEMPT. If different from the applicant, the identity of the person undertaking the project.

CITY STAFF USE ONLY:	
CITY STAFF NAME AND SIGNATURE Adrineh Melkonian *Adrineh Melkonian*	STAFF TITLE City Planner
ENTITLEMENTS APPROVED Density Bonus, Specific Plan Project Permit Compliance – See Case # CPC-2023-3134-DB-SPP-HCA	

DISTRIBUTION: County Clerk, Agency Record

Rev. 6-22-2021

DEPARTMENT OF
CITY PLANNING

COMMISSION OFFICE
(213) 978-1300

CITY PLANNING COMMISSION

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PRESIDENT

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CALIFORNIA

KAREN BASS
MAYOR

EXECUTIVE OFFICES
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DIRECTOR

KEVIN J. KELLER, AICP
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DEPUTY DIRECTOR

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DEPUTY DIRECTOR

ARTHI L. VARMA, AICP
DEPUTY DIRECTOR

LISA M. WEBBER, AICP
DEPUTY DIRECTOR

JUSTIFICATION FOR PROJECT EXEMPTION CASE NO. ENV-2023-3135-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 15332, Class 11, Class 11 and Section 15332, Class 32.

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

(a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with the applicable zoning designation and regulations;
(b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses;
(c) The project site has no value as habitat for endangered, rare or threatened species;
(d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality; and
(e) The site can be adequately served by all required utilities and public services.

The project is for the demolition and removal of all existing structures from the project site and the construction, use, and maintenance of a 45,960 square feet mixed-use development comprised of 45 residential units, eight (8) of which are to be reserved for Very Low Income households. The building will be a five-story (62 feet high) containing 42,560 square feet of residential and 3,400 square feet of commercial floor area with a maximum floor area ratio of 2.3:1. The unit mix will be comprised of four (4) studios, 17 one-bedroom, and 24 two-bedroom units. The project's residential portion will provide 63 automobile parking spaces, 45 long-term bicycle parking stalls, and five (5) short-term bicycle parking stalls. The commercial portion of the project will provide 14 automobile parking spaces, two (2) long-term bicycle parking stalls, and two (2) short-term bicycle parking stalls. The project will provide a total of 6,390 square feet of open space located on the fourth and fifth floors' decks and private balconies. The project proposes the removal of three (3) non-Protected trees from the project site. The project proposes grading and export of up to 12,584 cubic yards of earth. The project proposes a sign program including two (2) Wall Signs. As the demolition of existing structures and construction of a mixed-use project, a project which is characterized as in-fill development, the project qualifies for the Class 11 and Class 32 Categorical Exemption(s).

The site is zoned C4-1L and has a General Plan Land Use Designation of Regional Center Commercial. As shown in the case file, the project is consistent with the applicable Encino-Tarzana 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

0.476 acres. Lots adjacent to the subject site are developed with the commercial and residential urban uses. The site is previously disturbed and surrounded by development and therefore is not, and has no value as, a habitat for endangered, rare or threatened species. There are five (5) non-protected trees on the site and one (1) street tree on the public right-of-way as identified in the Tree Report prepared by Arsen Margossian on January 23, 2023, and reviewed by the Urban Forestry Division on October 17, 2023. Three (3) on-site non-protected trees are proposed to be removed from the subject site.

The project will be subject to Regulatory Compliance Measures (RCMs), which require compliance with the City of Los Angeles Noise Ordinance, pollutant discharge, dewatering, stormwater mitigations; and Best Management Practices for stormwater runoff. These RCMs will ensure the project will not have significant impacts on noise and water. Furthermore, the project does not exceed the threshold criteria established by LADOT for preparing a transportation study. 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 Air Quality Technical Report and Noise Study prepared by CAJA Environmental Services, LLC dated June 2024 and memos prepared and dated January 9, 2025, concluded the project will not result any air quality or noise impact. The project site will be adequately served by all public utilities and services given that the construction of the demolition of existing structures and construction of a mixed-use project will be on a site which has been previously developed and is consistent with the General Plan. Therefore, the project meets all of the Criteria for the Class 32.

There are six (6) Exceptions which the City is required to consider before finding a project exempt under Class 15311 and 15332: (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 an Urban and Built-up Land Area, Urban agriculture Incentive Zone Area, Landslide Area, Hollywood Fault, and Special Grading Area (BOE Basic Grid Map A-13372), 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, the demolition of existing structures and construction of a mixed-use project, in an area zoned and designated for such development. All adjacent lots are developed with one- to two- residential and commercial uses, and the subject site is of a similar size and slope to nearby properties. The project proposes a Floor Area Ratio (FAR) of 2.3:1 on a site that is permitted to have a maximum FAR of 1.5:1. The project proposes a height of 62 feet on a site that is permitted to have a maximum height of 45 feet. The project is not unusual for the vicinity of the subject site, and is similar in scope to other existing Regional Center Commercial land use in the area. Thus, there are no unusual circumstances which may lead to a significant effect on the environment. Additionally, the only State Scenic Highway within the City of Los Angeles is the Topanga Canyon State Scenic Highway, State Route 27, which travels through a portion of Topanga State Park. The Topanga Canyon State Scenic Highway is about six (6) miles west of the subject site. Therefore, the subject site will not create any impacts within a designated as a state scenic highway. Furthermore, according to Envirostor, the State of California’s database of Hazardous Waste Sites, neither the subject site, nor any site in the vicinity, is identified as a hazardous waste site. The project site has not been identified as a historic resource by local or state agencies, and the project site has not been determined to be

eligible for listing in the National Register of Historic Places, California Register of Historical Resources, the Los Angeles Historic-Cultural Monuments Register, and/or any local register; and was not found to be a potential historic resource based on the City's HistoricPlacesLA website or SurveyLA, the citywide survey of Los Angeles. Finally, the City does not choose to treat the site as a historic resource. Based on this, the project will not result in a substantial adverse change to the significance of a historic resource and this exception does not apply.

CAJA Environmental Services, LLC

9410 Topanga Canyon Boulevard, Suite 101, Chatsworth, CA 91311
Phone 310-469-6700

January 9, 2025

To: **Adrineh Melkonian**
City Planner
Los Angeles City Planning
6262 Van Nuys Boulevard, Room 430, Los Angeles, CA 91401
(213) 978-1301, adrineh.melkonian@lacity.org

From: **CAJA Environmental Services, LLC**
Seth Wulkan, Project Manager
310-469-6704, seth@ceqa-nepa.com

Re: **CARB Compliance**

16610 Ventura Project
Case Number: CPC-2023-3134-DB-SPP-HCA
CEQA Number: ENV-2023-3135-EAF

In California, the California Clean Air Act (CCAA) is administered by the California Air Resources Board (CARB) at the state level and by the air quality management districts and air pollution control districts at the regional and local levels. The Project is located in the South Coast Air Quality Management District (SCAQMD) at the regional level and the City of Los Angeles at the local level.

CAJA prepared an Air Quality Technical Report in June 2024 for the 16610 Ventura Project. The analysis was based on CEQA Guidelines Section 15125, which requires an analysis of project consistency with applicable governmental plans and policies. In accordance with the SCAQMD's CEQA Air Quality Handbook, the following criteria are used to evaluate a project's consistency with the 2022 Air Quality Management Plan (AQMP).

The City provided local growth forecasts that were incorporated into the regional projections. The Project Site is classified as "Regional Center Commercial" in the General Plan Framework and zoned C4 (Commercial Zone), which permits residential uses as permitted in the R4 Multiple Dwelling Zone. As such, the RTP/SCS' assumptions about growth in the City accommodate the projected population, housing, and jobs on the Project Site. As a result, the Project would be consistent with the growth assumptions in the City's General Plan. Because the AQMP accommodates growth forecasts from local General Plans, the emissions associated with this Project are accounted for and mitigated in the region's air quality attainment plans. The air quality impacts of development on the Project Site are accommodated in the region's emissions inventory for the 2020-2045 RTP/SCS and 2022 AQMP. The Project is consistent with the land use policies of the City that were reflected in the regional growth projections for the AQMP.

The Project is consistent with the applicable policies in the Air Quality Element, as the Project would implement sustainability features that would reduce vehicular trips, reduce VMT, and encourage the use of alternative modes of transportation. As demonstrated in the analysis and technical modeling, the Project

would not result in significant emissions that would jeopardize SCAQMD regional or localized air quality standards during construction or operation.

The following discussion expands on the Project's compliance with CARB's 2022 Scoping Plan.

Background

The 2022 Scoping Plan is a greenhouse gas emission (GHG) reduction roadmap developed and updated by the California Air Resources Board (CARB) at least once every five years, as required by Assembly Bill (AB) 32. It lays out the transformations needed across various sectors to reduce GHG emissions and reach the State's climate targets. CARB published the Final 2022 Scoping Plan for Achieving Carbon Neutrality (2022 Scoping Plan Update) in November 2022, as the third update to the initial plan that was adopted in 2008. The initial 2008 Scoping Plan laid out a path to achieve the AB 32 target of returning to 1990 levels of GHG emissions by 2020, a reduction of approximately 15 percent below business as usual activities.[1] The 2008 Scoping Plan included a mix of incentives, regulations, and carbon pricing, laying out the portfolio approach to addressing climate change and clearly making the case for using multiple tools to meet California's GHG targets. The 2013 Scoping Plan Update (adopted in 2014) assessed progress toward achieving the 2020 target and made the case for addressing short-lived climate pollutants (SLCPs).[2] The 2017 Scoping Plan Update,[3] shifted focus to the newer Senate Bill (SB) 32 goal of a 40 percent reduction below 1990 levels by 2030 by laying out a detailed cost-effective and technologically feasible path to this target, and also assessed progress towards achieving the AB 32 goal of returning to 1990 GHG levels by 2020. The 2020 goal was ultimately reached in 2016, four years ahead of the schedule called for under AB 32.

The 2022 Scoping Plan Update is the most comprehensive and far-reaching Scoping Plan developed to date. It identifies a technologically feasible, cost-effective, and equity-focused path to achieve new targets for carbon neutrality by 2045 and to reduce anthropogenic GHG emissions to at least 85 percent below 1990 levels, while also assessing the progress California is making toward reducing its GHG emissions by at least 40 percent below 1990 levels by 2030, as called for in SB 32 and laid out in the 2017 Scoping Plan.[4] The 2030 target is an interim but important stepping stone along the critical path to the broader goal of deep decarbonization by 2045. The relatively longer path assessed in the 2022 Scoping Plan Update incorporates, coordinates, and leverages many existing and ongoing efforts to reduce GHGs and air pollution, while identifying new clean technologies and energy. Given the focus on carbon neutrality, the 2022 Scoping Plan Update also includes discussion for the first time of the natural and working lands sectors as sources for both sequestration and carbon storage, and as sources of emissions as a result of wildfires.

The 2022 Scoping Plan Update reflects existing and recent direction in the Governor's Executive Orders and State Statutes, which identify policies, strategies, and regulations in support of and implementation of the Scoping Plan. Among these include Executive Order B-55-18 and AB 1279 (The California Climate Crisis Act), which identify the 2045 carbon neutrality and GHG reduction targets required for the Scoping Plan.

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1 CARB. 2008. Climate Change Scoping Plan: ww2.arb.ca.gov/sites/default/files/classic/cc/scopingplan/document/adopted_scoping_plan.pdf.

2 CARB. 2014. First Update to the Climate Change Scoping Plan. ww2.arb.ca.gov/sites/default/files/classic/cc/scopingplan/2013_update/first_update_climate_change_scoping_plan.pdf.

3 CARB. 2017. California's 2017 Climate Change Scoping Plan. ww2.arb.ca.gov/sites/default/files/classic/cc/scopingplan/scoping_plan_2017.pdf.

4 CARB, California's 2017 Climate Change Scoping Plan, 2017, ww2.arb.ca.gov/sites/default/files/classic/cc/scopingplan/scoping_plan_2017.pdf.

Aligning local jurisdiction action with state-level priorities to tackle climate change and the outcomes called for in the 2022 Scoping Plan Update is identified as critical to achieving the statutory targets for 2030 and 2045. The 2022 Scoping Plan Update discusses the role of local governments in meeting the State's GHG reductions goals. Local governments have the primary authority to plan, zone, approve, and permit how and where land is developed to accommodate population growth, economic growth, and the changing needs of their jurisdictions. They also make critical decisions on how and when to deploy transportation infrastructure, and can choose to support transit, walking, bicycling, and neighborhoods that do not force people into cars. Local governments also have the option to adopt building ordinances that exceed statewide building code requirements, and play a critical role in facilitating the rollout of ZEV infrastructure. As a result, local government decisions play a critical role in supporting state-level measures to contain the growth of GHG emissions associated with the transportation system and the built environment—the two largest GHG emissions sectors over which local governments have authority. The City has taken the initiative in combating climate change by developing programs and regulations such as the Green New Deal and Green Building Code.

Impact Discussion

As discussed above, jurisdictions that want to take meaningful climate action (such as preparing a non-CEQA-qualified CAP or as individual measures) aligned with the State's climate goals in the absence of a CEQA-qualified CAP should also look to the three priority areas (transportation electrification, VMT reduction, and building decarbonization). To assist local jurisdictions, the 2022 Scoping Plan Update presents a non-exhaustive list of impactful GHG reduction strategies that can be implemented by local governments within the three priority areas (Priority GHG Reduction Strategies for Local Government Climate Action Priority Areas).[5] A detailed assessment of goals, plans, policies implemented by the City which would support the GHG reduction strategies in the three priority areas is provided below. In addition, further details are provided regarding the correlation between these reduction strategies and applicable actions included in Table 2-1 (page 72) of the Scoping Plan (Actions for the Scoping Plan Scenario).

Transportation Electrification

The priority GHG reduction strategies for local government climate action related to transportation electrification are discussed below and would support the Scoping Plan action to have 100 percent of all new passenger vehicles to be zero-emission by 2035.

- **Convert local government fleets to zero-emission vehicles (ZEV)**

The CARB approved the Advanced Clean Cars II rule which codifies Executive Order N-79-20 and requires 100 percent of new cars and light trucks sold in California be zero-emission vehicles by 2035. The State has also adopted AB 2127, which requires the CEC to analyze and examine charging needs to support California's EVs in 2030. This report would help decision-makers allocate resources to install new EV chargers where they are needed most.

The City of LA Green New Deal (Sustainable City pLAn 2019) identifies a number of measures to reduce VMT and associated GHG emissions. Such measures that would support the local reduction strategy include converting all city fleet vehicles to zero emission where technically feasible by 2028. Starting in 2021, all vehicle procurement followed a "zero emission first" policy for City fleets. The Green New Deal also establishes a target to increase the percentage of zero emission vehicles to 25 percent by 2025, 80 percent by 2035 and 100 percent by 2050. In order to achieve this goal, the City would build 20 Fast

5 Table 1 of Appendix D, Local Actions, 2022 Scoping Plan Update, November 2022.

Charging Plazas throughout the City. The City would also install 28,000 publicly available chargers by 2028 to encourage adoption of ZEVs.

The City's goals of converting the municipal fleet to zero emissions and installation of EV chargers throughout the City would be consistent with the Scoping Plan goals of transitioning to EVs. Although this measure mainly applies to City fleets, the Project would not conflict with these goals by installing EV chargers in at least 10 percent of total proposed parking spaces. Installation of additional EV chargers would encourage adoption of EVs.

Of the 63 parking spaces, 17 spaces would have electric vehicle (EV) pre-wiring and 2 spaces would have EV chargers.

- **Create a jurisdiction-specific ZEV ecosystem to support deployment of ZEVs statewide (such as building standards that exceed state building codes, permit streamlining, infrastructure siting, consumer education, preferential parking policies, and ZEV readiness plans)**

The State has adopted AB 1236 and AB 970, which require cities to adopt streamline permitting procedures for EV charging stations. As a result, the City updated Section IX of the LAMC, which requires most new construction to designate 30 percent of new parking spaces as capable of supporting future electric vehicle supply equipment (EVSE). This would exceed the CALGreen 2022 requirements of 20 percent of new parking spaces as EV capable. The ordinance also requires new construction to install EVSE at 10 percent of total parking spaces. This requirement also exceeds the CALGreen 2022 requirements of installing EVSE for 25 percent of EV capable parking spaces which is approximately five percent of total parking spaces. The City has also implemented programs to increase the amount of EV charging on city streets, EV carshare, and incentive programs for apartments to be retrofitted with EV chargers.

The City's goals of installing EV chargers throughout the City would be consistent with the Scoping Plan goals of transitioning to EVs. In addition, the Project would comply with the LAMC by installing EV chargers in at least 10 percent of total proposed parking spaces which would exceed the CALGreen 2022 requirement.

Of the 63 parking spaces, 17 spaces would have electric vehicle (EV) pre-wiring and 2 spaces would have EV chargers.

VMT Reduction

The priority GHG reduction strategies for local government climate action related to VMT reduction are discussed below and would support the Scoping Plan action to reduce VMT per capita 25 percent below 2019 levels by 2030 and 30 percent below 2019 levels by 2045.

- **Reduce or eliminate minimum parking standards in new developments**

- **Implement parking pricing or transportation demand management pricing strategies**

The City of Los Angeles Mobility Plan 2035 which is the Transportation Element of the City's General Plan contains measures and programs related to VMT reduction throughout the City. With regard to parking standards, the implementation of Mobility Plan Programs and AB 2097 reduce or eliminate parking requirements for certain types of developments near transit (within half a mile). These reduction strategies and TDM programs would serve to reduce minimum parking standards and reduce vehicle trips.

The Project Site is not located in an AB 2097 Area.[6] Based on the existing and proposed land uses, sizes, and trip generation rates, the Project would provide a net reduction of 248 vehicle trips and a net reduction of 2,084 VMT (vehicle miles traveled).[7] Therefore, the Project is not required to perform a VMT analysis, and not required to implement a TDM program. Therefore, the Project would be consistent and not conflict with this reduction strategy to reduce vehicle trips.

- **Implement Complete Streets policies and investments, consistent with general plan circulation element requirements**

The City of Los Angeles Mobility Plan 2035 established a "Complete Streets" planning framework which resulted in the City of Los Angeles Complete Streets Design Guide in 2015, consistent with California's Complete Streets Act of 2008. A supplemental update to the Complete Streets Design Guide was adopted in 2020.

The Complete Streets Design Guide provides a number of measures to increase public access to electric shuttles, car sharing and walking. The Design Guide establishes guidelines for establishing on-street parking for car sharing. The City has also established BlueLA which is a car sharing network consisting of more than 100 electric vehicles located throughout the City. In addition, under the Green New Deal, the City would install 28,000 publicly available chargers by 2028 and introduce 135 new electric DASH buses.

This reduction strategy mainly applies to City traffic circulation. However, the Project would include pedestrian network improvements to encourage alternative modes of transportation. The Project would remove curb cuts on Ventura Boulevard, provide activation with new retail uses, and add landscaping and trees. The Project includes 54 bicycle parking spaces (7 short-term and 47 long-term) for the residential and commercial uses. Therefore, the Project would not conflict with implementation of Complete Streets policies.

- **Increase access to public transit by increasing density of development near transit, improving transit service by increasing service frequency, creating bus priority lanes, reducing or eliminating fares, microtransit, etc.**

- **Increase public access to clean mobility options by planning for and investing in electric shuttles, bike share, car share, and walking**

- **Amend zoning or development codes to enable mixed-use, walkable, transit-oriented, and compact infill development (such as increasing the allowable density of a neighborhood)**

- **Preserve natural and working lands by implementing land use policies that guide development toward infill areas and do not convert "greenfield" land to urban uses (e.g., green belts, strategic conservation easements).**

These reduction strategies are supported through implementation of SB 375 which requires integration of planning processes for transportation, land-use and housing and generally encourages jobs/housing proximity, promote transit-oriented development (TOD), and encourages high-density residential/ commercial development along transit corridors. To implement SB 375 and reduce GHG emissions by correlating land use and transportation planning, SCAG adopted the 2020–2045 RTP/SCS, also referred

6 ZIMAS: https://zimas.lacity.org/

7 City of Los Angeles VMT Calculator, version 1.3 screening analysis.

to as Connect SoCal. The 2020–2045 RTP/SCS' "Core Vision" prioritizes the maintenance and management of the region's transportation network, expanding mobility choices by co-locating housing, jobs, and transit, and increasing investment in transit and complete streets. Please refer below for additional discussion of consistency with the 2020-2045 RTP/SCS.

On a local level, the City has developed the Complete Streets Design Guide which provides a number of reduction strategies to increase public access to electric shuttles, car sharing and walking, continues to build out networks in the Mobility Plan for pedestrians, bicyclists, and transit users, has implemented an EV car sharing network, and is working towards increasing publicly available chargers, and introducing new electric DASH buses.

The Project represents an infill development within an existing urbanized area that would concentrate new development consistent with the overall growth pattern encouraged in the RTP/SCS. The Project's convenient access to public transit and opportunities for walking and biking would result in a reduction of vehicle trips, vehicle miles traveled (VMT), and GHG emissions.

Specifically, the Project Site is located in a transit-rich neighborhood serviced by the Los Angeles County Metropolitan Transit Authority (Metro) and LADOT bus lines:

- Metro Line 240 which provides east-west service that connects Northridge to the Universal City Metro Rail station, with peak service every ten minutes on Ventura Boulevard, with the nearest bus stop at Petit Avenue 125 feet west of the Project Site.

- Metro Lines 235 and 236, which provides north-south service that connects Sylmar with Encino with the nearest bus stop on Balboa Boulevard at Ventura Boulevard 1,975 feet west of the Project Site.

- Los Angeles Department of Transportation (LADOT) Commuter Express Line 423 that connects Thousand Oaks to Downtown Los Angeles, with the nearest stop on Hayvenhurst Avenue at Magnolia Boulevard 2,475 feet northeast of the Project Site.

In addition, the Project Site's proximity to a variety of commercial uses and services would encourage employees of the Project Site to walk to nearby destinations to meet their shopping needs, thereby reducing VMT and GHG emissions. Based on the existing and proposed land uses, sizes, and trip generation rates, the Project would provide a net reduction of 248 vehicle trips and a net reduction of 2,084 VMT (vehicle miles traveled).[8] Therefore, the Project would be consistent with these reduction strategies.

California continues to experience a severe housing shortage. The State must plan for more than 2.5 million residential units over the next eight years, and no less than one million of those residential units must be affordable to lower-income households.[9] This represents more than double the housing planned for during the last eight years.[10] The housing crisis and the climate crisis must be confronted simultaneously, and it is possible to address the housing crisis in a manner that supports the State's climate and regional air quality goals.[11] CAPCOA's Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity (CAPCOA's Handbook) provides a VMT reduction measurement for incorporation of low-income housing. Measure T-4 (Integrate

8 City of Los Angeles VMT Calculator, version 1.3 screening analysis.

9 California Department of Housing and Community Development. 2022. Statewide Housing Plan. Available at www.hcd.ca.gov/docs/statewide-housing-plan.pdf.

10 Ibid.

11 Elkind, E. N., Galante, C., Decker, N., Chapple, K., Martin, A., & Hanson, M. 2017. Right Type, Right Place: Assessing the Environmental and Economic Impacts of Infill Residential Development through 2030. Available at https://ternercenter.berkeley.edu/research-and-policy/right-type-right-place/.

Affordable and Below Market Rate Housing) shows a 28.6 percent reduction in VMT for low-income units in comparison to market rate units.

As discussed above, the City's Housing Element of the General Plan provides planning guidance in meeting housing needs identified in the SCAG Regional Housing Needs Assessment (RHNA). The current RHNA goal for affordable housing within the City is approximately forty percent of new construction. However, the City's projections show affordable housing comprising twenty percent of new construction, which falls short of the forty percent RHNA goal. In order to address this shortfall, the Housing Element identifies measures to encourage development of affordable housing such as revising density bonuses for affordable housing; identify locations which are ideal for funding programs to meet low-income housing goals; and rezone areas to encourage low-income housing. The Housing Element estimates that implementation of these measures would increase housing production at all income ranges compared to previous cycles.

The City's 20-percent goal of low-income housing for new construction is applicable on a citywide basis and not applicable to an individual project. The Planning Department Housing Division found based, on market studies and experiences of other agencies, that mandating 20-percent affordable housing on individual projects is likely to reduce overall housing production, including low income housing, in the City and would be contrary to City and State policies. Pushing more housing outside of the City would be contrary to the Scoping Plan, as infill housing production in the City, which is a highly urbanized city with billions in transit infrastructure, lower average VMT than the SCAG region, is called for in the 2022 Scoping Plan.

The Project consists of transit-supportive densities (minimum of 20 residential units per acre),[12] as it consists of 94 units per acre.[13]

The Project Site is in proximity to existing transit stops, such as Metro Line 240, with the nearest bus stop at Petit Avenue 125 feet west of the Project Site.

Of the 45 units, 8 units (15%) will be reserved for Very Low-Income restricted affordable housing.

Building Decarbonization

The priority GHG reduction strategies for local government climate action related to electrification are discussed below and would support the Scoping Plan actions regarding meeting increased demand for electrification without new fossil gas-fire resources and all electric appliances beginning in 2026 (residential) and 2029 (commercial) (see Table 2-1 of the Scoping Plan).

- **Adopt all-electric new construction reach codes for residential and commercial uses**

California's transition away from fossil fuel–based energy sources will bring the project's GHG emissions associated with building energy use down to zero as our electric supply becomes 100 percent carbon free. California has committed to achieving this goal by 2045 through SB 100, the 100 Percent Clean Energy Act of 2018. SB 100 strengthened the State's Renewables Portfolio Standard (RPS) by requiring that 60 percent of all electricity provided to retail users in California come from renewable sources by 2030 and that 100 percent come from carbon-free sources by 2045. The land use sector will benefit from RPS

12 Federal Transit Administration. 2014. Planning for Transit-Supportive Development: A Practitioner's Guide. Available at: https://www.transit.dot.gov/funding/funding-finance-resources/transit-oriented-development/planningtransit-supportive.

13 45 units on 0.477 acres.

because the electricity used in buildings will be increasingly carbon-free, but implementation does not depend (directly, at least) on how buildings are designed and built.

The City has updated the LAMC with requirements for all new buildings, with some exceptions to be all-electric, which will reduce GHG emissions related to natural gas combustion. Space heating, water heating and cooking for non-restaurant uses would be required to be powered by electricity. In future years, the LADWP will be required to increase the amount of renewable energy in the power mix to comply with SB 100 requirements. The combination of the all-electric LAMC regulations and increasing availability of renewable energy will serve to reduce GHG emissions from sources traditionally powered by natural gas.

The Project would be required to comply with the City's LAMC and would not include natural gas uses in residential, retail and office uses. The restaurant uses are exempt from the LAMC provisions, but would consist of a small portion of the total square footage. Therefore, the Project would be consistent and not conflict with the LAMC.

- **Adopt policies and incentive programs to implement energy efficiency retrofits for existing buildings, such as weatherization, lighting upgrades, and replacing energy-intensive appliances and equipment with more efficient systems (such as Energy Star-rated equipment and equipment controllers)**

This reduction strategy would support the Scoping Plan action regarding electrification of appliances in existing residential buildings (see Table 2-1 of the Scoping Plan). The City and Los Angeles Department of Water and Power has established rebate programs to promote use of energy-efficient products and home upgrades. Under the LADWP's Consumer Rebate Program (CRP), residential customers would receive rebates for energy-efficient upgrades such as Cool Roofs, Energy Star Windows, HVAC upgrades, pool pumps and insulation upgrades. Such upgrades would serve to reduce wasteful energy and water usage and associated GHG emissions.

The Project would not involve retrofit of existing buildings and would be completely new construction. However, the Project would design HVAC equipment to have low GHG emission rates and incorporate energy saving technologies and appliances. Therefore, the Project would be consistent and not conflict with policies to implement energy efficiency retrofits.

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January 9, 2025

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From: **CAJA Environmental Services, LLC**
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Re: **Revised Noise Thresholds**

16610 Ventura Project
Case Number: CPC-2023-3134-DB-SPP-HCA
CEQA Number: ENV-2023-3135-EAF

CAJA prepared a Noise Technical Report in June 2024 for the 16610 Ventura Project. The analysis was based on a threshold of whether the Project's construction would exceed existing ambient exterior noise levels by 5 dBA. As shown in Table 2-5 of the Noise Technical Report, construction noise levels would not exceed the City's significance threshold of 5 dBA. Therefore, the Project's on-site construction noise impact would be less than significant.

In August 2024, the City updated its construction noise methodology and threshold (Updated Noise Thresholds) as follows:[1]

> ***Daytime Construction Noise Thresholds***
>
> *Absolute Thresholds*
>
> - *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.*

The Project would be fully consistent with the Updated Noise Thresholds, which are generally more permissive for conventional daytime construction activity. The way to address the new thresholds is the same as for construction activities for any other project in the City. Any construction work done during

1 Los Angeles City Planning, Construction Noise and Vibration, Updates to Thresholds and Methodology, August 2024, Page 15: https://planning.lacity.gov/project-review/environmental-resources, accessed January 9, 2025.

permitted daytime hours would not be subject to any numerical threshold over ambient levels. As long as daytime construction work does not exceed 80 dBA Leq over an 8-hour period at sensitive receptors. As noted in the Noise Technical Report, 1-hour construction noise levels at nearby receptors would be in the 57.3 to 67.2 dBA range, with an 8-hour Leq in the same range. There would be no significant noise impacts under the Updated Noise Thresholds.

Because the Project's construction activity would 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), the City's guidance confirms that there would be no significant noise impacts from construction.[2] As illustrated in **Table 1**, on-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) would not exceed 80 $dBA_{Leq(8\text{-}hour)}$ at analyzed sensitive uses near the Project Site[3]

Table 1
Construction Noise Impacts at Off-Site Sensitive Receptors

Receptor	Maximum Construction Noise Level (dBA L_{eq})	Threshold	Potentially Significant?
Residence, 4833 Rubio Ave.	48.8	80	No
Medical Center, 16550 Ventura Bl.	58.0	80	No
Residences, Lauren Way	48.7	80	No
CAJA Environmental Services, 2025.			

The Updated Noise Thresholds call on projects to incorporate noise-related Environmental Protection Measures (EPMs) from the Environmental Impact Reports associated with adopted Community Plan updates. The Project is located in the Encino-Tarzana Community Plan area, where an update was adopted in 1997 that did not include EPMs from the CEQA clearance documentation. Nevertheless, the City requires EPMs to be implemented as part of development projects as standard conditions of approval.[4] These are summarized in **Table 2** along with the applicability of each EPM.

Table 2
Applicability of City of Los Angeles Environmental Protection Measures

EPM	Applicability Threshold	Standard	Applicability to Project
NV1-1: Noise Shielding and Muffling	Any Project whose earthwork or construction activities involve the use of construction equipment and require a permit from the Los Angeles Department of Building and Safety (LADBS).	Power construction equipment (including combustion engines), fixed or mobile, shall be equipped with noise shielding and muffling devices consistent with manufacturers' standards or the Best Available Control Technology. All equipment shall be properly maintained, and the Applicant or Owner shall require any construction contractor to keep	**Applicable.** The Project would use quieter equipment or advanced mufflers, in accordance with EPM NV1-1 (Noise Shielding and Muffling).

2 Pursuant to the City's August 2024 Construction Noise and Vibration Updates to Thresholds and Methodologies guidance, there is no numerical threshold above ambient noise levels for construction activities during these hours.

3 Pursuant to the City's August 2024 Construction Noise and Vibration Updates to Thresholds and Methodologies guidance, noise exposure is estimated at exterior of the building of the sensitive receptor or at the property line of outdoor public recreational areas owned or maintained by a public agency. This 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.

4 Los Angeles City Planning, Construction Noise and Vibration, Updates to Thresholds and Methodology, August 2024, Attachment 1 EPMs: https://planning.lacity.gov/project-review/environmental-resources, accessed January 9, 2025.

		documentation on-site during any earthwork or construction activities demonstrating that the equipment has been maintained in accordance with manufacturer's specifications.	
NV1-2: Use of Driven Pile Systems	Any Project whose earthwork and construction activities involve the use of construction equipment and require a permit from LADBS.	Driven (impact) pile systems shall not be used, except in locations where the underlying geology renders drilled piles, sonic, or vibratory pile drivers infeasible, as determined by a soils or geotechnical engineer and documented in a soils report.	**Not Applicable.** The Project would not include driven (impact) pile systems; therefore, EPM NV1-2 (Use of Driven Pile Systems) is not applicable.
NV1-3: Enclosure or Screening of Outdoor Mechanical Equipment	Any Project whose earthwork or construction activities involve the use of construction equipment and require a permit from LADBS.	All outdoor mechanical equipment (e.g., generators, compressors) shall be enclosed or visually screened. The equipment enclosure or screen shall be impermeable (i.e., solid material with minimum weight of 2 pounds per square feet) and break the line of sight between the equipment and any offsite Noise-Sensitive Uses.	**Applicable.** The Project would enclose or screen all outdoor mechanical equipment and break the line of sight between the equipment and any off-site noise-sensitive uses, in accordance with EPM NV1-3 (Enclosure or Screening of Outdoor Mechanical Equipment).
NV1-4: Location of Construction Staging Areas	Any Project whose earthwork or construction activities involve the use of construction equipment and require a permit from LADBS.	Construction staging areas shall be located as far from Noise-Sensitive Uses as reasonably possible and technically feasible in consideration of site boundaries, topography, intervening roads and uses, and operational constraints. The burden of proving what constitutes 'as far as possible' shall be upon the Applicant or Owner, in consideration of the above factors.	**Applicable.** The Project would locate its construction staging areas as far from noise-sensitive uses as reasonably and technical feasible, in accordance with EPM NV1-4 (Location of Construction Staging Areas).
NV1-5: Temporary Walls	Any Project whose earthwork and construction activities involve the use of construction equipment and require a permit from LADBS; and whose construction activities are located within a line of sight to and within 500 feet of Noise-Sensitive Uses, with the exception of Projects limited to the construction of 2,000 square feet or less of floor area dedicated to residential uses.	Noise barriers, such as temporary walls (minimum ½-inch thick plywood) or sound blankets (minimum STC 25 rating), that are a minimum of eight feet tall, shall be erected between construction activities and Noise-Sensitive Uses as reasonably possible and technically feasible in consideration of site boundaries, topography, intervening roads and uses, and operational constraints. The burden of proving that compliance is technically infeasible shall be upon the Applicant or Owner. Technical infeasibility shall mean that noise barriers cannot be located between	**Applicable.** The Project assumes the use of best practices techniques required by the City's Building and Safety code to meet these requirements, such as temporary sound barriers along the property lines adjacent to neighboring residences that would generally reduce noise impacts at sensitive receptors by about 10 dBA L_{eq} in accordance with EPM NV1-5 (Temporary Walls).

		construction activities and Noise-Sensitive Uses due to site boundaries, topography, intervening roads and uses, and/or operational constraints.	
NV1-6: Noise Study	Any Project whose earthwork or construction activities involve the use of construction equipment and require a permit from LADBS; are located within 500 feet of Noise-Sensitive Uses; and have one or more of the following characteristics: Two or more subterranean levels; ·20,000 cubic yards or more of excavated material ·Simultaneous use of five or more pieces of construction equipment; or ·Construction duration (excluding architectural coatings) of 18 months or more. Or any Project whose construction activities involve impact pile driving or the use of 300 horsepower equipment.	A Noise Study prepared by a Qualified Noise Expert shall be required and prepared prior to obtaining any permit by LADBS. The Noise Study shall characterize expected sources of earthwork and construction noise that may affect identified Noise-Sensitive Uses, quantify expected noise levels at these Noise-Sensitive Uses, and recommend measures to reduce noise exposure to the extent noise reduction measures are available and feasible, and to demonstrate compliance with any noise requirements in the LAMC. Specifically, the Noise Study shall identify noise reduction devices or techniques to reduce noise levels in accordance with accepted industry practices and in compliance with LAMC standards. Noise reduction devices or techniques shall include but not be limited to mufflers, shields, sound barriers, and time and place restrictions on equipment and activities. The Noise Study shall identify anticipated noise reductions at Noise-Sensitive Uses associated with the noise reduction measures. Applicants and Owners shall be required to implement and comply with all measures identified and recommended in the Noise Study. The Noise Study and copies of any contractor agreements shall be maintained pursuant to the proof of compliance requirements in Section I.D.6.	**Applicable.** The Project has conducted a noise study in accordance with EPM NV1-6 (Noise Study) since it would have the following characteristics that exceed the applicability threshold: possible simultaneous use of five or more pieces of construction equipment, and a building construction duration of 20 months (threshold is 18 months). The Project includes 12,584 cubic yards of export, which is below the threshold of 20,000 cubic yards.

Air Quality Technical Report

June 2024

16610 Ventura Project

16610, 16614, 16616, 16618 W. Ventura Boulevard, Los Angeles, CA 91436

Case Number: CPC-2023-3134-DB-SPP-HCA

CEQA Number: ENV-2023-3135-EAF

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Technical Appendix

Air Quality Technical Modeling, June 2024

Section 1
Project Description

1 Project Information

Project Title: 16610 Ventura Project

Project Location: 16610, 16614, 16616, 16618 W. Ventura Boulevard, Los Angeles, CA 91436

Case Number: CPC-2023-3134-DB-SPP-HCA

CEQA Number: ENV-2023-3135-EAF

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2 Environmental Setting

2.1 Project Location

The Project Site is located on the south side of Ventura Boulevard, between Rubio Avenue to the east and Petit Avenue to the west, in the Encino – Tarzana Community Plan of the City of Los Angeles (City), 91436 in the County of Los Angeles (County). The Site is located approximately 15 miles northwest of Downtown Los Angeles and approximately 9 miles north of the Pacific Ocean.

2.2 Surrounding Land Uses

North across Ventura Boulevard is a 5-story commercial building (16601 Ventura Boulevard), and an 13-story commercial building (16633 Ventura Boulevard), both zoned C4-1L.

South adjacent to the Site is a paved parking lot (4726 Petit Avenue), zoned (T)(Q)R1-1, RE9-1.

West adjacent to the Site is a 1-story restaurant building (Panera Bread, 16624 Ventura Boulevard), C4-IL.

East adjacent to the Site is a 1-story restaurant building (Maria's Italian Kitchen, 16608 Ventura

Boulevard), zoned C4-IL.

The nearest residential uses:

- Single-family residential, 16616 Lauren Way, 100 feet to the south of the Site
- Single-family residential, 16620 Lauren Way, 120 feet to the south of the Site

The nearest school or childcare facility:

- Encino Charter Elementary, 16941 Addison Street, 0.52 miles north west of the Site
- Funtastic Daycare, 5346 Forbes Avenue, 0.77 miles north east of the Site

2.3 Regional and Local Access

Regional access is provided by:

- US-101 (Ventura) Freeway, 3,000 feet (0.57 miles) north of the Site

Local access is provided by (Mobility Plan 2035 designation):[1]

- Ventura Boulevard (Boulevard II), directly north of the Site
- Rubio Ave (Local Street Standard), 115 feet east of the Site
- Petit Avenue (Collector), 225 feet west of the Site
- Hayvenhurst Avenue (Avenue I), 770 feet east of the Site
- Balboa Boulevard (Boulevard II), 1,825 feet west of the Site

2.4 Bicycle Facilities

The following bicycle facilities are nearby:[2]

- Bike Route:
  - Hayvenhurst Avenue, 770 feet east of the Site
- Bicycle-Friendly Streets:[3]
  - Hayvenhurst Avenue, 770 feet east of the Site

1 NavigateLA, Mobility Plan 2035: https://navigatela.lacity.org/navigatela/, accessed April 25, 2024.

2 LA County Bikeways Map: https://dpw.lacounty.gov/bike/map.cfm, accessed April 25, 2024.

3 According to LADOT's Bike Program, Bicycle Friendly Streets (BFS) facilities parallel major corridors and provide a calmer, safer alternative for bicyclists of all ages and skill levels. BFS are multi-modal streets, which means that they accommodate all neighborhood users from cars, to bikes, to pedestrians. https://ladotbikeblog.wordpress.com/bfs/, accessed April 25, 2024.

2.5 Pedestrian Facilities

There is a sidewalk along the Project Site's north side on Ventura Boulevard, east side on Rubio Avenue, and west side on Petit Avenue. Striped crosswalks are provided all legs of the nearest signalized intersection:

- Ventura Boulevard / Rubio Avenue, 115 feet east of the Site

2.6 Public Transit

As shown in **Table 1-1, Public Transit**, Los Angeles County Metropolitan Transportation Authority (Metro)[4] and Los Angeles Department of Transit (LADOT) operate public transit in the area.

The Site is within a High-Quality Transit Area (HQTA),[5] which are areas within one-half mile of a high-quality transit corridor, which is a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.[6]

Table 1-1
Public Transit

Line	Type	Direction	Stop	Distance to Site	Service (Peak)
Metro					
240	Bus	East-west on Ventura Blvd.	Petit	125 feet west	10 minutes
235/236	Bus	North-south on Balboa	Ventura	1,975 feet west	60 minutes
LADOT Commuter Express (CE)					
423	Bus	North-south on Hayvenhurst	Magnolia	2,475 feet northeast	5-65 minutes
Distance is measured from the Site to the entrance of a rail transit station or bus stop. Peak Times: https://www.metro.net/riding/guide/system-maps/ Metro Line 240 schedule (December 10, 2023): https://cdn.beta.metro.net/wp-content/uploads/2023/12/01153954/162_TT_12-10-23.pdf Metro Line 235/236 schedule (December 10, 2023): https://cdn.beta.metro.net/wp-content/uploads/2023/12/01154034/235-236_TT_12-10-23.pdf LADOT CE 423 (effective July 31, 2021):https://www.ladottransit.com/comexp/routes/423/423.html					

2.7 Planning and Zoning

Table 1-2, Project Site, lists the Site's APNs, zoning, and General Plan land use designation:

- C4-1L (Commercial Zone, Height District 1 Limited)[7]

4 Metro System Map: https://www.metro.net/riding/guide/system-maps/, accessed April 26, 2024.

5 SCAG, HQTA 2016 based on the 2020-2045 RTP/SCS: https://gisdata-scag.opendata.arcgis.com/datasets/high-quality-transit-areas-hqta-2016-scag-region?geometry=-121.570%2C33.364%2C-114.731%2C34.954, accessed April 26, 2024.

6 SCAG, Connect SoCal, Active Transportation Technical Report, page 26: https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal_active-transportation.pdf?1606001530, accessed April 26, 2024.

7 Los Angeles Zoning Summary: https://planning.lacity.org/zoning/regulations-summary

The Project Site has the following zoning information (ZI):

- ZI-2498 Local Emergency Temporary Regulations – Time Limits and Parking Relief
- ZI-1729 Specific Plan: Ventura/Cahuenga Boulevard Corridor
- ZI-2512 Housing Element Inventory of Sites

Table 1-2
Project Site

Address	Lot	APN	Size (sf)	Zone	Land Use
16614, 16616, 16618 W. Ventura Blvd.	PT 4	2284-007-026	10,388.8	C4-1L	Regional Center Commercial
16610 W. Ventura Blvd.		2284-007-001	10,365.6		
Source: Zone Information & Map Access System (ZIMAS): http://zimas.lacity.org, April 26, 2024.					

2.8 Existing Conditions

The lot area is 20,754.4 square feet (0.477 acres).[8]

See **Table 1-3, Existing Uses**, for details of the existing uses. The Site contains a total of 8,611 square feet of buildings and approximately 12,000 square feet of surface parking.

The east side of the Site (16610 Ventura) contains a 2-story, 6,584 square-foot restaurant building (Monaco Restaurant and Bar) and approximately 6,400 square feet of associated surface parking.

The west side of the Site (16614-16618 Ventura Boulevard) contains two connected 1-story, 2,027 square-foot commercial buildings (consisting of 896 square feet and 1,131 square feet) and approximately 5,600 square feet of associated surface parking.

Table 1-3
Existing Uses

Address	Use	Building	Size (sf)
16614-16618 W. Ventura Blvd.	Commercial	1-story	1,131
	Commercial	1-story	896
16610 W. Ventura Blvd.	Restaurant	2-stories	6,584
Total			**8,611**
Source: Zone Information & Map Access System (ZIMAS): http://zimas.lacity.org, April 26, 2024.			

3 Project Description

3.1 Project Overview

All existing structures and uses will be removed.

The Project will construct a new 5-story, multi-family, mixed-use building with 45 units (including 8 affordable units) and 3,400 square feet of commercial use. The building will include two

8 Plans, GA Engineering, February 28, 2024.

subterranean parking levels.

The Project will utilize the Density Bonus program for an increase in height, increase floor-area ratio (FAR), and waiver of transitional height.[9]

3.2 Density

The Project includes 4 studio units, 17 one-bedroom units, and 24 two-bedroom units. Of the 45 units, 8 units (15%) will be reserved for Very Low-Income restricted affordable housing.

3.3 Floor Area

The Project proposes a floor area of approximately 45,960 square feet and a floor-area-ratio (FAR) of 2.3:1. This includes 42,560 square feet residential floor area and 3,400 square feet commercial floor area.

3.4 Height

The Project proposes a 5-story, 62-foot in height building.

3.5 Open Space

The Project includes 6,390 square feet of open space, including 28 residential balconies and decks on floors 4 and 5.

3.6 Loading Zone

The Project includes a loading zone on the west portion of the Site adjacent to the alley.

3.7 Access

The Project includes access via an alley entering from the southeast portion of the Site. The alley access would provide entrance to the two subterranean parking levels and commercial/retail parking on Level 1.

3.8 Vehicle Parking

Per LAMC 12.22.A25, 57 residential parking spaces are required. The Project would provide 63 residential parking spaces in the two subterranean parking levels.

The Project requires 14 commercial/retail parking spaces. The first floor provides 15 commercial/retail parking spaces.

Therefore the Project provides a total of 78 parking spaces.

9 Plans, GA Engineering, February 28, 2024.

Of the 63 spaces, 17 spaces would have electric vehicle (EV) pre-wiring and 2 spaces would have EV chargers.

3.9 Bicycle Parking

The Project includes 54 bicycle parking spaces (7 short-term and 47 long-term) for the residential and commercial uses.

3.10 Sustainability Features

The Project will comply with the applicable Los Angeles Green Building Code (LAGBC, 2023 version effective January 1, 2023)[10] and the applicable California Green Building Standards Code (CalGreen, 2022 version effective January 1, 2023).[11] The applicability is determined when the Project is submitted and accepted by plan check.

All building systems will meet applicable Title 24 Energy Standards. These standards will reduce energy and water usage and waste and, thereby, reduce associated greenhouse gas emissions and help minimize the impact on natural resources and infrastructure.

The sustainability features to be incorporated into the Project will include, but not be limited to, WaterSense-labeled plumbing fixtures and Energy Star-labeled appliances, reduction of indoor and outdoor water use, weather-based controller and drip irrigation systems, and water-efficient landscape design. In addition, the landscaping on the outdoor decks will serve to help reduce solar heat gain and facilitate possible stormwater retention on-site.

The Project will recycle and reuse building and construction materials to the maximum extent feasible.

The Project's infill location will promote the concentration of development in an urban location with extensive infrastructure and access to public transit facilities. The Project's proximity to public transportation will reduce vehicle trips and vehicle miles traveled for residents and visitors.

4 Anticipated Construction Schedule

The estimated construction schedule is shown in **Table 1-4, Construction Schedule**. This information has been provided by the Applicant and reflects Site- and Project-specific assessments of anticipated construction phase lengths and equipment to be utilized.

The estimated operational year is 2026. Construction is proposed to finish in 2026 and the Project will undergo a standard process to obtain its certification of occupancy and will begin leasing. The operational year relates to future traffic operations and assumes a fully leased building for maximum trip and VMT purposes.

The Project will remove 8,611 square feet of buildings and approximately 12,000 square feet of

10 City of Los Angeles Department of Building and Safety, Green Building, available at http://ladbs.org/forms-publications/forms/green-building, accessed on April 26, 2024.

11 California Building Codes: https://www.dgs.ca.gov/BSC/CALGreen, accessed on April 26, 2024.

surface parking lot of asphalt/concrete surfaces.

No fill will be imported to the Site. The amount of materials exported will be up to approximately 12,584 cubic yards (which includes a 25% swell expansion potential).[12]

Truck routes are expected to utilize the most convenient access to freeway ramps. The truck routes will comply with the approved truck routes designated within the City and/or adjacent jurisdictions. Trucks traveling to and from the Project Site must travel along the designated routes. These streets are part of different approved haul routes.[13] The haul route will be approximately 55 miles one-way, or 110 miles roundtrip, and could include the following:

- Full trucks: Exit Site and north on Rubio Avenue, east on Ventura Boulevard, north on Hayvenhurst, to US-101 east, I-10 East, CA-60 East, I-605 North, exit Live Oak Avenue to Rivergrade Road, to Arrow Highway to destination at 1245 Arrow Highway, Irwindale, 91706.

- Empty trucks will travel in the reverse to the Site and exit US-101 West at Hayvenhurst Avenue, to the Site.

Table 1-4
Construction Schedule

Phase	Schedule	Duration
Demolition	January 1, 2025 – January 31, 2025	4 weeks
Grading	February 1, 2025 – February 28, 2025	4 weeks
Trenching	March 1, 2025 – March 7, 2025	1 week
Construction	March 8, 2025 – September 30, 2026	18 months
Architectural Coatings	May 1, 2026 – October 31, 2026	6 months

Demolition involves removing buildings or structures.
Site Preparation involves clearing vegetation (grubbing and tree/stump removal) and removing stones and other unwanted material or debris prior to grading.
Grading involves the cut and fill of land to ensure that the proper base and slope is created for the foundation.
Building Construction involves the construction of the foundation, structures, and buildings.
Trenching is associated with underground utilities, including gas, water, electricity, telecommunications.
Paving involves the laying of concrete or asphalt such as in parking lots, roads, driveways, or sidewalks.
Architectural Coating involves the application of coatings to both the interior and exterior of buildings or structures, the painting of parking lot or parking garage striping, associated signage and curbs, and the painting of the walls or other components such as stair railings inside parking structures.

Construction schedule, including start, end, and duration dates is estimate only.
Some overlap of phasing may occur.
The analysis assumes that construction would start in 2025. In practice, construction could begin at a later time. However, using an earlier start date represents a worst-case scenario for the analysis of construction emissions, because equipment and vehicle emission factors for later years would be slightly less due to more stringent standards for in-use off-road equipment and heavy-duty trucks, as well as fleet turnover replacing older equipment and vehicles in later years.
Estimates provided by the Applicant, February 2024.

12 Applicant info, February 2024.

13 NavigateLA, Haul Route layer: https://navigatela.lacity.org/navigatela/

Section 2
Air Quality

1 Introduction

This technical report addresses the air quality impacts generated by construction and operation of the Project at 16610 Ventura Boulevard in the City of Los Angeles. The analysis evaluates the consistency of the Project with the air quality policies set forth within the South Coast Air Quality Management District's (SCAQMD) Air Quality Management Plan (AQMP) and the City's General Plan. The analysis of Project-generated air emissions focuses on whether the Project would cause an exceedance of an ambient air quality standard or SCAQMD significance threshold. Calculation worksheets, assumptions, and model outputs used in the analysis are included in the Technical Appendix to this analysis.

2 Regulatory Framework

2.1 Federal

2.1.1 Federal Clean Air Act

The Federal Clean Air Act (CAA) was first enacted in 1955 and has been amended numerous times in subsequent years, with the most recent amendments in 1990. At the federal level, the United States Environmental Protection Agency (USEPA) is responsible for implementation of some portions of the CAA (e.g., certain mobile source and other requirements). Other portions of the CAA (e.g., stationary source requirements) are implemented by state and local agencies. In California, the CCAA is administered by the California Air Resources Board (CARB) at the state level and by the air quality management districts and air pollution control districts at the regional and local levels.

The 1990 amendments to the CAA identify specific emission reduction goals for areas not meeting the National Ambient Air Quality Standard (NAAQS). These amendments require both a demonstration of reasonable further progress toward attainment and incorporation of additional sanctions for failure to attain or to meet interim milestones. The sections of the CAA which are most applicable to the Project include Title I (Nonattainment Provisions) and Title II (Mobile Source Provisions).

NAAQS have been established for seven major air pollutants: CO (carbon monoxide), NO_2 (nitrogen dioxide), O_3 (ozone), $PM_{2.5}$ (particulate matter, 2.5 microns), PM_{10} (particulate matter, 10 microns), SO_2 (sulfur dioxide), and Pb (lead).

The Clean Air Act (CAA) requires the USEPA to designate areas as attainment, nonattainment, or maintenance (previously nonattainment and currently attainment) for each criteria pollutant based on whether the National Ambient Air Quality Standards (NAAQS) have been achieved. Title I provisions are implemented for the purpose of attaining NAAQS. The federal standards are summarized in **Table 2-1**. The USEPA has classified the Los Angeles County portion of the South Coast Air Basin (Basin) as a nonattainment area for O_3, $PM_{2.5}$, and Pb.

Table 2-1
State and National Ambient Air Quality Standards and Attainment Status for LA County

Pollutant	Averaging Period	California		Federal	
		Standards	Attainment Status	Standards	Attainment Status
Ozone (O_3)	1-hour	0.09 ppm (180 µg/m^3)	Non-attainment	--	--
	8-hour	0.070 ppm (137 µg/m^3)	N/A[1]	0.070 ppm (137 µg/m^3)	Non-attainment
Respirable Particulate Matter (PM_{10})	24-hour	50 µg/m^3	Non-attainment	150 µg/m^3	Maintenance
	Annual Arithmetic Mean	20 µg/m^3	Non-attainment	--	--
Fine Particulate Matter ($PM_{2.5}$)	24-hour	--	--	35 µg/m^3	Non-attainment
	Annual Arithmetic Mean	12 µg/m^3	Non-attainment	12 µg/m^3	Non-attainment
Carbon Monoxide (CO)	1-hour	20 ppm (23 mg/m^3)	Attainment	35 ppm (40 mg/m^3)	Maintenance
	8-hour	9.0 ppm (10 mg/m^3)	Attainment	9 ppm (10 mg/m^3)	Maintenance
Nitrogen Dioxide (NO_2)	1-hour	0.18 ppm (338 µg/m^3)	Attainment	100 ppb (188 µg/m^3)	Maintenance
	Annual Arithmetic Mean	0.030 ppm (57 µg/m^3)	Attainment	53 ppb (100 µg/m^3)	Maintenance
Sulfur Dioxide (SO_2)	1-hour	0.25 ppm (655 µg/m^3)	Attainment	75 ppb (196 µg/m^3)	Attainment
	24-hour	0.04 ppm (105 µg/m^3)	Attainment	--	--
Lead (Pb)	30-day average	1.5 µg/m^3	Attainment	--	--
	Calendar Quarter	--	--	0.15 µg/m^3	Non-attainment
Visibility Reducing Particles	8-hour	Extinction of 0.07 per kilometer	N/A	No Federal Standards	
Sulfates	24-hour	25 µg/m^3	Attainment	No Federal Standards	
Hydrogen Sulfide (H_2S)	1-hour	0.03 ppm (42 µg/m^3)	Unclassified	No Federal Standards	
Vinyl Chloride	24-hour	0.01 ppm (26 µg/m^3)	N/A	No Federal Standards	

N/A = not available
ppm = parts per million; µg/m^3 – micrograms per cubic meter; mg/m^3 – milligrams per cubic meter
Source: USEPA, NAAQS Table (https://www.epa.gov/criteria-air-pollutants/naaqs-table) and CARB, California Ambient Air Quality Standards (https://ww2.arb.ca.gov/resources/california-ambient-air-quality-standards). Attainment status data from CARB, Ambient Air Quality Standards, and attainment status (www.arb.ca.gov/desig/adm/adm.htm).

CAA Title II pertains to mobile sources, such as cars, trucks, buses, and planes. Reformulated gasoline and automobile pollution control devices are examples of the mechanisms the USEPA uses to regulate mobile air emission sources. The provisions of Title II have resulted in tailpipe emission standards for vehicles, which have been strengthened in recent years to improve air quality. For example, the standards for NO_X emissions have been lowered substantially and the specification requirements for cleaner burning gasoline are more stringent.

The USEPA regulates emission sources that are under the exclusive authority of the federal government, such as aircraft, ships, and certain types of locomotives. USEPA has jurisdiction over emission sources outside state waters (e.g., beyond the outer continental shelf) and establishes various emission standards, including those for vehicles sold in states other than California. Automobiles sold in California must meet stricter emission standards established by CARB. USEPA adopted multiple tiers of emission standards to reduce emissions from non-road diesel engines (e.g., diesel-powered construction equipment) by integrating engine and fuel controls as a system to gain the greatest emission reductions.

The first federal standards (Tier 1) for new non-road (or off-road) diesel engines were adopted in 1994 for engines over 50 horsepower, to be phased-in from 1996 to 2000. On August 27, 1998, USEPA introduced Tier 1 standards for equipment under 37 kW (50 horsepower) and increasingly more stringent Tier 2 and Tier 3 standards for all equipment with phase-in schedules from 2000 to 2008. The Tier 1 through 3 standards were met through advanced engine design, with no or only limited use of exhaust gas after-treatment (oxidation catalysts). Tier 3 standards for NOX and hydrocarbon are similar in stringency to the 2004 standards for highway engines. However, Tier 3 standards for particulate matter were never adopted. On May 11, 2004, USEPA signed the final rule introducing Tier 4 emission standards, which were phased-in between 2008 and 2015. The Tier 4 standards require that emissions of particulate matter and NOX be further reduced by about 90 percent. Such emission reductions are achieved through the use of control technologies—including advanced exhaust gas after-treatment.

2.2 State

2.2.1 California Clean Air Act

In addition to being subject to the requirements of CAA, air quality in California is also governed by more stringent regulations under the California Clean Air Act (CCAA). In California, CCAA is administered by CARB at the state level and by the air quality management districts and air pollution control districts at the regional and local levels. CARB, which became part of the California Environmental Protection Agency in 1991, is responsible for meeting the state requirements of the CAA, administering the CCAA, and establishing the California Ambient Air Quality Standards (CAAQS). The CCAA, as amended in 1992, requires all air districts in the State to endeavor to achieve and maintain the CAAQS. CAAQS are generally more stringent than the corresponding federal standards and incorporate additional standards for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles.

CARB regulates mobile air pollution sources, such as motor vehicles. CARB is responsible for setting emission standards for vehicles sold in California and for other emission sources, such as consumer products and certain off-road equipment. CARB established passenger vehicle fuel

specifications in March 1996. CARB oversees the functions of local air pollution control districts and air quality management districts, which, in turn, administer air quality activities at the regional and county levels. The State standards are summarized in **Table 2-1**.

The CCAA requires CARB to designate areas within California as either attainment or nonattainment for each criteria pollutant based on whether the CAAQS thresholds have been achieved. Under the CCAA, areas are designated as nonattainment for a pollutant if air quality data shows that a state standard for the pollutant was violated at least once during the previous three calendar years. Exceedances that are affected by highly irregular or infrequent events are not considered violations of a state standard and are not used as a basis for designating areas as nonattainment. Under the CCAA, the non-desert Los Angeles County portion of the Basin is designated as a nonattainment area for O3, PM10, and PM2.5.

In August 2022, CARB approved regulations to ban new gasoline-powered cars beginning with 2035 models. Automakers will gradually electrify their fleet of new vehicles, beginning with 35 percent of 2026 models sold. In March 2023, USEPA approved CARB's regulations that mandate that all new medium- and heavy-duty trucks would be zero emissions by 2045 where feasible. Trucking companies would also have to gradually convert their existing fleets to zero emission vehicles.

CARB has further required that all small (25 horsepower and below) off-road engines that are spark-ignited (e.g., lawn and gardening equipment) must be zero emission starting in model year 2024. Standards for portable generators and large pressure washers were given until model year 2028 to be electric-powered.

2.2.2 Toxic Air Contaminant Identification and Control Act

The public's exposure to toxic air contaminants (TACs) is a significant public health issue in California. CARB's statewide comprehensive air toxics program was established in the early 1980s. The Toxic Air Contaminant Identification and Control Act created California's program to reduce exposure to air toxics. Under the Toxic Air Contaminant Identification and Control Act, CARB is required to use certain criteria in the prioritization for the identification and control of air toxics. In selecting substances for review, CARB must consider criteria relating to "the risk of harm to public health, amount or potential amount of emissions, manner of, and exposure to, usage of the substance in California, persistence in the atmosphere, and ambient concentrations in the community" [Health and Safety Code Section 39666(f)].

The Toxic Air Contaminant Identification and Control Act also requires CARB to use available information gathered from the Air Toxics "Hot Spots" Information and Assessment Act program to include in the prioritization of compounds. CARB identified particulate emissions from diesel-fueled engines (diesel PM) TACs in August 1998. Following the identification process, CARB was required by law to determine if there is a need for further control, which led to the risk management phase of the program. For the risk management phase, CARB formed the Diesel Advisory Committee to assist in the development of a risk management guidance document and a risk reduction plan. With the assistance of the Diesel Advisory Committee and its subcommittees, CARB developed the Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles and the Risk Management Guidance for the Permitting of New Stationary Diesel-Fueled Engines. The Board approved these documents on September 28,

2000, paving the way for the next step in the regulatory process: the control measure phase. During the control measure phase, specific Statewide regulations designed to further reduce diesel PM emissions from diesel-fueled engines and vehicles have and continue to be evaluated and developed. The goal of each regulation is to make diesel engines as clean as possible by establishing state-of-the-art technology requirements or emission standards to reduce diesel PM emissions. Breathing H2S at levels above the state standard could result in exposure to a disagreeable rotten eggs odor. The State does not regulate other odors.

2.2.3 California Air Toxics Program

The California Air Toxics Program was established in 1983, when the California Legislature adopted Assembly Bill (AB) 1807 to establish a two-step process of risk identification and risk management to address potential health effects from exposure to toxic substances in the air.[1] In the risk identification step, CARB and the Office of Environmental Health Hazard Assessment (OEHHA) determine if a substance should be formally identified, or "listed," as a TAC in California. Since inception of the program, a number of such substances have been listed, including benzene, chloroform, formaldehyde, and particulate emissions from diesel-fueled engines, among others.[2] In 1993, the California Legislature amended the program to identify the 189 federal hazardous air pollutants as TACs.

In the risk management step, CARB reviews emission sources of an identified TAC to determine whether regulatory action is needed to reduce risk. Based on results of that review, CARB has promulgated a number of airborne toxic control measures (ATCMs), both for mobile and stationary sources. In 2004, CARB adopted an ATCM to limit heavy-duty diesel motor vehicle idling in order to reduce public exposure to diesel PM and other TACs. The measure applies to diesel-fueled commercial vehicles with gross vehicle weight ratings greater than 10,000 pounds that are licensed to operate on highways, regardless of where they are registered. This measure does not allow diesel-fueled commercial vehicles to idle for more than five minutes at any given time.

In addition to limiting exhaust from idling trucks, CARB adopted regulations on July 26, 2007 for off-road diesel construction equipment such as bulldozers, loaders, backhoes, and forklifts, as well as many other self-propelled off-road diesel vehicles to reduce emissions by installation of diesel particulate filters and encouraging the replacement of older, dirtier engines with newer emission-controlled models. In April 2021, CARB proposed a 2020 Mobile Source Strategy that seeks to move California to 100 percent zero-emission off-road equipment by 2035.

2.2.4 Assembly Bill 2588 Air Toxics "Hot Spots" Program

The AB 1807 program is supplemented by the AB 2588 Air Toxics "Hot Spots" program, which was established by the California Legislature in 1987. Under this program, facilities are required to report their air toxics emissions, assess health risks, and notify nearby residents and workers of significant risks if present. In 1992, the AB 2588 program was amended by Senate Bill

1 California Air Resources Board, California Air Toxics Program, www.arb.ca.gov/toxics/toxics.htm, last reviewed by CARB September 24, 2015.

2 California Air Resources Board, Toxic Air Contaminant Identification List, www.arb.ca.gov/toxics/id/taclist.htm, last reviewed by CARB July 18, 2011.

(SB) 1731 to require facilities that pose a significant health risk to the community to reduce their risk through implementation of a risk management plan.

2.2.5 Air Quality and Land Use Handbook

The *Air Quality and Land Use Handbook: A Community Health Perspective* provides important air quality information about certain types of facilities (e.g., freeways, refineries, rail yards, ports) that should be considered when siting sensitive land uses such as residences.[3] CARB provides recommended site distances from certain types of facilities when considering siting new sensitive land uses. The recommendations are advisory and should not be interpreted as defined "buffer zones." If a project is within the siting distance, CARB recommends further analysis.

Where possible, CARB recommends a minimum separation between new sensitive land uses and existing sources. Some examples of CARB's siting recommendations include the following: (1) avoid siting sensitive receptors within 500 feet of a freeway, urban road with 100,000 vehicles per day, or rural roads with 50,000 vehicles per day; (2) avoid siting sensitive receptors within 1,000 feet of a distribution center (that accommodates more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units per day, or where transport refrigeration unit operations exceed 300 hours per week); and (3) avoid siting sensitive receptors within 300 feet of any dry cleaning operation using perchloroethylene and within 500 feet of operations with two or more machines.

2.2.6 California Code of Regulations

The California Code of Regulations (CCR) is the official compilation and publication of regulations adopted, amended or repealed by the state agencies pursuant to the Administrative Procedure Act. The CCR includes regulations that pertain to air quality emissions. Specifically, Section 2485 in CCR Title 13 states that the idling of all diesel-fueled commercial vehicles (weighing over 10,000 pounds) used during construction shall be limited to five minutes at any location. In addition, Section 93115 in CCR Title 17 states that operation of any stationary, diesel-fueled, compression-ignition engines shall meet specified fuel and fuel additive requirements and emission standards.

2.3 Regional

2.3.1 South Coast Air Quality Management District

The SCAQMD was created in 1977 to coordinate air quality planning efforts throughout Southern California. SCAQMD is the agency principally responsible for comprehensive air pollution control in the region. Specifically, SCAQMD is responsible for monitoring air quality, as well as planning, implementing, and enforcing programs designed to attain and maintain the CAAQS and NAAQS in the district. SCAQMD has jurisdiction over an area of 10,743 square miles consisting of Orange County; the non-desert portions of Los Angeles, Riverside, and San Bernardino counties; and the Riverside County portion of the Salton Sea Air Basin and Mojave Desert Air Basin. The Basin portion of SCAQMD's jurisdiction covers an area of 6,745 square miles. The Basin includes all of

3 California Air Resources Board, Air Quality and Land Use Handbook, a Community Health Perspective, April 2005.

Orange County and the non-desert portions of Los Angeles (including the Project Area), Riverside, and San Bernardino counties.

Programs that were developed by SCAQMD to attain and maintain the CAAQS and NAAQS include air quality rules and regulations that regulate stationary sources, area sources, point sources, and certain mobile source emissions. SCAQMD is also responsible for establishing stationary source permitting requirements and for ensuring that new, modified, or relocated stationary sources do not create net emission increases. However, SCAQMD has primary authority over about 20 percent of NO_x emissions, a precursor to ozone formation. All projects in the SCAQMD jurisdiction are subject to SCAQMD rules and regulations, including, but not limited to the following:

SCAQMD Rule 402, which states that a person shall not discharge from any source whatsoever such quantities of air contaminants or other materials 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.

- SCAQMD Rule 403, would reduce the amount of particulate matter entrained in ambient air as a result of anthropogenic fugitive dust sources by requiring actions to prevent, reduce or mitigate fugitive dust emissions.
- SCAQMD Rule 431.2, would require use of low-sulfur fuel in construction equipment.
- SCAQMD Rule 445 would prohibit the inclusion of wood burning fireplaces in any residences.
- SCAQMD Rule 1113, which limits the VOC content of architectural coatings.
- In accordance with Section 2485 in Title 13 of the California Code of Regulations, the idling of all diesel-fueled commercial vehicles (with gross vehicle weight over 10,000 pounds) during construction would be limited to five minutes at any location.
- In accordance with Section 93115 in Title 17 of the California Code of Regulations, operation of any stationary, diesel-fueled, compression-ignition engines would meet specific fuel and fuel additive requirements and emissions standards.

2.3.2 Air Quality Management Plan

SCAQMD adopted the 2022 Air Quality Management Plan (AQMP) on December 2, 2022, updating the region's air quality attainment plan to address the "extreme" ozone non-attainment status for the Basin and the severe ozone non-attainment for the Coachella Valley Basin by laying a path for attainment by 2037. This includes reducing NOx emissions by 67 percent more than required by adopted rules and regulations in 2037. The AQMP calls on strengthening many stationary source controls and addressing new sources like wildfires, but still concludes that the region will not meet air quality standards without a significant shift to zero emission technologies and significant federal action. The 2022 AQMP relies on the growth assumptions in SCAG's 2020-2045 RTP/SCS.

2.3.3 Multiple Air Toxics Exposure Study V

To date, the most comprehensive study on air toxics in the Basin is the Multiple Air Toxics Exposure Study V, released in August 2021.[4] The report included refinements in aircraft and recreational boating emissions and diesel conversion factors. It finds a Basin average cancer risk of 455 in a million (population-weighted, multi-pathway), which represents a decrease of 54 percent compared to the estimate in MATES IV. The monitoring program measured more than 30 air pollutants, including both gases and particulates. The monitoring study was accompanied by computer modeling that estimated the risk of cancer from breathing toxic air pollution based on emissions and weather data. About 88 percent of the risk is attributed to emissions associated with mobile sources, with the remainder attributed to toxics emitted from stationary sources, which include large industrial operations, such as refineries and metal processing facilities, as well as smaller businesses such as gas stations and chrome plating facilities. The results indicate that diesel PM is the largest contributor to air toxics risk, accounting on average for about 50 percent of the total risk.

2.3.4 Southern California Association of Governments

SCAG is the regional planning agency for Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial Counties, and addresses regional issues relating to transportation, the economy, community development and the environment. SCAG coordinates with various air quality and transportation stakeholders in Southern California to ensure compliance with the federal and state air quality requirements, including the Transportation Conformity Rule and other applicable federal, state, and air district laws and regulations. As the federally designated Metropolitan Planning Organization (MPO) for the six-county Southern California region, SCAG is required by law to ensure that transportation activities "conform" to, and are supportive of, the goals of regional and state air quality plans to attain the NAAQS. In addition, SCAG is a co-producer, with the SCAQMD, of the transportation strategy and transportation control measure sections of the AQMP for the Air Basin.

SCAG adopted the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) on September 23, 2020. The RTP/SCS aims to address the transportation and air quality impacts of 3.7 million additional residents, 1.6 additional households, and 1.6 million additional jobs from 2016 to 2045. The Plan calls for $639 billion in transportation investments and reducing VMT by 19 percent per capita from 2005 to 2035. The updated plan accommodates 21.3 percent growth in population from 2016 (3,933,800) to 2045 (4,771,300) and a 15.6 percent growth in jobs from 2016 (1,848,300) to 2045 (2,135,900). The regional plan projects several benefits:

- Decreasing drive-along work commutes by three percent
- Reducing per capita VMT by five percent and vehicle hours traveled per capita by nine percent
- Increasing transit commuting by two percent

[4] South Coast Air Quality Management District, MATES-V Study. https://www.aqmd.gov/home/air-quality/air-quality-studies/health-studies/mates-v

- Reducing travel delay per capita by 26 percent
- Creating 264,500 new jobs annually
- Reducing greenfield development by 29 percent by focusing on smart growth
- Locating six more percent household growth in High Quality Transit Areas (HQTAs), which concentrate roadway repair investments, leverage transit and active transportation investments, reduce regional life cycle infrastructure costs, improve accessibility, create local jobs, and have the potential to improve public health and housing affordability.
- Locating 15 percent more jobs in HQTAs
- Reducing $PM_{2.5}$ emissions by 4.1 percent
- Reducing GHG emissions by 19 percent by 2035

2.4 Local

2.4.1 City of Los Angeles General Plan Air Quality Element

The Air Quality Element of the City's General Plan was adopted on November 24, 1992, and sets forth the goals, objectives, and policies, which guide the City in the implementation of its air quality improvement programs and strategies. The Air Quality Element acknowledges the interrelationships among transportation and land use planning in meeting the City's mobility and air quality goals. The Air Quality Element includes six key goals:

Goal 1: Good air quality in an environment of continued population growth and healthy economic structure.

Goal 2: Less reliance on single-occupant vehicles with fewer commute and non-work trips.

Goal 3: Efficient management of transportation facilities and system infrastructure using cost-effective system management and innovative demand management techniques.

Goal 4: Minimize impacts of existing land use patterns and future land use development on air quality by addressing the relationship between land use, transportation, and air quality.

Goal 5: Energy efficiency through land use and transportation planning, the use of renewable resources and less-polluting fuels and the implementation of conservation measures including passive measures such as site orientation and tree planting.

Goal 6: Citizen awareness of the linkages between personal behavior and air pollution and participation in efforts to reduce air pollution.

2.4.2 Clean Up Green Up Ordinance

The City of Los Angeles adopted a Clean Up Green Up Ordinance (Ordinance Number 184,245) on April 13, 2016, which among other provisions, includes provisions related to ventilation system

filter efficiency in mechanically ventilated buildings. This ordinance added Sections 95.314.3 and 99.04.504.6 to the Los Angeles Municipal Code (LAMC) and amended Section 99.05.504.5.3 to implement building standards and requirements to address cumulative health impacts resulting from incompatible land use patterns.

2.4.3 All-Electric Ordinance

On November 29, 2022, the City adopted Ordinance 187714, which requires all development to be powered by electric appliances and infrastructure with the exception of any cooking equipment associated with any restaurants or eating facilities and any gas-powered emergency backup systems.[5] This will reduce VOC and other emissions from long-term operation of new development.

2.4.4 California Environmental Quality Act

In accordance with CEQA requirements, the City assesses the air quality impacts of new development projects, requires mitigation of potentially significant air quality impacts by conditioning discretionary permits, and monitors and enforces implementation of such mitigation. The City uses the SCAQMD's *CEQA Air Quality Handbook* and SCAQMD's supplemental online guidance/information for the environmental review of development proposals within its jurisdiction.

2.4.5 Land Use Compatibility

In November 2012, the Los Angeles City Planning Commission (CPC) issued an advisory notice (Zoning Information 2427) regarding the siting of sensitive land uses within 1,000 feet of freeways. The CPC deemed 1,000 feet to be a conservative distance to evaluate projects that house populations considered to be more at-risk from the negative effects of air pollution caused by freeway proximity. The CPC advised that applicants of projects requiring discretionary approval, located within 1,000 feet of a freeway and contemplating residential units and other sensitive uses (e.g., hospitals, schools, retirement homes) perform a Health Risk Assessment (HRA).

The Project Site is 3,000 feet south of the eastbound mainline of the Ventura Freeway (US-101).

On April 12, 2018, the City updated its guidance on siting land uses near freeways, resulting in an updated Advisory Notice effective September 17, 2018 requiring all proposed projects within 1,000 feet of a freeway adhere to the Citywide Design Guidelines, including those that address freeway proximity. It also recommended that projects consider avoiding location of sensitive uses like schools, day care facilities, and senior care centers in such projects, locate open space areas as far from the freeway, locate non-habitable uses (e.g., parking structures) nearest the freeway, and screen project sites with substantial vegetation and/or a wall barrier. Requirements for preparing HRAs were removed.

5 City of Los Angeles, Ordinance 187714. https://clkrep.lacity.org/onlinedocs/2022/22-0151_ord_187714_1-23-23.pdf; accessed June 12, 2024.

3 Pollutants and Effects

3.1 State and Federal Criteria Pollutants

Air quality is defined by ambient air concentrations of seven specific pollutants identified by the USEPA to be of concern with respect to health and welfare of the general public. These specific pollutants, known as "criteria air pollutants," are defined as pollutants for which the federal and State governments have established ambient air quality standards, or criteria, for outdoor concentrations to protect public health. Criteria air pollutants include carbon monoxide (CO), ground-level ozone (O_3), nitrogen oxides (NO_X), sulfur oxides (SO_X), particulate matter ten microns or less in diameter (PM_{10}), particulate matter 2.5 microns or less in diameter ($PM_{2.5}$), and lead (Pb). The following descriptions of each criteria air pollutant and their health effects are based on information provided by the SCAQMD.[6]

Carbon Monoxide (CO). CO is primarily emitted from combustion processes and motor vehicles due to incomplete combustion of fuel. Elevated concentrations of CO weaken the heart's contractions and lower the amount of oxygen carried by the blood. It is especially dangerous for people with chronic heart disease. Inhalation of CO can cause nausea, dizziness, and headaches at moderate concentrations and can be fatal at high concentrations.

Ozone (O_3). O_3 is a gas that is formed when volatile organic compounds (VOCs) and nitrogen oxides (NO_X)—both byproducts of internal combustion engine exhaust—undergo slow photochemical reactions in the presence of sunlight. O_3 concentrations are generally highest during the summer months when direct sunlight, light wind, and warm temperature conditions are favorable. An elevated level of O_3 irritates the lungs and breathing passages, causing coughing and pain in the chest and throat, thereby increasing susceptibility to respiratory infections and reducing the ability to exercise. Effects are more severe in people with asthma and other respiratory ailments. Long-term exposure may lead to scarring of lung tissue and may lower lung efficiency.

Nitrogen Dioxide (NO_2). NO_2 is a byproduct of fuel combustion and major sources include power plants, large industrial facilities, and motor vehicles. The principal form of nitrogen oxide produced by combustion is nitric oxide (NO), which reacts quickly to form NO_2, creating the mixture of NO and NO_2 commonly called NO_X. NO_2 absorbs blue light and results in a brownish-red cast to the atmosphere and reduced visibility. NO_2 also contributes to the formation of PM_{10}. Nitrogen oxides irritate the nose and throat, and increase one's susceptibility to respiratory infections, especially in people with asthma. The principal concern of NO_X is as a precursor to the formation of ozone.

Sulfur Dioxide (SO_2). Sulfur oxides (SO_X) are compounds of sulfur and oxygen molecules. SO_2 is the pre- dominant form found in the lower atmosphere and is a product of burning sulfur or burning materials that contain sulfur. Major sources of SO_2 include power plants, large industrial facilities, diesel vehicles, and oil-burning residential heaters. Emissions of sulfur dioxide aggravate lung diseases, especially bronchitis. It also constricts the breathing passages, especially in asthmatics and people involved in moderate to heavy exercise. SO_2 potentially

6 South Coast Air Quality Management District, Final Program Environmental Impact Report for the 2012 AQMP, December 7, 2012.

causes wheezing, shortness of breath, and coughing. High levels of particulates appear to worsen the effect of sulfur dioxide, and long-term exposures to both pollutants leads to higher rates of respiratory illness.

Particulate Matter (PM_{10} and $PM_{2.5}$). The human body naturally prevents the entry of larger particles into the body. However, small particles, with an aerodynamic diameter equal to or less than 10 microns (PM_{10}), and even smaller particles with an aerodynamic diameter equal to or less than 2.5 microns ($PM_{2.5}$), can enter the body and become trapped in the nose, throat, and upper respiratory tract. These small particulates can potentially aggravate existing heart and lung diseases, change the body's defenses against inhaled materials, and damage lung tissue. The elderly, children, and those with chronic lung or heart disease are most sensitive to PM_{10} and $PM_{2.5}$. Lung impairment can persist for two to three weeks after exposure to high levels of particulate matter. Some types of particulates can become toxic after inhalation due to the presence of certain chemicals and their reaction with internal body fluids.

Lead (Pb). Lead is emitted from industrial facilities and from the sanding or removal of old lead-based paint. Smelting or processing the metal is the primary source of lead emissions, which is primarily a regional pollutant. Lead affects the brain and other parts of the body's nervous system. Exposure to lead in very young children impairs the development of the nervous system, kidneys, and blood forming processes in the body.

3.2 State-Only Criteria Pollutants

Visibility-Reducing Particles. Deterioration of visibility is one of the most obvious manifestations of air pollution and plays a major role in the public's perception of air quality. Visibility reduction from air pollution is often due to the presence of sulfur and NOX, as well as PM.

Sulfates (SO_4^{2-}). Sulfates are the fully oxidized ionic form of sulfur. Sulfates occur in combination with metal and/or hydrogen ions. In California, emissions of sulfur compounds occur primarily from the combustion of petroleum-derived fuels (e.g., gasoline and diesel fuel) that contain sulfur. This sulfur is oxidized during the combustion process and subsequently converted to sulfate compounds in the atmosphere. Effects of sulfate exposure at levels above the standard include a decrease in ventilatory function, aggravation of asthmatic symptoms, and an increased risk of cardio-pulmonary disease. Sulfates are particularly effective in degrading visibility, and, due to fact that they are usually acidic, can harm ecosystems and damage materials and property.

Hydrogen Sulfide (H_2S). H_2S is a colorless gas with the odor of rotten eggs. It is formed during bacterial decomposition of sulfur-containing organic substances. Also, it can be present in sewer gas and some natural gas and can be emitted as the result of geothermal energy exploitation. Breathing H_2S at levels above the state standard could result in exposure to a very disagreeable odor.

Vinyl Chloride. Vinyl chloride is a colorless, flammable gas at ambient temperature and pressure. It is also highly toxic and is classified as a known carcinogen by the American Conference of Governmental Industrial Hygienists and the International Agency for Research on Cancer. At room temperature, vinyl chloride is a gas with a sickly-sweet odor that is easily condensed. However, it is stored at cooler temperatures as a liquid. Due to the hazardous nature of vinyl chloride to human health, there are no end products that use vinyl chloride in its monomer form.

Vinyl chloride is a chemical intermediate, not a final product. It is an important industrial chemical chiefly used to produce polyvinyl chloride (PVC). The process involves vinyl chloride liquid fed to polymerization reactors where it is converted from a monomer to a polymer PVC. The final product of the polymerization process is PVC in either a flake or pellet form. Billions of pounds of PVC are sold on the global market each year. From its flake or pellet form, PVC is sold to companies that heat and mold the PVC into end products such as PVC pipe and bottles. Vinyl chloride emissions are historically associated primarily with landfills.

3.3 Toxic Air Contaminants (TACs)

TACs refer to a diverse group of "non-criteria" air pollutants that can affect human health but have not had ambient air quality standards established for them. This is not because they are fundamentally different from the pollutants discussed above but because their effects tend to be local rather than regional. TACs are classified as carcinogenic and noncarcinogenic, where carcinogenic TACs can cause cancer and noncarcinogenic TAC can cause acute and chronic impacts to different target organ systems (e.g., eyes, respiratory, reproductive, developmental, nervous, and cardiovascular). CARB and OEHHA determine if a substance should be formally identified, or "listed," as a TAC in California. A complete list of these substances is maintained on CARB's website.[7]

Diesel particulate matter (DPM), which is emitted in the exhaust from diesel engines, was listed by the state as a TAC in 1998. DPM has historically been used as a surrogate measure of exposure for all diesel exhaust emissions. DPM consists of fine particles (fine particles have a diameter less than 2.5 micrometer (µm)), including a subgroup of ultrafine particles (ultrafine particles have a diameter less than 0.1 µm). Collectively, these particles have a large surface area which makes them an excellent medium for absorbing organics. The visible emissions in diesel exhaust include carbon particles or "soot." Diesel exhaust also contains a variety of harmful gases and cancer-causing substances.

Exposure to DPM may be a health hazard, particularly to children whose lungs are still developing and the elderly who may have other serious health problems. DPM levels and resultant potential health effects may be higher in close proximity to heavily traveled roadways with substantial truck traffic or near industrial facilities. According to CARB, DPM exposure may lead to the following adverse health effects: (1) aggravated asthma; (2) chronic bronchitis; (3) increased respiratory and cardiovascular hospitalizations; (4) decreased lung function in children; (5) lung cancer; and (6) premature deaths for people with heart or lung disease.[8,9]

4 Project Site

The Project Site is located within the South Coast Air Basin (the Basin); named so because of its geographical formation is that of a basin, with the surrounding mountains trapping the air and its

7 California Air Resources Board, Toxic Air Contaminant Identification List, www.arb.ca.gov/toxics/id/taclist.htm, last reviewed by CARB July 18, 2011.

8 California Air Resources Board, Overview: Diesel Exhaust and Health, www.arb.ca.gov/research/diesel/diesel-health.htm, last reviewed by CARB April 12, 2016.

9 California Air Resources Board, Fact Sheet: Diesel Particulate Matter Health Risk Assessment Study for the West Oakland Community: Preliminary Summary of Results, March 2008.

pollutants in the valleys or basins below. The 6,745-square-mile Basin includes all of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties. It is bounded by the Pacific Ocean to the west; the San Gabriel, San Bernardino and San Jacinto Mountains to the north and east; and the San Diego County line to the south. Ambient pollution concentrations recorded in Los Angeles County portion of the Basin are among the highest in the four counties comprising the Basin. USEPA has classified Los Angeles County as nonattainment areas for O_3, PM2.5, and lead. This classification denotes that the Basin does not meet the NAAQS for these pollutants. In addition, under the CCAA, the Los Angeles County portion of the Basin is designated as a nonattainment area for O_3, PM_{10}, and $PM_{2.5}$. The air quality within the Basin is primarily influenced by a wide range of emissions sources, such as dense population centers, heavy vehicular traffic, industry, and meteorology.

Air pollutant emissions are generated in the local vicinity by stationary and area-wide sources, such as commercial activity, space and water heating, landscaping maintenance, consumer products, and mobile sources primarily consisting of automobile traffic.

4.1 Air Pollution Climatology

The topography and climate of Southern California combine to make the Basin an area of high air pollution potential. During the summer months, a warm air mass frequently descends over the cool, moist marine layer produced by the interaction between the ocean's surface and the lowest layer of the atmosphere. The warm upper layer forms a cap over the cooler surface layer which inhibits the pollutants from dispersing upward. Light winds during the summer further limit ventilation. Additionally, abundant sunlight triggers photochemical reactions which produce O3 and the majority of particulate matter.

4.2 Air Monitoring Data

The SCAQMD monitors air quality conditions at 38 source receptor areas (SRA) throughout the Basin. The Project Site is located in SCAQMD's West San Fernando Valley receptor area (Area 6). Historical data from the area was used to characterize existing conditions in the vicinity of the Project area. **Table 2-2** shows pollutant levels, State and federal standards, and the number of exceedances recorded in the area from 2020 through 2022. The one-hour State standard for O_3 was exceeded 25 times during this three-year period, including fourteen times in 2020. The federal standard was exceeded 103 times in that same period. In addition, the daily federal standard for $PM_{2.5}$ was exceeded three times. CO and NO_2 levels did not exceed the CAAQS from 2020 to 2022 for 1-hour (and 8-hour for CO).

Table 2-2
Ambient Air Quality Data

Pollutants and State and Federal Standards	Maximum Concentrations and Frequencies of Exceedance Standards		
	2020	2021	2022
Ozone (O_3)			
Maximum 1-hour Concentration (ppm)	0.142	0.110	0.110
Days > 0.09 ppm (State 1-hour standard)	14	4	7
Days > 0.070 ppm (Federal 8-hour standard)	49	31	23

Carbon Monoxide (CO_2)			
Maximum 1-hour Concentration (ppm)	1.9	2.6	2.2
Days > 20 ppm (State 1-hour standard)	0	0	0
Maximum 8-hour Concentration (ppm)	1.5	1.9	1.8
Days > 9.0 ppm (State 8-hour standard)	0	0	0
Nitrogen Dioxide (NO_2)			
Maximum 1-hour Concentration (ppm)	0.0572	0.0542	0.0547
Days > 0.18 ppm (State 1-hour standard)	0	0	0
PM_{10}			
Maximum 24-hour Concentration (µg/m^3)	N/A	N/A	N/A
Days > 50 µg/m^3 (State 24-hour standard)	N/A	N/A	N/A
$PM_{2.5}$			
Maximum 24-hour Concentration (µg/m^3)	27.6	55.5	20.5
Days > 35 µg/m^3 (Federal 24-hour standard)	0	3	0
Sulfur Dioxide (SO_2)			
Maximum 24-hour Concentration (ppb)	N/A	N/A	N/A
Days > 0.04 ppm (State 24-hour standard)	N/A	N/A	N/A
ppm = parts by volume per million of air. µg/m^3 = micrograms per cubic meter. N/A = not available at this monitoring station. Source: SCAQMD annual monitoring data at West San Fernando Valley subregion (http://www.aqmd.gov/home/air-quality/air-quality-data-studies/historical-data-by-year) accessed April 26, 2024.			

4.3 Existing Health Risk in the Surrounding Area

Based on the MATES-V model, the calculated cancer risk in the Project area (zip code 91436) is approximately 388 in a million.[10] The cancer risk in this area is predominantly influenced by nearby sources of diesel particulate matter (e.g., diesel trucks and traffic on the Ventura Freeway 3,000 feet to the north). In general, the risk at the Project Site is higher than 28 percent of the population across the South Coast Air Basin.

The Office of Environmental Health Hazard Assessment, on behalf of the California Environmental Protection Agency (CalEPA), provides a screening tool called CalEnviroScreen that can be used to help identify California communities disproportionately burdened by multiple sources of pollution. According to CalEnviroScreen, the Project Site (Census tract 6037139701) is located in the 21st percentile, which means the Project Site has an overall environmental pollution burden higher than at least 21 percent of other communities within California.[11]

10 South Coast Air Quality Management District, Multiple Air Toxics Exposure Study in the South Coast Air Basin (MATES-V), MATES V Interactive Carcinogenicity Map, 2021, https://experience.arcgis.com/experience/79d3b6304912414bb21ebdde80100b23/page/home/?data_id=dataSource_105-a5ba9580e3aa43508a793fac819a5a4d%3A26&views=view_39%2Cview_1, accessed June 11, 2024.

11 Office of Environmental Health Hazard Assessment, https://oehha.ca.gov/calenviroscreen/report/calenviroscreen-40, accessed June 11, 2024.

4.4 Sensitive Receptors

Some land uses are considered more sensitive to changes in air quality than others, depending on the population groups and the activities involved. The California Air Resources Board (CARB) has identified the following groups who are most likely to be affected by air pollution: children less than 14 years of age, the elderly over 65 years of age, athletes, and people with cardiovascular and chronic respiratory diseases. According to the SCAQMD, sensitive receptors include residences, schools, playgrounds, childcare centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes.

The Project Site is located in a residential area in the Encino neighborhood. Sensitive receptors within 0.25 miles of the Project Site include, but are not limited to, the following representative sampling:

- Residence, 16616 Lauren Way; 100 feet south of the Project Site
- Residence, 16620 Lauren Way; 120 feet south of the Project Site
- Medical Center, 16550 Ventura Boulevard; 160 feet east of the Project Site
- Residence, 4833 Rubio Avenue; 600 feet north of the Project Site

4.5 Existing Project Site Emissions

The Project Site is improved with 8,611 square feet of commercial buildings that include 6,584 square feet of restaurant uses and 2,027 square feet of retail. A 12,000 square-foot surface parking lot is located at the rear of the site. As summarized in **Table 2-3**, most existing air quality emissions are associated with the 607 daily vehicle trips traveling to and from the Project Site that generate 5,279 vehicle miles traveled (VMT).[12]

Table 2-3
Existing Daily Operations Emissions

Emissions Source	Daily Emissions (Pounds Per Day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Area Sources	0.3	<0.1	0.4	<0.1	<0.1	<0.1
Energy Sources	<0.1	0.2	0.1	<0.1	<0.1	<0.1
Mobile Sources	2.2	1.9	19.2	<0.1	3.8	1.0
Regional Total	**2.2**	**1.9**	**19.2**	**<0.1**	**3.8**	**1.0**

Source: DKA Planning, 2024 based on CalEEMod 2022.1.1.24 model runs (included in Technical Appendix). Numbers may not add due to rounding.

5 Methodology

The air quality analysis conducted for the Project is consistent with the methods described in the SCAQMD CEQA Air Quality Handbook (1993 edition), as well as the updates to the CEQA Air

[12] Los Angeles Department of Transportation, Transportation Study Assessment; April 12, 2023 using City of Los Angeles VMT Calculator, v1.3.

Quality Handbook, as provided on the SCAQMD website. The SCAQMD recommends the use of the California Emissions Estimator Model (CalEEMod) as a tool for quantifying emissions of air pollutants that will be generated by constructing and operating development projects. The analyses focus on the potential change in air quality conditions due to Project implementation. Air pollutant emissions would result from both construction and operation of the Project. Specific methodologies used to evaluate these emissions are discussed below.

5.1 Construction

Sources of air pollutant emissions associated with construction activities include heavy-duty off-road diesel equipment and vehicular traffic to and from the Project construction site. Project-specific information was provided describing the schedule of construction activities and the equipment inventory required from the Applicant. Details pertaining to the schedule and equipment can be found in the Technical Appendix to this analysis. The CalEEMod model provides default values for daily equipment usage rates and worker trip lengths, as well as emission factors for heavy-duty equipment, passenger vehicles, and haul trucks that have been derived by the CARB. Maximum daily emissions were quantified for each construction activity based on the number of equipment and daily hours of use, in addition to vehicle trips to and from the Project Site.

The SCAQMD recommends that air pollutant emissions be assessed for both regional scale and localized impacts. The regional emissions analysis includes both on-site and off-site sources of emissions, while the localized emissions analysis focuses only on sources of emissions that would be located on the Project Site.

Localized impacts were analyzed in accordance with the SCAQMD Localized Significance Threshold (LST) methodology.[13] The localized effects from on-site portion of daily emissions were evaluated at sensitive receptor locations potentially impacted by the Project according to the SCAQMD's LST methodology, which uses on-site mass emission look-up tables and Project-specific modeling, where appropriate.[14] SCAQMD provides LSTs applicable to the following criteria pollutants: NO_X, CO, PM_{10}, and $PM_{2.5}$. SCAQMD does not provide an LST for SO_2 since land use development projects typically result in negligible construction and long-term operation emissions of this pollutant. Since VOCs are not a criteria pollutant, there is no ambient standard or SCAQMD LST for VOCs. Due to the role VOCs play in O_3 formation, it is classified as a precursor pollutant, and only a regional emissions threshold has been established.

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 are developed based on the ambient concentrations of that pollutant for each source receptor area and distance to the nearest sensitive receptor. The mass rate look-up tables were developed for each source receptor area and can be used to determine whether or not a project may generate significant adverse localized air quality impacts. SCAQMD provides LST mass rate look-up tables for projects with active construction areas that are less than or equal to five acres.

13 South Coast Air Quality Management District, Final Localized Significance Methodology, revised July 2008.

14 South Coast Air Quality Management District, LST Methodology Appendix C-Mass Rate LST Look-Up Table, October 2009.

If the project exceeds the LST look-up values, then the SCAQMD recommends that project-specific air quality modeling must be performed.

In accordance with SCAQMD guidance, maximum daily emissions of NO_X, CO, PM_{10}, and $PM_{2.5}$ from on-site sources during each construction activity were compared to LST values for a one-acre site having sensitive receptors within 25 meters (82 feet).[15] This is appropriate given the 0.477-acre site and the proximity of sensitive receptors as close as 100 feet from the Project Site.

The Basin is divided into 38 SRAs, each with its own set of maximum allowable LST values for on-site emissions sources during construction and operations based on locally monitored air quality. Maximum on-site emissions resulting from construction activities were quantified and assessed against the applicable LST values.

The significance criteria and analysis methodologies in the SCAQMD's CEQA Air Quality Handbook were used in evaluating impacts in the context of the CEQA significance criteria listed below. The SCAQMD LSTs for NO_2, CO, and PM_{10} were initially published in June 2003 and revised in July 2008.[16] The LSTs for $PM_{2.5}$ were established in October 2006 and updated on October 21, 2009.[17],[18] **Table 2-4** presents the significance criteria for both construction and operational emissions.

Table 2-4
SCAQMD Emissions Thresholds

Criteria Pollutant	Construction Emissions		Operation Emissions	
	Regional	Localized /a/	Regional	Localized /a/
Volatile Organic Compounds (VOC)	75	--	55	--
Nitrogen Oxides (NO_X)	100	103	55	103
Carbon Monoxide (CO)	550	426	550	426
Sulfur Oxides (SO_X)	150	--	150	--
Respirable Particulates (PM_{10})	150	4	150	1
Fine Particulates ($PM_{2.5}$)	55	3	55	1
/a/ Localized significance thresholds assumed a one-acre and 25-meter (82-foot) receptor distance in the West San Fernando Valley source receptor area. The SCAQMD has not developed LST values for VOC or SO_X. Source: SCAQMD, South Coast AQMD Air Quality Significance Thresholds, 2019.				

5.2 Operations

CalEEMod also generates estimates of daily and annual emissions of air pollutants resulting from future operation of a project. Operational emissions of air pollutants are produced by mobile

15 South Coast Air Quality Management District, Fact Sheet for Applying CalEEMod to Localized Significance Thresholds, https://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/caleemod-guidance.pdf, 2008.

16 Ibid.

17 South Coast Air Quality Management District, Final – Methodology to Calculate Particulate Matter (PM) 2.5 and PM 2.5 Significance Thresholds, https://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/particulate-matter-(pm)-2.5-significance-thresholds-and-calculation-methodology/final_pm2_5methodology.pdf, October 2006.

18 South Coast Air Quality Management District, Final Localized Significance Threshold Methodology Appendix C – Mass Rate LST Look-Up Tables, https://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/appendix-c-mass-rate-lst-look-up-tables.pdf?sfvrsn=2, October 21, 2009.

sources (vehicular travel) and stationary sources (utilities demand). Utilities for the Project Site are provided by the Los Angeles Department of Water and Power (LADWP) for electricity and Southern California Gas for natural gas. CalEEMod has derived default emissions factors for electricity and natural gas usage that are applied to the size and land use type of the Project in question. CalEEMod also generates estimated operational emissions associated water use, wastewater generation, and solid waste disposal.

Similar to construction, SCAQMD's CalEEMod software was used for the evaluation of Project emissions during operation. CalEEMod was used to calculate on-road fugitive dust, architectural coatings, landscape equipment, energy use, mobile source, and stationary source emissions.[19] To determine if a significant air quality impact would occur, the net increase in regional and local operational emissions generated by the Project was compared against SCAQMD's significance thresholds.[20] Details describing the operational emissions of the Project can be found in in the Technical Appendix.

5.3 Toxic Air Contaminants (Construction and Operations)

Potential TAC impacts are evaluated by conducting a qualitative analysis consistent with the CARB Handbook followed by a more detailed analysis (i.e., dispersion modeling), as necessary. The qualitative analysis consists of reviewing the Project to identify any new or modified TAC emissions sources. If the qualitative evaluation does not rule out significant impacts from a new source, or modification of an existing TAC emissions source, a more detailed analysis is conducted.

6 Thresholds of Significance

6.1 State CEQA Guidelines Appendix G

Would the Project:

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 prcject region is non-attainment under an applicable federal or State ambient air quality standard;*

c) *Expose sensitive receptors to substantial pollutant concentrations; or*

d) *Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?*

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19 Energy consumption estimates with CalEEMod 2022.1.1.24 are based on the California Energy Commission's 2020 Residential Appliance Saturation Survey (residential uses) and 2021 Commercial Forecast database, both of which reflected the 2019 Title 24 energy efficiency standards. These energy consumption estimates were adjusted to reflect the 2022 Title 24 standards that cumulatively produce a 0.49 percent reduction in electricity use and 0.45 percent reduction in natural gas use when compared to the 2019 standards.

20 South Coast Air Quality Management District, Air Quality Significance Thresholds, revised March 2015. SCAQMD based these thresholds, in part on the federal Clean Air Act and, to enable defining "significant" for CEQA purposes, defined the setting as the South Coast Air Basin. (See SCAQMD, CEQA Air Quality Handbook, April 1993, pp. 6-1-6-2).

6.2 City and SCAQMD Thresholds

For this analysis the Appendix G Thresholds are relied upon. The analysis utilizes factors and considerations recommended by the City of Los Angeles and SCAQMD Thresholds, as appropriate, to assist in answering the Appendix G Threshold questions.

6.2.1 Construction

The City recommends that determination of significance be made on a case-by-case basis, considering the following criteria to evaluate construction-related air emissions:

(i) Combustion Emissions from Construction Equipment

- Type, number of pieces and usage for each type of construction equipment;
- Estimated fuel usage and type of fuel (diesel, natural gas) for each type of equipment; and
- Emission factors for each type of equipment.

(ii) Fugitive Dust—Grading, Excavation and Hauling

- Amount of soil to be disturbed on-site or moved off-site;
- Emission factors for disturbed soil;
- Duration of grading, excavation and hauling activities;
- Type and number of pieces of equipment to be used; and
- Projected haul route.

(iii) Fugitive Dust—Heavy-Duty Equipment Travel on Unpaved Road

- Length and type of road;
- Type, number of pieces, weight and usage of equipment; and
- Type of soil.

(iv) Other Mobile Source Emissions

- Number and average length of construction worker trips to Project Site, per day; and
- Duration of construction activities.

In addition, the following criteria set forth in the SCAQMD's *CEQA Air Quality Handbook* serve as quantitative air quality standards to be used to evaluate project impacts under the Appendix G Thresholds. Under these thresholds, a significant threshold would occur when:[21]

- Regional emissions from both direct and indirect sources would exceed any of the following SCAQMD prescribed threshold levels: (1) 100 pounds per day for NO_X; (2) 75 pounds a day for VOC; (3) 150 pounds per day for PM_{10} or SO_X; (4) 55 pounds per day for $PM_{2.5}$; and (5) 550 pounds per day for CO.

- Maximum on-site daily localized emissions exceed the LST, resulting in predicted ambient concentrations in the vicinity of the Project Site greater than the most stringent ambient air quality standards for CO (20 ppm [23,000 µg/m^3] over a 1-hour period or 9.0 ppm [10,350 µg/m^3] averaged over an 8-hour period) and NO_2 (0.18 ppm [339 µg/m^3] over a 1-hour period, 0.1 ppm [188 µg/m^3] over a three-year average of the 98th percentile of the daily maximum 1-hour average, or 0.03 ppm [57 µg/m^3] averaged over an annual period).

- Maximum on-site localized PM_{10} or $PM_{2.5}$ emissions during construction exceed the applicable LSTs, resulting in predicted ambient concentrations in the vicinity of the Project Site to exceed the incremental 24-hour threshold of 10.4 µg/m^3 or 1.0 µg/m^3 PM_{10} averaged over an annual period.

6.2.2 Operation

The City bases the determination of significance of operational air quality impacts on criteria set forth in the SCAQMD's *CEQA Air Quality Handbook.*[22] As discussed above, the City uses Appendix G as the thresholds of significance for this analysis. Accordingly, the following serve as quantitative air quality standards to be used to evaluate project impacts under the Appendix G thresholds. Under these thresholds, a significant threshold would occur when:

- Operational emissions exceed 10 tons per year of volatile organic gases or any of the following SCAQMD prescribed threshold levels: (1) 55 pounds a day for VOC;[23] (2) 55 pounds per day for NO_X; (3) 550 pounds per day for CO; (4) 150 pounds per day for SO_X; (5) 150 pounds per day for PM_{10}; and (6) 55 pounds per day for $PM_{2.5}$.[24]

- Maximum on-site daily localized emissions exceed the LST, resulting in predicted ambient concentrations in the vicinity of the Project Site greater than the most stringent ambient air quality standards for CO (20 parts per million (ppm) over a 1-hour period or 9.0 ppm averaged over an 8-hour period) and NO_2 (0.18 ppm over a 1-hour period, 0.1 ppm over a 3-year average of the 98th percentile of the daily maximum 1-hour average, or 0.03 ppm averaged over an annual period).[25]

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21 South Coast Air Quality Management District, Air Quality Significance Thresholds, revised March 2015.

22 South Coast Air Quality Management District, Air Quality Significance Thresholds, revised March 2015.

23 For purposes of this analysis, emissions of VOC and reactive organic compounds (ROG) are used interchangeably since ROG represents approximately 99.9 percent of VOC emissions.

24 South Coast Air Quality Management District, Quality Significance Thresholds, www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf, last updated March 2015.

25 South Coast Air Quality Management District, Final Localized Significance Threshold Methodology, revised July 2008.

- Maximum on-site localized operational PM_{10} and $PM_{2.5}$ emissions exceed the incremental 24-hour threshold of 2.5 µg/m^3 or 1.0 µg/m^3 PM_{10} averaged over an annual period.[26]

- The Project causes or contributes to an exceedance of the California 1-hour or 8-hour CO standards of 20 or 9.0 ppm, respectively; or

- The Project creates an odor nuisance pursuant to SCAQMD Rule 402.

6.2.3 Toxic Air Contaminants

The City recommends that the determination of significance shall be made on a case-by-case basis, considering the following criteria to evaluate TACs:

- Would the project use, store, or process carcinogenic or non-carcinogenic toxic air contaminants which could result in airborne emissions?

In assessing impacts related to TACs in this section, the City uses Appendix G as the thresholds of significance. The criteria identified above will be used where applicable and relevant to assist in analyzing the Appendix G thresholds. In addition, the following criteria set forth in the SCAQMD's *CEQA Air Quality Handbook* serve as quantitative air quality standards to be used to evaluate project impacts under Appendix G thresholds. Under these thresholds, a significant threshold would occur when:[27]

- The Project results in the exposure of sensitive receptors to carcinogenic or toxic air contaminants that exceed the maximum incremental cancer risk of 10 in one million or an acute or chronic hazard index of 1.0.[28] For projects with a maximum incremental cancer risk between 1 in one million and 10 in one million, a project would result in a significant impact if the cancer burden exceeds 0.5 excess cancer cases.

6.2.4 Consistency with Applicable Air Quality Plans

CEQA Guidelines Section 15125 requires an analysis of project consistency with applicable governmental plans and policies. This analysis is conducted to assess potential project impacts against Threshold (a) from the Appendix G thresholds. In accordance with the SCAQMD's *CEQA Air Quality Handbook*, the following criteria are used to evaluate a project's consistency with the AQMP:[29]

- Will the Project result in any of the following:

    - An increase in the frequency or severity of existing air quality violations;

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26 South Coast Air Quality Management District, Final—Methodology to Calculate Particulate Matter (PM) 2.5 and PM2.5 Significance Thresholds, October 2006.

27 South Coast Air Quality Management District, CEQA Air Quality Handbook, April 1993, Chapter 6 (Determining the Air Quality Significance of a Project) and Chapter 10 (Assessing Toxic Air Pollutants).

28 Hazard index is the ratio of a toxic air contaminant's concentration divided by its Reference Concentration, or safe exposure level. If the hazard index exceeds one, people are exposed to levels of TACs that may pose noncancer health risks.

29 South Coast Air Quality Management District, CEQA Air Quality Handbook, April 1993, p. 12-3.

- Cause or contribute to new air quality violations; or
- Delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP?

- Will the Project exceed the assumptions utilized in preparing the AQMP?
  - Is the Project consistent with the population and employment growth projections upon which AQMP forecasted emission levels are based;
  - Does the Project include air quality mitigation measures; or
  - To what extent is Project development consistent with the AQMP land use policies?

The Project's impacts with respect to these criteria are discussed to assess the consistency with the SCAQMD's AQMP and SCAG regional plans and policies. In addition, the Project's consistency with the City of Los Angeles General Plan Air Quality Element is discussed.

6.3 Project Design Features

The Project would comply with the 2022 Los Angeles Green Building Code (LAGBC),[30] which will build upon and set higher standards than those in the 2022 California Green Building Standards Code (CalGreen, effective January 1, 2023).[31] Construction in later years could be subject to the future 2025 LAGBC and CalGreen standards. Further energy efficiency and sustainability features would include native plants and drip/subsurface irrigation systems, individual metering or sub metering for water use, leak detection systems, and electric vehicle charging capacity.

The Project's lower off-street parking supply will reduce car ownership rates and resulting vehicle use that will reduce energy and air quality emissions. The Project's infill location is a design feature that would promote the concentration of development in an urban location with access to transportation infrastructure and public transit facilities. This would reduce vehicle miles traveled (VMT) for residents and visitors who want options to driving cars.

7 Analysis of Project Impacts

7.1 Consistency with Plans

a) Would the Project conflict with or obstruct implementation of the applicable air quality plan?

Less Than Significant Impact.

7.1.1 Air Quality Management Plan

The Project's air quality emissions would not exceed any state or federal standards. Therefore,

30 City of Los Angeles Department of Building and Safety: http://ladbs.org/forms-publications/forms/green-building.

31 California Building Codes: http://www.bsc.ca.gov/Codes.aspx.

the Project would not increase the frequency or severity of an existing violation or cause or contribute to new violations for these pollutants. As the Project would not exceed any of the state and federal standards, the Project would also not delay timely attainment of air quality standards or interim emission reductions specified in the AQMP.

With respect to the determination of consistency with AQMP growth assumptions, the projections in the AQMP for achieving air quality goals are based on assumptions in SCAG's 2020-2045 RTP/SCS regarding population, housing, and growth trends. Determining whether or not a project exceeds the assumptions reflected in the AQMP involves the evaluation of three criteria: (1) consistency with applicable population, housing, and employment growth projections; (2) project mitigation measures; and (3) appropriate incorporation of AQMP land use planning strategies. The following discussion provides an analysis with respect to each of these three criteria.

- Is the project consistent with the population, housing, and employment growth projections upon which AQMP forecasted emission levels are based?

A project is consistent with the AQMP, in part, if it is consistent with the population, housing, and employment assumptions that were used in the development of the AQMP. In the case of the 2022 AQMP, two sources of data form the basis for the projections of air pollutant emissions: the City of Los Angeles General Plan and SCAG's RTP. The General Plan serves as a comprehensive, long-term plan for future development of the City.

The 2020-2045 RTP/SCS provides socioeconomic forecast projections of regional population growth. The population, housing, and employment forecasts, which are adopted by SCAG's Regional Council, are based on local plans and policies applicable to the specific area; these are used by SCAG in all phases of implementation and review. The 2020-2045 RTP/SCS accommodates a total of 4,771,300 persons; 1,793,000 households; and 2,135,900 jobs in the City of Los Angeles by 2045.

The City provided local growth forecasts that were incorporated into the regional projections. The Project Site is classified as "Regional Center Commercial" in the General Plan Framework and zoned C4 (Commercial Zone), which permits residential uses as permitted in the R4 Multiple Dwelling Zone. As such, the RTP/SCS' assumptions about growth in the City accommodate the projected population, housing, and jobs on the Project Site. As a result, the Project would be consistent with the growth assumptions in the City's General Plan. Because the AQMP accommodates growth forecasts from local General Plans, the emissions associated with this Project are accounted for and mitigated in the region's air quality attainment plans. The air quality impacts of development on the Project Site are accommodated in the region's emissions inventory for the 2020-2045 RTP/SCS and 2022 AQMP

Based on the average 2020 persons-per-household rate for the City of 2.42 persons per household,[32] the Project would add a net residential population of approximately 109 people to the Project Site based on the 45 dwelling units proposed. The Project's residential population would represent approximately 0.013 percent of the forecast population growth of 837,500 persons between 2016 and 2045 and be consistent with the local growth assumptions that formed

32 Jack Tsao, Data Analyst II, Los Angeles Department of City Planning, July 31, 2019.

the basis of the region's AQMP.

Development of the Project also would result in approximately eight employment positions on-site, based on the 3,400 square feet of retail space proposed.[33] However, the removal of the existing restaurant and retail uses would eliminate about 20 jobs, resulting in a net loss of twelve jobs on-site. Thus, the Project's estimated employment impact would not contribute to job growth that was not accommodated in the region's AQMP. As a result, the Project would be consistent with the growth projections in the AQMP.

- Does the project implement feasible air quality mitigation measures?

As discussed below under Thresholds b), c), and d), the Project would not result in any significant air quality impacts and therefore would not require mitigation. In addition, the Project would comply with all applicable regulatory standards as required by SCAQMD. Furthermore, with compliance with the regulatory requirements identified above, no significant air quality impacts would occur. As such, the Project meets this AQMP consistency criterion.

- To what extent is project development consistent with the land use policies set forth in the AQMP?

With regard to land use developments, the AQMP's air quality policies focus on the reduction of vehicle trips and VMT. The Project would implement a number of land use policies of the City of Los Angeles, SCAQMD, and SCAG, as it would be designed and constructed to support and promote environmental sustainability. The Project represents an infill development within an urbanized area that would concentrate more housing, jobs, and population within a high quality transit area (HQTA). "Green" principles are incorporated throughout the Project to comply with the City of Los Angeles Green Building Code and CALGreen through energy conservation, water conservation, and waste reduction features. In accordance with City Ordinance 187714, the Project would be all-electric with the exception of any cooking equipment associated with any future restaurants or eating facilities.

The air quality plan applicable to the Project area is the 2022 AQMP, the current management plan for progression toward compliance with State and federal clean air requirements. The Project would be required to comply with all regulatory measures set forth by the SCAQMD. Implementation of the Project would not interfere with air pollution control measures listed in the 2022 AQMP. As noted earlier, the Project is consistent with the land use policies of the City that were reflected in the regional growth projections for the AQMP. As demonstrated in the following analysis, the Project would not result in significant emissions that would jeopardize regional or localized air quality standards.

7.1.2 City of Los Angeles Policies

The Project would offer convenient access to public transit and opportunities for walking and biking (including the provision of bicycle parking), thereby facilitating a reduction in VMT. In addition, the Project would be consistent with the existing land use pattern in the vicinity that

[33] Prepared by The Natelson Company, Inc. for the Southern California Association of Governments, Employment Density Study Summary Report; October 2001. Assumes 424 square feet average per retail employee.

concentrates urban density along major arterials and near transit options and would help reduce air quality emissions in several ways:

- The Project Site is within a HQTA, which reflects areas with rail transit service or bus service where lines have peak headways of less than 15 minutes.[34]

- The Los Angeles County Metropolitan Transportation Authority (Metro) Line 240 provides peak service every ten minutes on Ventura Boulevard, with the nearest bus stop at Petit Avenue 125 feet west of the Project Site.

- The Project will reduce on-site parking supply that will by definition reduce car ownership and resulting vehicle travel.

- The Project Site is served by public transit service in the area, including:

- Metro Line 240 which provides east-west service that connects Northridge to the Universal City Metro Rail station, with peak service every ten minutes on Ventura Boulevard, with the nearest bus stop at Petit Avenue 125 feet west of the Project Site.

- Metro Lines 235 and 236, which provides north-south service that connects Sylmar with Encino with the nearest bus stop on Balboa Boulevard at Ventura Boulevard 1,975 feet west of the Project Site.

- Los Angeles Department of Transportation (LADOT) Commuter Express Line 423 that connects Thousand Oaks to Downtown Los Angeles, with the nearest stop on Hayvenhurst Avenue at Magnolia Boulevard 2,475 feet northeast of the Project Site.

- The project will provide seven short- and 47 long-term bicycle parking spaces on-site.

The City's General Plan Air Quality Element identifies 30 policies with specific strategies for advancing the City's clean air goals. As illustrated in **Table 2-5**, the Project is consistent with the applicable policies in the Air Quality Element, as the Project would implement sustainability features that would reduce vehicular trips, reduce VMT, and encourage the use of alternative modes of transportation. Therefore, the Project would result in a less than significant impact related to consistency with the Air Quality Element.

Table 2-5
Project Consistency with City of Los Angeles General Plan Air Quality Element

Goal/Objective/Policy	Project Consistency
Goal 1. Good air quality and mobility in an environment of continued population growth and healthy economic structure.	**Consistent.** The Project's infill and mixed-use profile will reduce vehicle travel and associated criteria pollutants over development on greenfield sites outside the urban core and be consistent with the region's AQMP attainment plan.
Goal 2. Less reliance on single-occupant vehicles with fewer commute and non-work trips.	**Consistent.** The Project's infill and mixed-use profile combined with limited on-site parking will

[34] Southern California Association of Governments Data Portal https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal_active-transportation.pdf?1606001530,

Table 2-5
Project Consistency with City of Los Angeles General Plan Air Quality Element

Goal/Objective/Policy	Project Consistency
	reduce car ownership and resulting single-occupant vehicle trips for commute and non-work trips. The inclusion of eight affordable units and unbundling of parking from residential leases will contribute to lowered car ownership rates and single-occupant vehicle use.
Goal 4. Minimal impact of existing land use patterns and future land use development on air quality by addressing the relationship between land use, transportation, and air quality.	**Consistent.** The Project addresses the relationship between land use, transportation, and air quality with its infill location and proximity to bus transit alternatives to driving alone. This reduces mobile source emissions and contributes to the region's AQMP attainment plan by limiting the impacts of development and resulting vehicle emissions.
Goal 5. Energy efficiency through land use and transportation planning, the use of renewable resources and less-polluting fuels, and the implementation of conservation measures including passive methods such as site orientation and tree planting.	**Consistent.** The Project's infill, mixed-use profile combined with limited off-street parking will reduce car ownership and resulting single-occupant vehicle trips for commute and non-work trips. The inclusion of eight affordable units and unbundling of parking from residential leases will contribute to lowered car ownership rates and single-occupant vehicle use. The inclusion of 19 current or future electric vehicle charging facilities will support the efforts to expand use of non-polluting electric vehicles.
Objective 1.1. It is the objective of the City of Los Angeles to reduce air pollutants consistent with the Regional Air Quality Management Plan (AQMP), increase traffic mobility, and sustain economic growth citywide.	**Consistent.** The Project is consistent with the growth forecasts that underly the attainment demonstration in the 2022 AQMP. As such, the Project reduces air pollutants consistent with the AQMP.
Objective 1.3. It is the objective of the City of Los Angeles to reduce particulate air pollutants emanating from unpaved areas, parking lots, and construction sites.	**Consistent.** The Project would reduce particulate emissions during construction activities through compliance with SCAQMD Rule 403 (Fugitive Dust) that will reduce PM_{10} and $PM_{2.5}$ emissions from unpaved areas.
Objective 2.1. It is the objective of the City of Los Angeles to reduce work trips as a step towards attaining trip reduction objectives necessary to achieve regional air quality goals.	**Consistent.** The Project's infill location, mix of uses, and proximity to bus transit will reduce work trips, as the high transit mode split for commuting will help attain trip reduction objectives consistent with the 2020 RTP and 2022 AQMP.
Objective 4.2. It is the objective of the City of Los Angeles to reduce vehicle trips and vehicle miles traveled associated with land use patterns.	**Consistent.** The Project's infill location, mix of uses, and proximity to bus transit will reduce all trips, as the high transit mode split and active transportation options will help attain trip reduction objectives consistent with the 2020 RTP and 2022 AQMP. The inclusion of eight affordable units and unbundling of parking from residential leases will contribute to lowered car ownership rates and single-occupant vehicle use.

Table 2-5
Project Consistency with City of Los Angeles General Plan Air Quality Element

Goal/Objective/Policy	Project Consistency
Objective 5.1. It is the objective of the City of Los Angeles to increase energy efficiency of City facilities and private developments.	**Consistent.** The Project would advance the City's energy efficiency objectives. The inclusion of electric vehicle charging facilities will support the efforts to expand use of non-polluting electric vehicles.
Policy 1.3.1. Minimize particulate emissions from construction sites.	**Consistent.** The Project would minimize particulate emissions during construction through best practices and/or SCAQMD rules (e.g., Rule 403, Fugitive Dust).
Policy 1.3.2. Minimize particulate emissions from unpaved roads and parking lots associated with vehicular traffic.	**Not Applicable.** The Project would not involve use of unpaved roads or parking lots.
Policy 2.1.1. Utilize compressed work weeks and flextime, telecommuting, carpooling, vanpooling, public transit, and improve walking/bicycling related facilities in order to reduce vehicle trips and/or VMT as an employer and encourage the private sector to do the same to reduce work trips and traffic congestion.	**Consistent.** The proposed development would include retail employees, as well as residents that could access transportation options to driving to work. The Project's reduced off-street parking supply will ensure low car ownership rates that will reduce vehicle travel and VMT. In turn, the Project Site is served by public transit, including Metro Line 240 with service on Ventura Boulevard and Metro Lines 235 and 236 with service on Balboa Boulevard. LADOT Commuter Express Line 423 can provide long-distance access to Downtown Los Angeles and Sylmar. Residents, employees, and visitors can benefit from the seven short- and 47 long-term bicycle parking spaces on-site for residents and workers.
Policy 2.1.2. Facilitate and encourage the use of telecommunications (i.e., telecommuting) in both the public and private sectors, in order to reduce work trips.	**Consistent.** Residents could use high-speed telecommunications services as an alternative to driving to work. A June 2020 study by the National Bureau of Economic Research found that 37 percent of jobs can be performed entirely from home (https://www.nber.org/papers/w26948). As such, the Project could help reduce commuting to work through telecommuting.
Policy 2.2.1. Discourage single-occupant vehicle use through a variety of measures such as market incentive strategies, mode-shift incentives, trip reduction plans and ridesharing subsidies.	**Consistent.** The Project's reduced off-street parking supply will ensure low car ownership rates that will reduce vehicle travel and VMT. The inclusion of eight affordable units and unbundling of parking from residential leases will contribute to lowered car ownership rates and single-occupant vehicle use. In turn, the Project Site is served by public transit, including Metro Line 240 with service on Ventura Boulevard and Vermont Avenue and Metro Lines 235 and 236 with service on Balboa Boulevard. LADOT Commuter Express Line 423 can provide long-distance access to Downtown Los Angeles and Sylmar. Residents, employees, and

Table 2-5
Project Consistency with City of Los Angeles General Plan Air Quality Element

Goal/Objective/Policy	Project Consistency
	visitors can benefit from the seven short- and 47 long-term bicycle parking spaces on-site for residents and workers.
Policy 2.2.2. Encourage multi-occupant vehicle travel and discourage single-occupant vehicle travel by instituting parking management practices.	**Consistent.** The Project's reduced off-street parking supply will ensure low car ownership rates that will reduce vehicle travel and VMT. The inclusion of eight affordable units and unbundling of parking from residential leases will contribute to lowered car ownership rates and single-occupant vehicle use.
Policy 2.2.3. Minimize the use of single-occupant vehicles associated with special events or in areas and times of high levels of pedestrian activities.	**Not Applicable.** The Project would not include facilities for special events.
Policy 3.2.1. Manage traffic congestion during peak hours.	**Consistent.** The Project is a low traffic generator because of the nature of residential uses, which generate peak hour vehicle trips that are lower than commercial, retail, and restaurant uses. Further, the Project would also minimize traffic congestion based on its location near transit opportunities, which would encourage the use of alternative modes of transportation. Residents, workers, and visitors can use public transit, including Metro Line 240 with service on Ventura Boulevard and Vermont Avenue and Metro Lines 235 and 236 with service on Balboa Boulevard. LADOT Commuter Express Line 423 can provide long-distance access to Downtown Los Angeles and Sylmar. Residents, employees, and visitors can benefit from the seven short- and 47 long-term bicycle parking spaces on-site for residents and workers.
Policy 4.1.1. Coordinate with all appropriate regional agencies on the implementation of strategies for the integration of land use, transportation, and air quality policies.	**Not Applicable.** This policy is directed at the City and not individual development projects. Nonetheless, the Project is being considered for approval by the City of Los Angeles, which coordinates with SCAG, Metro, and other regional agencies on the coordination of land use, air quality, and transportation policies.
Policy 4.1.2. Ensure that project level review and approval of land use development remains at the local level.	**Consistent.** The Project would be entitled and environmentally cleared at the local level. The Project would not inhibit the implementation of this policy.
Policy 4.2.1. Revise the City's General Plan/Community Plans to achieve a more compact, efficient urban form and to promote more transit-oriented development and mixed-use development.	**Not Applicable.** This policy calls for City updates to its General Plan. The Project would not inhibit the implementation of this policy.

Table 2-5
Project Consistency with City of Los Angeles General Plan Air Quality Element

Goal/Objective/Policy	Project Consistency
Policy 4.2.2. Improve accessibility for the City's residents to places of employment, shopping centers and other establishments.	**Consistent.** The Project would be infill development that would provide the City's residents with proximate access to jobs and services at this Project Site.
Policy 4.2.3. Ensure that new development is compatible with pedestrians, bicycles, transit, and alternative fuel vehicles.	**Consistent.** The Project would promote public transit, active transportation, and alternative fuel vehicles for residents, workers, and visitors, who can use public transit, including Metro Line 240 with service on Ventura Boulevard and Metro Lines 235 and 236 with service on Balboa Boulevard. LADOT Commuter Express Line 423 can provide long-distance access to Downtown Los Angeles and Sylmar. Residents, employees, and visitors can benefit from the seven short- and 47 long-term bicycle parking spaces on-site for residents and workers. The Project would also include two electric vehicle charging stations and 17 more spaces with conduits and supplies for future charging stations.
Policy 4.2.4. Require that air quality impacts be a consideration in the review and approval of all discretionary projects.	**Consistent.** The Project's air quality impacts are analyzed in this document, and as discussed herein, all impacts with respect to air quality would be less than significant.
Policy 4.2.5. Emphasize trip reduction, alternative transit and congestion management measures for discretionary projects.	**Consistent.** The Project would support use of alternative transportation modes. The Project Site is well-served by public transit, including Metro Line 240 with service on Ventura Boulevard Avenue and Metro Lines 235 and 236 with service on Balboa Boulevard. LADOT Commuter Express Line 423 can provide long-distance access to Downtown Los Angeles and Sylmar. Residents, employees, and visitors can benefit from the seven short- and 47 long-term bicycle parking spaces on-site for residents and workers.
Policy 4.3.1. Revise the City's General Plan/Community Plans to ensure that new or relocated sensitive receptors are located to minimize significant health risks posed by air pollution sources.	**Not Applicable.** This policy calls for City updates to its General Plan. The Project would not inhibit the implementation of this policy.
Policy 4.3.2. Revise the City's General Plan/Community Plans to ensure that new or relocated major air pollution sources are located to minimize significant health risks to sensitive receptors.	**Not Applicable.** This policy calls for City updates to its General Plan. The Project would not inhibit the implementation of this policy.
Policy 5.1.1. Make improvements in Harbor and airport operations and facilities in order to reduce air emissions.	**Not Applicable.** This policy calls for cleaner operations of the City's water port and airport facilities. The Project would not inhibit the implementation of this policy.

Table 2-5
Project Consistency with City of Los Angeles General Plan Air Quality Element

Goal/Objective/Policy	Project Consistency
Policy 5.1.2. Effect a reduction in energy consumption and shift to non-polluting sources of energy in its buildings and operations.	**Not Applicable.** This policy calls for cleaner operations of the City's buildings and operations. The Project would not inhibit the implementation of this policy.
Policy 5.1.3. Have the Department of Water and Power make improvements at its in-basin power plants in order to reduce air emissions.	**Not Applicable.** This policy calls for cleaner operations of the City's Water and Power energy plants. The Project would not inhibit the implementation of this policy.
Policy 5.1.4. Reduce energy consumption and associated air emissions by encouraging waste reduction and recycling.	**Consistent.** The Project would be consistent with this policy by complying with Title 24, CALGreen, and other requirements to reduce solid waste and energy consumption. This includes the City's March 2010 ordinance (Council File 09-3029) that requires all mixed construction and demolition waste be taken to City-certified waste processors.
Policy 5.2.1. Reduce emissions from its own vehicles by continuing scheduled maintenance, inspection and vehicle replacement programs; by adhering to the State of California's emissions testing and monitoring programs; by using alternative fuel vehicles wherever feasible, in accordance with regulatory agencies and City Council policies.	**Not Applicable.** This policy calls for the City to gradually reduce the fleet emissions inventory from its vehicles through use of alternative fuels, improved maintenance practices, and related operational improvements. The Project's support of electric vehicles will continue the State's conversion to zero emission fleets that do not required engine inspections
Policy 5.3.1. Support the development and use of equipment powered by electric or low-emitting fuels.	**Consistent.** The Project would be designed to meet the applicable requirements of the States Green Building Standards Code and the City of Los Angeles' Green Building Code, both of which promote a shift from natural gas use toward electrification of buildings. The Project would also include two electric vehicle charging stations and 17 more spaces with conduits and supplies for future charging stations.
Policy 6.1.1. Raise awareness through public-information and education programs of the actions that individuals can take to reduce air emissions.	**Not Applicable.** This policy calls for the City to promote clean air awareness through its public awareness programs. The Project would not inhibit the implementation of this policy.
Source: DKA Planning, 2024.	

7.2 Criteria Pollutant Emissions

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?

Less Than Significant Impact.

7.2.1 Construction

A cumulatively considerable net increase would occur if the project's construction impacts substantially contribute to air quality violations when considering other projects that may undertake construction activities at the same time. Individual projects that generate emissions that do not exceed SCAQMD's significance thresholds would not contribute considerably to any potential cumulative impact. SCAQMD neither recommends quantified analyses of the emissions generated by a set of cumulative development projects nor provides thresholds of significance to assess the impacts associated with these emissions.[35]

Construction-related emissions were estimated using the SCAQMD's CalEEMod 2022.1.1.24 model and projected construction schedule of approximately 22 months. **Table 2-6** summarizes the potential construction schedule that was modeled for air quality impacts.

Table 2-6
Construction Schedule Assumptions

Phase	Duration	Notes
Demolition	Month 1	Removal of 8,611 square feet of building floor area and 12,000 square feet of asphalt/concrete parking lot hauled 55 miles to landfill in 10-cubic yard capacity trucks.
Grading	Month 2	Approximately 12,584 cubic yards of soil (including 25 percent swell factor)[36] hauled 55 miles to landfill in 10-cubic yard capacity trucks. Includes drilling of piles and shoring of excavated site.
Trenching	Month 3 (one week)	Trenching for utilities, including gas, water, electricity, and telecommunications.
Building Construction	Months 3-21	Footings and foundation work, framing, welding; installing mechanical, electrical, and plumbing. Floor assembly, cabinetry and carpentry, elevator installations, low voltage systems, trash management.
Architectural Coatings	Months 16-21	Application of interior and exterior coatings and sealants.
Estimates provided by the Applicant, February 2024.		

The Project would be required to comply with the following regulations, as applicable:

- SCAQMD Rule 403, would reduce the amount of particulate matter entrained in ambient air as a result of anthropogenic fugitive dust sources by requiring actions to prevent, reduce or mitigate fugitive dust emissions.

- SCAQMD Rule 1113, which limits the VOC content of architectural coatings.

35 South Coast Air Quality Management District, 2003 White Paper on Potential Control Strategies to Address Cumulative Impacts from Air Pollution: "As Lead Agency, the AQMD uses the same significance thresholds for project specific and cumulative impacts for all environmental topics analyzed in an Environmental Assessment or EIR…Projects that exceed the project-specific significance threshold are considered by the SCAQMD to be cumulatively considerable. This is the reason project-specific and cumulative thresholds are the same. Conversely, projects that do not exceed the project-specific thresholds are not considered to be cumulatively significant.

36 Estimates provided by the Applicant, February 2024.

- SCAQMD Rule 402, which states that a person shall not discharge from any source whatsoever such quantities of air contaminants or other materials 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.

- In accordance with Section 2485 in Title 13 of the California Code of Regulations, the idling of all diesel-fueled commercial vehicles (with gross vehicle weight over 10,000 pounds) during construction would be limited to five minutes at any location.

- In accordance with Section 93115 in Title 17 of the California Code of Regulations, operation of any stationary, diesel-fueled, compression-ignition engines would meet specific fuel and fuel additive requirements and emissions standards.

7.2.1.1 Regional Emissions

Construction activity creates air quality impacts through the use of heavy-duty construction equipment and through vehicle trips generated by construction workers traveling to and from the Project Site. NO_X emissions would primarily result from the use of construction equipment and truck trips.

Fugitive dust emissions would peak during grading activities, where approximately 12,584 cubic yards of soil (including 25 percent swell factor) would be exported from the Project Site to accommodate a two-level subterranean structure. All construction projects in the Basin must comply with SCAQMD Rule 403 for fugitive dust, which include measures to prevent visible dust plumes. Other measures include, but are not limited to, applying water and/or soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system or other control measures to remove bulk material from tires and vehicle undercarriages before vehicles exit the Project Site, and maintaining effective cover over exposed areas. Compliance with Rule 403 would reduce regional $PM_{2.5}$ and PM_{10} emissions associated with construction activities by approximately 61 percent.

During the building finishing phase, the application of architectural coatings (e.g., paints) would release VOCs (regulated by SCAQMD Rule 1113). The assessment of construction air quality impacts considers each of these potential sources. Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation and, for dust, the prevailing weather conditions.

As shown in **Table 2-7**, construction of the Project would produce VOC, NO_X, CO, SO_X, PM_{10} and $PM_{2.5}$ emissions that do not exceed the SCAQMD's regional thresholds. As a result, construction of the Project would not contribute substantially to an existing violation of air quality standards for regional pollutants (e.g., ozone). This impact is considered less than significant.

Table 2-7
Daily Construction Emissions

Construction Phase Year	Daily Emissions (Pounds Per Day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
2025	1.3	37.4	19.7	0.2	9.4	3.5
2026	3.1	6.2	11.8	<0.1	1.0	0.4
Maximum Regional Total	3.1	37.4	19.7	0.2	9.4	3.5
Regional Threshold	75	100	550	150	150	55
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Maximum Localized Total	2.5	10.1	10.1	<0.1	2.5	1.4
Localized Threshold	N/A	103	426	N/A	4	3
Exceed Threshold?	**N/A**	**No**	**No**	**N/A**	**No**	**No**

The construction dates are used for the modeling of air quality emissions in the CalEEMod software. If construction activities commence later than what is assumed in the environmental analysis, the actual emissions would be lower than analyzed because of the increasing penetration of newer equipment with lower certified emission levels. Assumes implementation of SCAQMD Rule 403 (Fugitive Dust Emissions)
Source: DKA Planning, 2024 based on CalEEMod 2022.1.1.24 model runs. LST analyses based on one-acre site with 25-meter distances to receptors in West San Fernando Valley source receptor area. Estimates reflect the peak summer or winter season, whichever is higher. Totals may not add up due to rounding. Modeling sheets included in the Technical Appendix.

7.2.1.2 Localized Emissions

In addition to maximum daily regional emissions, maximum localized (on-site) emissions were quantified for each construction activity. The localized construction air quality analysis was conducted using the methodology promulgated by the SCAQMD. Look-up tables provided by the SCAQMD were used to determine localized construction emissions thresholds for the Project.[37] 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 are based on the most recent background ambient air quality monitoring data (2020-2022) for the Project area.

Maximum on-site daily construction emissions for NO_X, CO, PM_{10}, and $PM_{2.5}$ were calculated using CalEEMod and compared to the applicable SCAQMD LSTs for the West San Fernando Valley SRA based on construction site acreage that is less than or equal to one acre. Potential impacts were evaluated at the closest off-site sensitive receptor, which are the residences as close as 100 feet to the south of the Project Site on Lauren Way. The closest receptor distance on the SCAQMD mass rate LST look-up tables is 25 meters.

As shown in **Table 2-7**, above, the Project would produce emissions that do not exceed the SCAQMD's recommended localized standards of significance for NO_2 and CO during the construction phase. Similarly, construction activities would not produce PM_{10} and $PM_{2.5}$ emissions

[37] South Coast Air Quality Management District, LST Methodology Appendix C-Mass Rate LST Look-Up Table, https://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/appendix-c-mass-rate-lst-look-up-tables.pdf?sfvrsn=2, October 2009.

that exceed localized thresholds recommended by the SCAQMD. These estimates assume the use of Best Available Control Measures (BACMs) that address fugitive dust emissions of PM_{10} and $PM_{2.5}$ through SCAQMD Rule 403. This would include watering portions of the site that are disturbed during grading activities and minimizing tracking of dirt onto local streets. Therefore, construction impacts on localized air quality are considered less than significant.

7.2.2 Operation

Operational emissions of criteria pollutants would come from area, energy, and mobile sources. Area sources include consumer products such as household cleaners, architectural coatings for routine maintenance, and landscaping equipment.[38] Energy sources include electricity and natural gas use for space cooling and heating and water heating. The CalEEMod model generates estimates of emissions from energy use based on the land use type and size. The Project would also produce long-term air quality impacts to the region primarily from motor vehicles that access the Project Site. The Project could reduce approximately 248 vehicle trips and 2,332 VMT on local roadways and the region's air quality airshed on a weekday at the start of operations in 2026.[39]

As shown in **Table 2-8**, the Project's emissions would not exceed the SCAQMD's regional or localized significance thresholds. For regional emissions, most pollutants would be decreased with the Project, as replacing commercial uses with a largely residential development will substantially reduce mobile source emissions. Therefore, the operational impacts of the Project on regional and localized air quality are considered less than significant.

Table 2-8
Daily Operations Emissions

Emissions Source	Daily Emissions (Pounds Per Day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Area Sources	1.5	<0.1	4.1	<0.1	<0.1	<0.1
Energy Sources	<0.1	0.1	0.1	<0.1	<0.1	<0.1
Mobile Sources	1.2	0.9	10.3	<0.1	2.3	0.6
Regional Total	2.7	1.0	14.4	<0.1	2.3	0.6
Existing Total	-2.2	-1.9	-19.2	-<0.1	-3.8	-1.0
Net Regional Total	0.5	-0.9	-4.8	<0.1	-1.5	-0.4
Regional Significance Threshold	55	55	550	150	150	55
Exceed Threshold?	**No**	**No**	**No**	**No**	**No**	**No**
Net Localized Total	1.2	-0.1	3.7	<0.1	<0.1	<0.1
Localized Significance Threshold	N/A	103	426	N/A	1	1
Exceed Threshold?	**N/A**	**No**	**No**	**N/A**	**No**	**No**

LST analyses based on one-acre site with 25-meter distances to receptors in West San Fernando Valley SRA.
Source: DKA Planning, 2024 based on CalEEMod 2022.1.1.24 model runs (included in the Technical Appendix). Totals reflect the summer season maximum and may not add up due to rounding.

38 In 2021, CARB adopted regulations requiring that all small (25 horsepower and below) spark-ignited off-road engines (e.g., lawn and gardening equipment) be zero emission starting in model year 2024. Standards for portable generators and large pressure washers are given until model year 2028 to be electric-powered.

39 City of Los Angeles VMT Calculator, version 1.3 screening analysis.

7.3 Sensitive Receptors

c) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact.

There are several sensitive receptors within 0.25 miles (1,320 feet) of the Project Site that could be exposed to air pollution from construction and operation of the Project, including, but are not limited to, the following representative sampling:

- Residence, 16616 Lauren Way; 100 feet south of the Project Site
- Residence, 16620 Lauren Way; 120 feet south of the Project Site
- Medical Center, 16550 Ventura Boulevard; 160 feet east of the Project Site
- Residence, 4833 Rubio Avenue; 600 feet north of the Project Site

7.3.1 Construction

Construction of the Project could expose sensitive receptors to substantial pollutant concentrations if maximum daily emissions of regulated pollutants generated by sources located on and/or near the Project Site exceeded the applicable LST values presented in **Table 2-4**, or if construction activities generated significant emissions of TACs that could result in carcinogenic risks or non-carcinogenic hazards exceeding the SCAQMD Air Quality Significance Thresholds of ten excess cancers per million or non-carcinogenic Hazard Index greater than 1.0, respectively. As discussed above, the LST values were derived by the SCAQMD for the criteria pollutants NO_X, CO, PM_{10}, and $PM_{2.5}$ to prevent the occurrence of concentrations exceeding the air quality standards at sensitive receptor locations based on proximity and construction site size.

As shown in **Table 2-7**, during construction of the Project, maximum daily localized unmitigated emissions of NO_2, CO, PM_{10}, and $PM_{2.5}$ from sources on the Project Site would remain below each of the respective LST values, with emissions of NO_2 being reduced incrementally from existing levels. Unmitigated maximum daily localized emissions would not exceed any of the localized standards for receptors that are within 25 meters of the Project's construction activities. Therefore, based on SCAQMD guidance, localized emissions of criteria pollutants would not have the potential to expose sensitive receptors to substantial concentrations that would present a public health concern.

The primary TAC that would be generated by construction activities is diesel PM, which would be released from the exhaust of mobile construction equipment. The construction emissions modeling conservatively assumed that all equipment present on the Project Site would be operating simultaneously throughout most of the day, though this would rarely be the case. Daily emissions of diesel PM would be negligible throughout the course of Project construction. Therefore, the magnitude of daily diesel PM emissions, would not be sufficient to result in substantial pollutant concentrations at off-site locations nearby.

Furthermore, according to SCAQMD methodology, health risks from carcinogenic air toxics are usually described in terms of individual cancer risk. "Individual Cancer Risk" is the likelihood that a person exposed to concentrations of TACs over a 30-year period will contract cancer based on the use of standard risk-assessment methodology. The entire duration of construction activities associated with implementation of the Project is anticipated to be approximately 22 months, and the magnitude of diesel PM emissions will vary over this time period. No residual emissions and corresponding individual cancer risk are anticipated after construction. Because there is such a short-term exposure period, construction TAC emissions would result in a less than significant impact. Therefore, construction of the Project would not expose sensitive receptors to substantial diesel PM concentrations, and this impact would be less than significant.

7.3.2 Operation

The Project Site would be redeveloped with multi-family residences and restaurant uses, land uses that are not typically associated with TAC emissions. Typical sources of acutely and chronically hazardous TACs include industrial manufacturing processes (e.g., chrome plating, electrical manufacturing, petroleum refinery). The Project would not include these types of potential industrial manufacturing process sources. It is expected that quantities of hazardous TACs generated on-site (e.g., cleaning solvents, paints, landscape pesticides) for the types of proposed land uses would be below thresholds warranting further study under California Accidental Release Program.

When considering potential air quality impacts under CEQA, consideration is given to the location of sensitive receptors within close proximity of land uses that emit TACs. CARB has published and adopted the Air Quality and Land Use Handbook: A Community Health Perspective, which provides recommendations regarding the siting of new sensitive land uses near potential sources of air toxic emissions (e.g., freeways, distribution centers, rail yards, ports, refineries, chrome plating facilities, dry cleaners, and gasoline dispensing facilities).[40] The SCAQMD adopted similar recommendations in its Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning.[41] Together, CARB and SCAQMD guidelines recommend siting distances for both the development of sensitive land uses in proximity to TAC sources and the addition of new TAC sources in proximity to existing sensitive land uses.

The primary sources of potential air toxics associated with Project operations include DPM from delivery trucks (e.g., truck traffic on local streets and idling on adjacent streets) and to a lesser extent, facility operations (e.g., natural gas fired boilers). However, these activities, and the land uses associated with the Project, are not considered land uses that generate substantial TAC emissions. It should be noted that the SCAQMD recommends that health risk assessments (HRAs) be conducted for substantial individual sources of DPM (e.g., truck stops and warehouse distribution facilities that generate more than 100 trucks per day or more than 40 trucks with operating transport refrigeration units) and has provided guidance for analyzing mobile source diesel emissions.[42] Based on this guidance, the Project would not include these types of land

40 California Air Resources Board, Air Quality and Land Use Handbook, a Community Health Perspective, April 2005.

41 South Coast Air Quality Management District, Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning, May 6, 2005.

42 South Coast Air Quality Management District, Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis, 2002.

uses and is not considered to be a substantial source of DPM warranting a refined HRA since daily truck trips to the Project Site would not exceed 100 trucks per day or more than 40 trucks with operating transport refrigeration units. In addition, CARB-mandated airborne toxic control measures (ATCM) limits diesel-fueled commercial vehicles (delivery trucks) to idle for no more than five minutes at any given time, which would further limit diesel particulate emissions.

As the Project would not contain substantial TAC sources and is consistent with the CARB and SCAQMD guidelines, the Project would not result in the exposure of off-site sensitive receptors to carcinogenic or toxic air contaminants that exceed the maximum incremental cancer risk of ten in one million or an acute or chronic hazard index of 1.0, and potential TAC impacts would be less than significant.

The Project would generate long-term emissions on-site from area and energy sources that would generate negligible pollutant concentrations of CO, NO_2, $PM_{2.5}$, or PM_{10} at nearby sensitive receptors. While long-term operations of the Project would add traffic to local roads that produces off-site emissions, these would not result in exceedances of CO air quality standards at roadways in the area due to three key factors. First, CO hotspots are extremely rare and only occur in the presence of unusual atmospheric conditions and extremely cold conditions, neither of which applies to this Project area. Second, auto-related emissions of CO continue to decline because of advances in fuel combustion technology in the vehicle fleet. Finally, the Project would not contribute to the levels of congestion that would be needed to produce emissions concentrations needed to trigger a CO hotspot, as it would reduce approximately 248 vehicle trips and 2,332 VMT on local roadways and the region's air quality airshed on a weekday at the start of operations in 2026.[43] This reduction in traffic volumes would result in incremental reductions in localized CO concentrations near roadways that serve the Project Site. This would help ensure that the Project would not contribute to CO exceedances of the ambient air quality standard.

Finally, the Project would not result in any substantial emissions of TACs during the construction or operations phase. During the construction phase, the primary air quality impacts would be associated with the combustion of diesel fuels, which produce exhaust-related particulate matter that is considered a toxic air contaminant by CARB based on chronic exposure to these emissions.[44] However, construction activities would not produce chronic, long-term exposure to diesel particulate matter. During long-term project operations, the Project does not include typical sources of acutely and chronically hazardous TACs such as industrial manufacturing processes and automotive repair facilities. As a result, the Project would not create substantial concentrations of TACs.

In addition, the SCAQMD recommends that health risk assessments be conducted for substantial sources of diesel particulate emissions (e.g., truck stops and warehouse distribution facilities) and has provided guidance for analyzing mobile source diesel emissions.[45] The Project would not generate a substantial number of truck trips. Based on the limited activity of TAC sources, the Project would not warrant the need for a health risk assessment associated with on-site activities.

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43 City of Los Angeles VMT Calculator, version 1.3 screening analysis.

44 California Office of Environmental Health Hazard Assessment. Health Effects of Diesel Exhaust. www.http://oehha.ca.gov/public_info/facts/dieselfacts.html

45 South Coast Air Quality Management District, Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Emissions, December 2002.

Therefore, the Project's operational impacts on local sensitive receptors would be less than significant.

7.4 Odors

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Less Than Significant Impact.

The Project would not result in activities that create objectionable odors. The Project is a mixed-use housing and commercial development that would not include any activities typically associated with unpleasant odors and local nuisances (e.g., rendering facilities, dry cleaners). SCAQMD regulations that govern nuisances (i.e., Rule 402, Nuisances) would regulate any occasional odors associated with residences. As a result, any odor impacts from the Project would be considered less than significant.

8 Cumulative Impacts

8.1 Related Projects

While the Project would generate short- and long-term emissions during the construction and operations phases, respectively, the presence of any other development projects could produce cumulative impacts. Any potential development close to the Project Site and/or sensitive receptors could contribute to localized air quality impacts. Beyond 1,000 feet of the Project Site, any sensitive receptors between the Project Site and any related project would be negligibly impacted, as localized pollutants substantially disperse as a function of distance, meteorology, and terrain. The U.S. EPA finds that in the context of roadway pollutants, "…concentrations generally decrease to background levels within 500-600 feet."[46] CARB also finds that air pollution levels can be significantly higher within 500 feet of freeways or other major sources.[47]

There are two potential related projects identified by the City of Los Angeles within 0.5 miles of the Project (**Table 2-9**), illustrated in **Figure 2-1**.[48]

Table 2-9
Related Projects Within 0.5 Miles of Project Site

#	Address	Distance from Project Site	Use	Size	Status
1	4741 Libbit Ave.	1,815 feet east	Residential	46 units	To be constructed
2	16747 Ventura Blvd.	960 feet northwest	Residential Auto Dealer	130 units 16,000 sf	To be constructed
Source: Related Projects List, Related Projects Summary from Case Logging and Tracking System Los Angeles Department of Transportation, March 11, 2024. Internal research by CAJA Environmental Services, 2024.					

46 U.S. EPA. Near Roadway Air Pollution and Health: Frequently Asked Questions. August 2014.

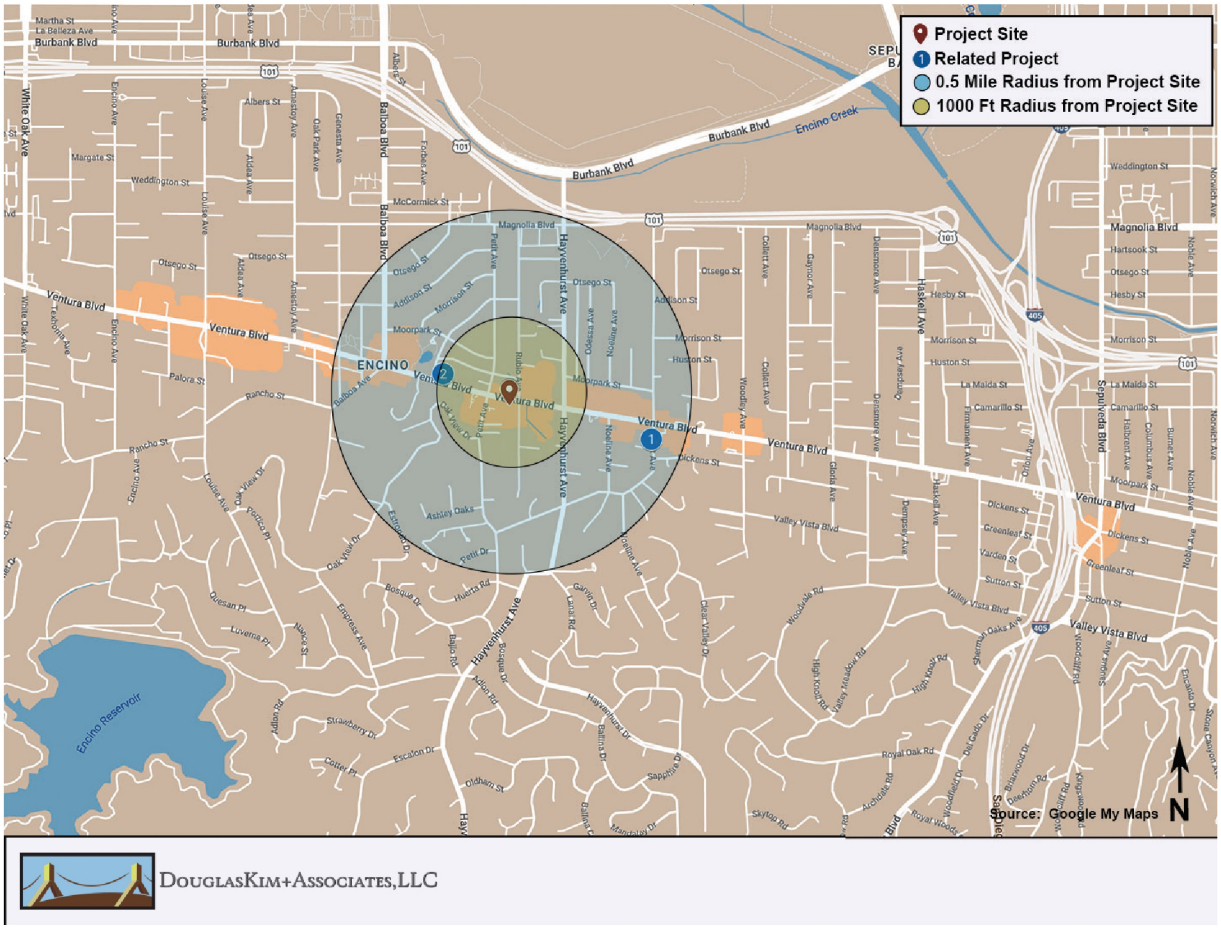
47 South Coast Air Quality Management District. Guidance Document: Air Quality Issues Regarding Land Use.

48 City of Los Angeles, Related Projects Summary from Case Logging and Tracking System, March 11, 2024.

Table 2-9
Related Projects Within 0.5 Miles of Project Site

Los Angeles Planning Case Numbers:
#1: CPC-2023-7355-CU-DB-HCA
#2: CPC-2023-8099-CU-DB-SPP-VHCA

Figure 2-1
Related Projects



Based on the status of potential related projects in **Table 2-9**, only one of these potential projects could contribute to cumulative air quality impacts from any concurrent construction, as Related Project No. 1 is 1,815 feet away from the Project Site, too distant to contribute to cumulative local air quality impacts. As a result, one project is assumed to potentially undergo concurrent construction with the Project (i.e., Related Project No. 2). The impact of cumulative development on short-term construction and long-term operations air quality is discussed below.

8.2 AQMP Consistency

Cumulative development is not expected to result in a significant impact in terms of conflicting with, or obstructing implementation of the 2022 AQMP. As discussed previously, growth considered to be consistent with the AQMP would not interfere with attainment because this growth is included in the projections utilized in the formulation of the AQMP. Consequently, as long as growth in the Basin is within the projections for growth identified in the 2020-2045

RTP/SCS, implementation of the AQMP will not be obstructed by such growth. In addition, as discussed previously, the population growth resulting from the Project would be consistent with the growth projections of the AQMP. Any related project would implement feasible air quality mitigation measures to reduce the criteria air pollutants, if required due to any significant emissions impacts. In addition, each related project would be evaluated for its consistency with the land use policies set forth in the AQMP. Therefore, the Project's contribution to the cumulative impact would not be cumulatively considerable and, therefore, would be less than significant.

8.3 Construction

SCAQMD recommends that any construction-related emissions and operational emissions from individual development projects that exceed the project-specific mass daily emissions thresholds identified above also be considered cumulatively considerable.[49] Individual projects that generate emissions not in excess of SCAQMD's significance thresholds would not contribute considerably to any potential cumulative impact. SCAQMD neither recommends quantified analyses of the emissions generated by a set of cumulative development projects nor provides thresholds of significance to be used to assess the impacts associated with these emissions.

As summarized in **Table 2-7**, the Project would not exceed the SCAQMD's mass emissions thresholds and would not contribute to any potential cumulative impact. If any related project was projected to exceed LST thresholds (after mitigation), it could perform dispersion modeling to confirm whether health-based air quality standards would be violated. The SCAQMD's LST thresholds recognize the influence of a receptor's proximity, setting mass emissions thresholds for PM_{10} and $PM_{2.5}$ that generally double with every doubling of distance.

The Project would comply with regulatory requirements, including the SCAQMD Rule 403 requirements listed above. Based on SCAQMD guidance, individual construction projects that exceed the SCAQMD's recommended daily thresholds for project-specific impacts would cause a cumulatively considerable increase in emissions for those pollutants for which the Air Basin is in non-attainment. As shown above, construction-related daily emissions at the Project Site would not exceed any of the SCAQMD's regional or localized significance thresholds. Therefore, the Project's contribution to cumulative air quality impacts would not be cumulatively considerable and, therefore, would be less than significant.

Similar to the Project, the greatest potential for TAC emissions at each related project would generally involve diesel particulate emissions associated with heavy equipment operations during grading and excavation activities. According to SCAQMD methodology, health effects from carcinogenic air toxics are usually described in terms of individual cancer risk. "Individual Cancer Risk" is the likelihood that a person exposed to concentrations of TACs over a 30-year period will contract cancer, based on the use of standard risk-assessment methodology. Construction activities are temporary and short-term events, thus construction activities at each related project would not result in a long-term substantial source of TAC emissions. Additionally, the SCAQMD CEQA guidance does not require a health risk assessment for short-term construction emissions. It is therefore not meaningful to evaluate long-term cancer impacts from construction activities,

49 White Paper on Regulatory Options for Addressing Cumulative Impacts from Air Pollution Emissions, SCAQMD Board Meeting, September 5, 2003, Agenda No. 29, Appendix D, p. D-3.

which occur over relatively short durations. As such, given the short-term nature of these activities, cumulative toxic emission impacts during construction would be less than significant.

8.4 Operation

As discussed above, the Project's operational air quality emissions and cumulative impacts would be less than significant. According to the SCAQMD, if an individual project results in air emissions of criteria pollutants that exceed the SCAQMD's recommended daily thresholds for project-specific impacts, then the project would also result in a cumulatively considerable net increase of these criteria pollutants. As operational emissions would not exceed any of the SCAQMD's regional or localized significance thresholds, the emissions of non-attainment pollutants and precursors generated by Project operations would not be cumulatively considerable.

With respect to TAC emissions, neither the Project nor any likely related projects (which are largely residential, retail/commercial in nature), would represent a substantial source of TAC emissions, which are typically associated with large-scale industrial, manufacturing, and transportation hub facilities. The Project and related projects would be consistent with the recommended screening level siting distances for TAC sources, as set forth in CARB's Land Use Guidelines, and the Project and related projects would not result in a cumulative impact requiring further evaluation. However, any related projects could generate minimal TAC emissions related to the use of consumer products and landscape maintenance activities, among other things. Pursuant to AB 1807, which directs the CARB to identify substances as TACs and adopt airborne toxic control measures to control such substances, the SCAQMD has adopted numerous rules (primarily in Regulation XIV) that specifically address TAC emissions. These SCAQMD rules have resulted in and will continue to result in substantial Basin-wide TAC emissions reductions. As such, cumulative TAC emissions during long-term operations would be less than significant. Therefore, the Project would not result in any substantial sources of TACs that have been identified by the CARB's Land Use Guidelines, and thus, would not contribute to a cumulative impact.

TECHNICAL APPENDIX



DouglasKim+Associates,LLC

EXISTING EMISSIONS

16610 Ventura Boulevard (Existing) Detailed Report

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5.10.1.1. Unmitigated

5.10.2. Architectural Coatings

5.10.3. Landscape Equipment

5.11. Operational Energy Consumption

5.11.1. Unmitigated

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

5.13. Operational Waste Generation

5.13.1. Unmitigated

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

5.16.2. Process Boilers

5.17. User Defined

5.18. Vegetation

5.18.1. Land Use Change

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	16610 Ventura Boulevard (Existing)
Operational Year	2024
Lead Agency	City of Los Angeles
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.50
Precipitation (days)	18.6
Location	16610 Ventura Blvd, Encino, CA 91436, USA
County	Los Angeles-South Coast
City	Los Angeles
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	3823
EDFZ	16
Electric Utility	Los Angeles Department of Water & Power
Gas Utility	Southern California Gas
App Version	2022.1.1.24

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
Strip Mall	2.03	1000sqft	0.11	2,027	0.00	—	—	—

Quality Restaurant	6.58	1000sqft	0.37	6,584	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.4. Operations Emissions Compared Against Thresholds

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

Un/Mit.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	2.47	1.89	19.7	0.04	0.04	3.74	3.78	0.04	0.95	0.99
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	2.37	2.05	17.8	0.04	0.04	3.74	3.78	0.04	0.95	0.99
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	2.40	2.08	18.5	0.04	0.04	3.70	3.74	0.04	0.94	0.98
Annual (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	0.44	0.38	3.38	0.01	0.01	0.67	0.68	0.01	0.17	0.18

2.5. Operations Emissions by Sector, Unmitigated

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

Sector	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Mobile	2.19	1.72	19.2	0.04	0.03	3.74	3.77	0.03	0.95	0.98
Area	0.27	< 0.005	0.37	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005

Energy	0.01	0.17	0.14	< 0.005	0.01	—	0.01	0.01	—	0.01
Water	—	—	—	—	—	—	—	—	—	—
Waste	—	—	—	—	—	—	—	—	—	—
Refrig.	—	—	—	—	—	—	—	—	—	—
Total	2.47	1.89	19.7	0.04	0.04	3.74	3.78	0.04	0.95	0.99
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Mobile	2.16	1.88	17.6	0.04	0.03	3.74	3.77	0.03	0.95	0.98
Area	0.21	—	—	—	—	—	—	—	—	—
Energy	0.01	0.17	0.14	< 0.005	0.01	—	0.01	0.01	—	0.01
Water	—	—	—	—	—	—	—	—	—	—
Waste	—	—	—	—	—	—	—	—	—	—
Refrig.	—	—	—	—	—	—	—	—	—	—
Total	2.37	2.05	17.8	0.04	0.04	3.74	3.78	0.04	0.95	0.99
Average Daily	—	—	—	—	—	—	—	—	—	—
Mobile	2.14	1.90	18.1	0.04	0.03	3.70	3.73	0.03	0.94	0.97
Area	0.25	< 0.005	0.26	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Energy	0.01	0.17	0.14	< 0.005	0.01	—	0.01	0.01	—	0.01
Water	—	—	—	—	—	—	—	—	—	—
Waste	—	—	—	—	—	—	—	—	—	—
Refrig.	—	—	—	—	—	—	—	—	—	—
Total	2.40	2.08	18.5	0.04	0.04	3.70	3.74	0.04	0.94	0.98
Annual	—	—	—	—	—	—	—	—	—	—
Mobile	0.39	0.35	3.31	0.01	0.01	0.67	0.68	< 0.005	0.17	0.18
Area	0.05	< 0.005	0.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Energy	< 0.005	0.03	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Water	—	—	—	—	—	—	—	—	—	—
Waste	—	—	—	—	—	—	—	—	—	—

Refrig.	—	—	—	—	—	—	—	—	—	—
Total	0.44	0.38	3.38	0.01	0.01	0.67	0.68	0.01	0.17	0.18

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Mobile source emissions results are presented in Sections 2.6. No further detailed breakdown of emissions is available.

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—	—
Quality Restaurant	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—	—
Quality Restaurant	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—	—

Quality Restaurant	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Strip Mall	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Quality Restaurant	0.01	0.17	0.14	< 0.005	0.01	—	0.01	0.01	—	0.01
Total	0.01	0.17	0.14	< 0.005	0.01	—	0.01	0.01	—	0.01
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Strip Mall	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Quality Restaurant	0.01	0.17	0.14	< 0.005	0.01	—	0.01	0.01	—	0.01
Total	0.01	0.17	0.14	< 0.005	0.01	—	0.01	0.01	—	0.01
Annual	—	—	—	—	—	—	—	—	—	—
Strip Mall	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Quality Restaurant	< 0.005	0.03	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Total	< 0.005	0.03	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005

4.3. Area Emissions by Source

4.3.1. Unmitigated

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

Source	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.18	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.02	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.06	< 0.005	0.37	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Total	0.27	< 0.005	0.37	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.18	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.02	—	—	—	—	—	—	—	—	—
Total	0.21	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Consumer Products	0.03	—	—	—	—	—	—	—	—	—
Architectural Coatings	< 0.005	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.01	< 0.005	0.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Total	0.05	< 0.005	0.05	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—	—
Quality Restaurant	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—	—
Quality Restaurant	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—	—
Quality Restaurant	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—	—
Quality Restaurant	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—	—
Quality Restaurant	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—	—
Quality Restaurant	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—	—
Quality Restaurant	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—	—
Quality Restaurant	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—

Strip Mall	—	—	—	—	—	—	—	—	—	—
Quality Restaurant	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

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

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

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

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

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

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

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

Vegetation	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

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

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

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

Species	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
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

5.9. 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
Total all Land Uses	607	607	607	221,555	5,279	5,279	5,279	1,926,835

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	12,917	4,306	—

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)
Strip Mall	20,182	690	0.0489	0.0069	9,981
Quality Restaurant	214,441	690	0.0489	0.0069	623,700

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Strip Mall	150,145	0.00

Quality Restaurant	1,998,466	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Strip Mall	2.13	—
Quality Restaurant	6.01	—

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
Strip Mall	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Strip Mall	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00
Strip Mall	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0
Quality Restaurant	Household refrigerators and/or freezers	R-134a	1,430	0.00	0.60	0.00	1.00
Quality Restaurant	Other commercial A/C and heat pumps	R-410A	2,088	1.80	4.00	4.00	18.0
Quality Restaurant	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	15.4	annual days of extreme heat
Extreme Precipitation	7.15	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	0.00	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	0	0	0	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	0	0	0	N/A
Wildfire	0	0	0	N/A

Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	0	0	0	N/A

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

6.3. Adjusted Climate Risk Scores

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

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

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

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

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	80.0
AQ-PM	84.3
AQ-DPM	66.7
Drinking Water	83.1
Lead Risk Housing	46.0
Pesticides	3.34
Toxic Releases	62.7
Traffic	98.2
Effect Indicators	—
CleanUp Sites	5.64
Groundwater	47.4
Haz Waste Facilities/Generators	65.9
Impaired Water Bodies	83.0
Solid Waste	0.00
Sensitive Population	—
Asthma	19.9
Cardio-vascular	47.2
Low Birth Weights	6.63
Socioeconomic Factor Indicators	—
Education	12.6
Housing	7.39
Linguistic	20.6
Poverty	2.91

Unemployment	15.8

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	96.70216861
Employed	62.92826896
Median HI	94.04593866
Education	—
Bachelor's or higher	90.19633004
High school enrollment	100
Preschool enrollment	87.91222892
Transportation	—
Auto Access	60.64416784
Active commuting	38.75272681
Social	—
2-parent households	94.03310663
Voting	73.98947774
Neighborhood	—
Alcohol availability	50.82766585
Park access	15.79622738
Retail density	19.45335558
Supermarket access	74.7337354
Tree canopy	92.14679841
Housing	—
Homeownership	75.52932119

Housing habitability	79.82805081
Low-inc homeowner severe housing cost burden	58.3472347
Low-inc renter severe housing cost burden	47.88913127
Uncrowded housing	96.93314513
Health Outcomes	—
Insured adults	78.05723085
Arthritis	14.1
Asthma ER Admissions	81.9
High Blood Pressure	16.8
Cancer (excluding skin)	2.5
Asthma	86.2
Coronary Heart Disease	13.8
Chronic Obstructive Pulmonary Disease	59.8
Diagnosed Diabetes	72.3
Life Expectancy at Birth	95.1
Cognitively Disabled	66.4
Physically Disabled	25.6
Heart Attack ER Admissions	69.7
Mental Health Not Good	92.6
Chronic Kidney Disease	35.4
Obesity	83.0
Pedestrian Injuries	71.2
Physical Health Not Good	78.6
Stroke	45.2
Health Risk Behaviors	—
Binge Drinking	54.2
Current Smoker	93.3

No Leisure Time for Physical Activity	93.5
Climate Change Exposures	—
Wildfire Risk	32.5
SLR Inundation Area	0.0
Children	47.4
Elderly	6.5
English Speaking	60.7
Foreign-born	47.7
Outdoor Workers	91.3
Climate Change Adaptive Capacity	—
Impervious Surface Cover	78.2
Traffic Density	96.5
Traffic Access	68.3
Other Indices	—
Hardship	8.5
Other Decision Support	—
2016 Voting	54.7

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	21.0
Healthy Places Index Score for Project Location (b)	92.0
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	Los Angeles ZIMAS database



DouglasKim+Associates,LLC

FUTURE EMISSIONS

16610 Ventura Boulevard (Future) Detailed Report

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1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	16610 Ventura Boulevard (Future)
Construction Start Date	1/1/2025
Operational Year	2026
Lead Agency	City of Los Angeles
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.50
Precipitation (days)	18.6
Location	16610 Ventura Blvd, Encino, CA 91436, USA
County	Los Angeles-South Coast
City	Los Angeles
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	3823
EDFZ	16
Electric Utility	Los Angeles Department of Water & Power
Gas Utility	Southern California Gas
App Version	2022.1.1.24

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description

Apartments Mid Rise	45.0	Dwelling Unit	0.40	42,560	1,598	—	109	—
Strip Mall	3.40	1000sqft	0.04	3,400	0.00	—	—	—
Enclosed Parking with Elevator	78.0	Space	0.00	31,200	0.00	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

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

Un/Mit.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	3.10	6.24	11.8	0.02	0.22	0.82	1.04	0.20	0.20	0.39
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	2.43	37.4	19.6	0.17	0.77	8.60	9.37	0.73	2.78	3.52
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	1.23	5.90	7.40	0.02	0.18	0.95	1.13	0.17	0.27	0.44
Annual (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	0.22	1.08	1.35	< 0.005	0.03	0.17	0.21	0.03	0.05	0.08

2.2. Construction Emissions by Year, Unmitigated

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

Year	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T

Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—
2025	0.73	5.72	10.4	0.01	0.22	0.70	0.92	0.20	0.17	0.37
2026	3.10	6.24	11.8	0.02	0.22	0.82	1.04	0.20	0.20	0.39
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—
2025	1.34	37.4	19.6	0.17	0.77	8.60	9.37	0.73	2.78	3.52
2026	2.43	5.39	9.65	0.01	0.19	0.70	0.89	0.18	0.17	0.34
Average Daily	—	—	—	—	—	—	—	—	—	—
2025	0.54	5.90	7.40	0.02	0.18	0.95	1.13	0.17	0.27	0.44
2026	1.23	3.21	5.82	0.01	0.11	0.41	0.52	0.10	0.10	0.20
Annual	—	—	—	—	—	—	—	—	—	—
2025	0.10	1.08	1.35	< 0.005	0.03	0.17	0.21	0.03	0.05	0.08
2026	0.22	0.59	1.06	< 0.005	0.02	0.08	0.10	0.02	0.02	0.04

2.4. Operations Emissions Compared Against Thresholds

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

Un/Mit.	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	2.73	1.05	14.5	0.03	0.03	2.27	2.29	0.03	0.58	0.60
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	2.24	1.10	9.57	0.02	0.03	2.27	2.29	0.02	0.58	0.60
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	2.56	1.13	12.6	0.02	0.03	2.24	2.27	0.03	0.57	0.59
Annual (Max)	—	—	—	—	—	—	—	—	—	—
Unmit.	0.47	0.21	2.30	< 0.005	0.01	0.41	0.41	< 0.005	0.10	0.11

2.5. Operations Emissions by Sector, Unmitigated

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

Sector	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Mobile	1.18	0.89	10.3	0.02	0.02	2.27	2.28	0.01	0.58	0.59
Area	1.54	0.04	4.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Energy	0.01	0.12	0.05	< 0.005	0.01	—	0.01	0.01	—	0.01
Water	—	—	—	—	—	—	—	—	—	—
Waste	—	—	—	—	—	—	—	—	—	—
Refrig.	—	—	—	—	—	—	—	—	—	—
Total	2.73	1.05	14.5	0.03	0.03	2.27	2.29	0.03	0.58	0.60
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Mobile	1.17	0.98	9.52	0.02	0.02	2.27	2.28	0.01	0.58	0.59
Area	1.07	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Energy	0.01	0.12	0.05	< 0.005	0.01	—	0.01	0.01	—	0.01
Water	—	—	—	—	—	—	—	—	—	—
Waste	—	—	—	—	—	—	—	—	—	—
Refrig.	—	—	—	—	—	—	—	—	—	—
Total	2.24	1.10	9.57	0.02	0.03	2.27	2.29	0.02	0.58	0.60
Average Daily	—	—	—	—	—	—	—	—	—	—
Mobile	1.16	0.99	9.77	0.02	0.02	2.24	2.25	0.01	0.57	0.58
Area	1.39	0.03	2.78	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Energy	0.01	0.12	0.05	< 0.005	0.01	—	0.01	0.01	—	0.01
Water	—	—	—	—	—	—	—	—	—	—
Waste	—	—	—	—	—	—	—	—	—	—
Refrig.	—	—	—	—	—	—	—	—	—	—

Total	2.56	1.13	12.6	0.02	0.03	2.24	2.27	0.03	0.57	0.59
Annual	—	—	—	—	—	—	—	—	—	—
Mobile	0.21	0.18	1.78	< 0.005	< 0.005	0.41	0.41	< 0.005	0.10	0.11
Area	0.25	< 0.005	0.51	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Energy	< 0.005	0.02	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Water	—	—	—	—	—	—	—	—	—	—
Waste	—	—	—	—	—	—	—	—	—	—
Refrig.	—	—	—	—	—	—	—	—	—	—
Total	0.47	0.21	2.30	< 0.005	0.01	0.41	0.41	< 0.005	0.10	0.11

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	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.47	4.33	5.65	0.01	0.16	—	0.16	0.14	—	0.14
Demolition	—	—	—	—	—	0.54	0.54	—	0.08	0.08
Onsite truck	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	0.03	0.27	0.36	< 0.005	0.01	—	0.01	0.01	—	0.01
Demolition	—	—	—	—	—	0.03	0.03	—	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

Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.05	0.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Demolition	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.05	0.59	0.00	0.00	0.13	0.13	0.00	0.03	0.03
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.02	2.39	0.80	0.01	0.03	0.56	0.59	0.03	0.15	0.18
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.15	0.05	< 0.005	< 0.005	0.04	0.04	< 0.005	0.01	0.01
Annual	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.03	0.01	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005

3.3. 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	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.09	10.1	10.0	0.02	0.46	—	0.46	0.43	—	0.43
Dust From Material Movement	—	—	—	—	—	2.08	2.08	—	1.00	1.00
Onsite truck	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	0.06	0.55	0.55	< 0.005	0.03	—	0.03	0.02	—	0.02
Dust From Material Movement	—	—	—	—	—	0.11	0.11	—	0.05	0.05
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.10	0.10	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Dust From Material Movement	—	—	—	—	—	0.02	0.02	—	0.01	0.01
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.04	0.44	0.00	0.00	0.10	0.10	0.00	0.02	0.02
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.22	27.3	9.16	0.16	0.31	6.42	6.72	0.31	1.76	2.06
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.01	1.52	0.50	0.01	0.02	0.35	0.37	0.02	0.10	0.11
Annual	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.28	0.09	< 0.005	< 0.005	0.06	0.07	< 0.005	0.02	0.02

3.5. Building Construction (2025) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.52	5.14	6.94	0.01	0.22	—	0.22	0.20	—	0.20
Onsite truck	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	0.52	5.14	6.94	0.01	0.22	—	0.22	0.20	—	0.20
Onsite truck	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	0.30	3.01	4.06	0.01	0.13	—	0.13	0.12	—	0.12
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.06	0.55	0.74	< 0.005	0.02	—	0.02	0.02	—	0.02
Onsite truck	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	0.20	0.20	3.24	0.00	0.00	0.61	0.61	0.00	0.14	0.14
Vendor	0.01	0.38	0.18	< 0.005	< 0.005	0.09	0.09	< 0.005	0.02	0.03
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.20	0.22	2.75	0.00	0.00	0.61	0.61	0.00	0.14	0.14
Vendor	0.01	0.39	0.19	< 0.005	< 0.005	0.09	0.09	< 0.005	0.02	0.03
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.12	0.14	1.69	0.00	0.00	0.35	0.35	0.00	0.08	0.08
Vendor	0.01	0.23	0.11	< 0.005	< 0.005	0.05	0.05	< 0.005	0.01	0.02
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.03	0.31	0.00	0.00	0.06	0.06	0.00	0.02	0.02
Vendor	< 0.005	0.04	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.7. Building Construction (2026) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.49	4.81	6.91	0.01	0.19	—	0.19	0.17	—	0.17
Onsite truck	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	0.49	4.81	6.91	0.01	0.19	—	0.19	0.17	—	0.17
Onsite truck	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	0.26	2.57	3.69	0.01	0.10	—	0.10	0.09	—	0.09
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.05	0.47	0.67	< 0.005	0.02	—	0.02	0.02	—	0.02
Onsite truck	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	0.17	0.18	3.01	0.00	0.00	0.61	0.61	0.00	0.14	0.14
Vendor	0.01	0.36	0.17	< 0.005	< 0.005	0.09	0.09	< 0.005	0.02	0.03
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.17	0.20	2.57	0.00	0.00	0.61	0.61	0.00	0.14	0.14
Vendor	0.01	0.38	0.18	< 0.005	< 0.005	0.09	0.09	< 0.005	0.02	0.03
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.09	0.12	1.44	0.00	0.00	0.32	0.32	0.00	0.08	0.08
Vendor	0.01	0.20	0.09	< 0.005	< 0.005	0.05	0.05	< 0.005	0.01	0.01
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.26	0.00	0.00	0.06	0.06	0.00	0.01	0.01

Vendor	< 0.005	0.04	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.9. Architectural Coating (2026) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.12	0.86	1.13	< 0.005	0.02	—	0.02	0.02	—	0.02
Architectural Coatings	2.27	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.12	0.86	1.13	< 0.005	0.02	—	0.02	0.02	—	0.02
Architectural Coatings	2.27	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.31	0.41	< 0.005	0.01	—	0.01	0.01	—	0.01
Architectural Coatings	0.82	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.06	0.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005

Architectural Coatings	0.15	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.03	0.04	0.60	0.00	0.00	0.12	0.12	0.00	0.03	0.03
Vendor	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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.04	0.51	0.00	0.00	0.12	0.12	0.00	0.03	0.03
Vendor	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
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.02	0.19	0.00	0.00	0.04	0.04	0.00	0.01	0.01
Vendor	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
Annual	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.04	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005
Vendor	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

3.11. Trenching (2025) - Unmitigated

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

Location	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Onsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.19	1.29	1.45	< 0.005	0.06	—	0.06	0.05	—	0.05
Onsite truck	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	0.02	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.15	0.00	0.00	0.03	0.03	0.00	0.01	0.01
Vendor	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
Average Daily	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005
Vendor	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
Annual	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005
Vendor	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

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Mobile source emissions results are presented in Sections 2.6. No further detailed breakdown of emissions is available.

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—

Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.01	0.11	0.05	< 0.005	0.01	—	0.01	0.01	—	0.01
Strip Mall	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Total	0.01	0.12	0.05	< 0.005	0.01	—	0.01	0.01	—	0.01
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	0.01	0.11	0.05	< 0.005	0.01	—	0.01	0.01	—	0.01
Strip Mall	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Total	0.01	0.12	0.05	< 0.005	0.01	—	0.01	0.01	—	0.01
Annual	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	< 0.005	0.02	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005

Strip Mall	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Enclosed Parking with Elevator	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Total	< 0.005	0.02	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005

4.3. Area Emissions by Source

4.3.1. Unmitigated

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

Source	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Consumer Products	0.98	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.08	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.47	0.04	4.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Total	1.54	0.04	4.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Consumer Products	0.98	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.08	—	—	—	—	—	—	—	—	—
Total	1.07	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00
Annual	—	—	—	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00

Consumer Products	0.18	—	—	—	—	—	—	—	—	—
Architectural Coatings	0.01	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.06	< 0.005	0.51	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005
Total	0.25	< 0.005	0.51	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—

Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—

Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—	—
Enclosed Parking with Elevator	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—
Strip Mall	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

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

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

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

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

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

Equipment Type	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

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

Vegetation	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

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

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

Land Use	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

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

Species	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T
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	1/31/2025	5.00	23.0	—
Grading	Grading	2/1/2025	2/28/2025	5.00	20.0	—
Building Construction	Building Construction	3/8/2025	9/30/2026	5.00	408	—
Architectural Coating	Architectural Coating	5/1/2026	10/31/2026	5.00	131	—
Trenching	Trenching	3/1/2025	3/7/2025	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	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Demolition	Rubber Tired Dozers	Diesel	Average	1.00	1.00	367	0.40
Demolition	Tractors/Loaders/Backhoes	Diesel	Average	2.00	6.00	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	2.00	6.00	82.0	0.20
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	2.00	8.00	84.0	0.37
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48
Trenching	Trenchers	Diesel	Average	1.00	8.00	40.0	0.50

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	—	10.2	HHDT,MHDT
Demolition	Hauling	11.0	55.0	HHDT
Demolition	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	7.50	18.5	LDA,LDT1,LDT2
Grading	Vendor	—	10.2	HHDT,MHDT

Grading	Hauling	126	55.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	46.6	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	10.5	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Trenching	—	—	—	—
Trenching	Worker	2.50	18.5	LDA,LDT1,LDT2
Trenching	Vendor	—	10.2	HHDT,MHDT
Trenching	Hauling	0.00	20.0	HHDT
Trenching	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	9.32	18.5	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10.2	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	86,184	28,728	5,100	1,700	—

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	898	—
Grading	—	12,584	15.0	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%
Water Demolished Area	2	36%	36%

5.7. Construction Paving

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

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2025	0.00	690	0.05	0.01
2026	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
Total all Land Uses	359	359	359	131,035	3,195	3,195	3,195	1,166,175

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

Hearth Type	Unmitigated (number)
Apartments Mid Rise	—
Wood Fireplaces	0
Gas Fireplaces	0
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	45
Conventional Wood Stoves	0
Catalytic Wood Stoves	0
Non-Catalytic Wood Stoves	0
Pellet Wood Stoves	0

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)
86184	28,728	5,100	1,700	—

5.10.3. Landscape Equipment

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

5.11. Operational Energy Consumption

5.11.1. Unmitigated

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

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Apartments Mid Rise	147,757	690	0.0489	0.0069	446,641
Strip Mall	33,852	690	0.0489	0.0069	16,742
Enclosed Parking with Elevator	115,173	690	0.0489	0.0069	0.00

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Apartments Mid Rise	1,677,321	27,392
Strip Mall	251,847	0.00
Enclosed Parking with Elevator	0.00	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Apartments Mid Rise	27.2	—
Strip Mall	3.57	—

Enclosed Parking with Elevator	0.00	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Apartments Mid Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Apartments Mid Rise	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00
Strip Mall	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0
Strip Mall	Stand-alone retail refrigerators and freezers	R-134a	1,430	0.04	1.00	0.00	1.00
Strip Mall	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

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

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

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

5.16.2. Process Boilers

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

5.17. User Defined

Equipment Type	Fuel Type

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

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

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

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

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	15.4	annual days of extreme heat
Extreme Precipitation	7.15	annual days with precipitation above 20 mm
Sea Level Rise	—	meters of inundation depth
Wildfire	0.00	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	0	0	0	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	0	0	0	N/A
Wildfire	0	0	0	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	0	0	0	N/A

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

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

6.3. Adjusted Climate Risk Scores

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

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

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

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

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	80.0
AQ-PM	84.3
AQ-DPM	66.7

Drinking Water	83.1
Lead Risk Housing	46.0
Pesticides	3.34
Toxic Releases	62.7
Traffic	98.2
Effect Indicators	—
CleanUp Sites	5.64
Groundwater	47.4
Haz Waste Facilities/Generators	65.9
Impaired Water Bodies	83.0
Solid Waste	0.00
Sensitive Population	—
Asthma	19.9
Cardio-vascular	47.2
Low Birth Weights	6.63
Socioeconomic Factor Indicators	—
Education	12.6
Housing	7.39
Linguistic	20.6
Poverty	2.91
Unemployment	15.8

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	96.70216861

Employed	62.92826896
Median HI	94.04593866
Education	—
Bachelor's or higher	90.19633004
High school enrollment	100
Preschool enrollment	87.91222892
Transportation	—
Auto Access	60.64416784
Active commuting	38.75272681
Social	—
2-parent households	94.03310663
Voting	73.98947774
Neighborhood	—
Alcohol availability	50.82766585
Park access	15.79622738
Retail density	19.45335558
Supermarket access	74.7337354
Tree canopy	92.14679841
Housing	—
Homeownership	75.52932119
Housing habitability	79.82805081
Low-inc homeowner severe housing cost burden	58.3472347
Low-inc renter severe housing cost burden	47.88913127
Uncrowded housing	96.93314513
Health Outcomes	—
Insured adults	78.05723085
Arthritis	14.1

Asthma ER Admissions	81.9
High Blood Pressure	16.8
Cancer (excluding skin)	2.5
Asthma	86.2
Coronary Heart Disease	13.8
Chronic Obstructive Pulmonary Disease	59.8
Diagnosed Diabetes	72.3
Life Expectancy at Birth	95.1
Cognitively Disabled	66.4
Physically Disabled	25.6
Heart Attack ER Admissions	69.7
Mental Health Not Good	92.6
Chronic Kidney Disease	35.4
Obesity	83.0
Pedestrian Injuries	71.2
Physical Health Not Good	78.6
Stroke	45.2
Health Risk Behaviors	—
Binge Drinking	54.2
Current Smoker	93.3
No Leisure Time for Physical Activity	93.5
Climate Change Exposures	—
Wildfire Risk	32.5
SLR Inundation Area	0.0
Children	47.4
Elderly	6.5
English Speaking	60.7

Foreign-born	47.7
Outdoor Workers	91.3
Climate Change Adaptive Capacity	—
Impervious Surface Cover	78.2
Traffic Density	96.5
Traffic Access	68.3
Other Indices	—
Hardship	8.5
Other Decision Support	—
2016 Voting	54.7

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	21.0
Healthy Places Index Score for Project Location (b)	92.0
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	Project plans.
Construction: Construction Phases	Developer information
Construction: Off-Road Equipment	—
Operations: Hearths	Project plans
Construction: Trips and VMT	—



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MATES V TOXIC EMISSIONS OVERVIEW

About Air Toxics Cancer Risk

Information about community profile statistics
Information about emission sources
Download PDF

Residential Air Toxics Cancer Risk at MATES Monitoring Sites

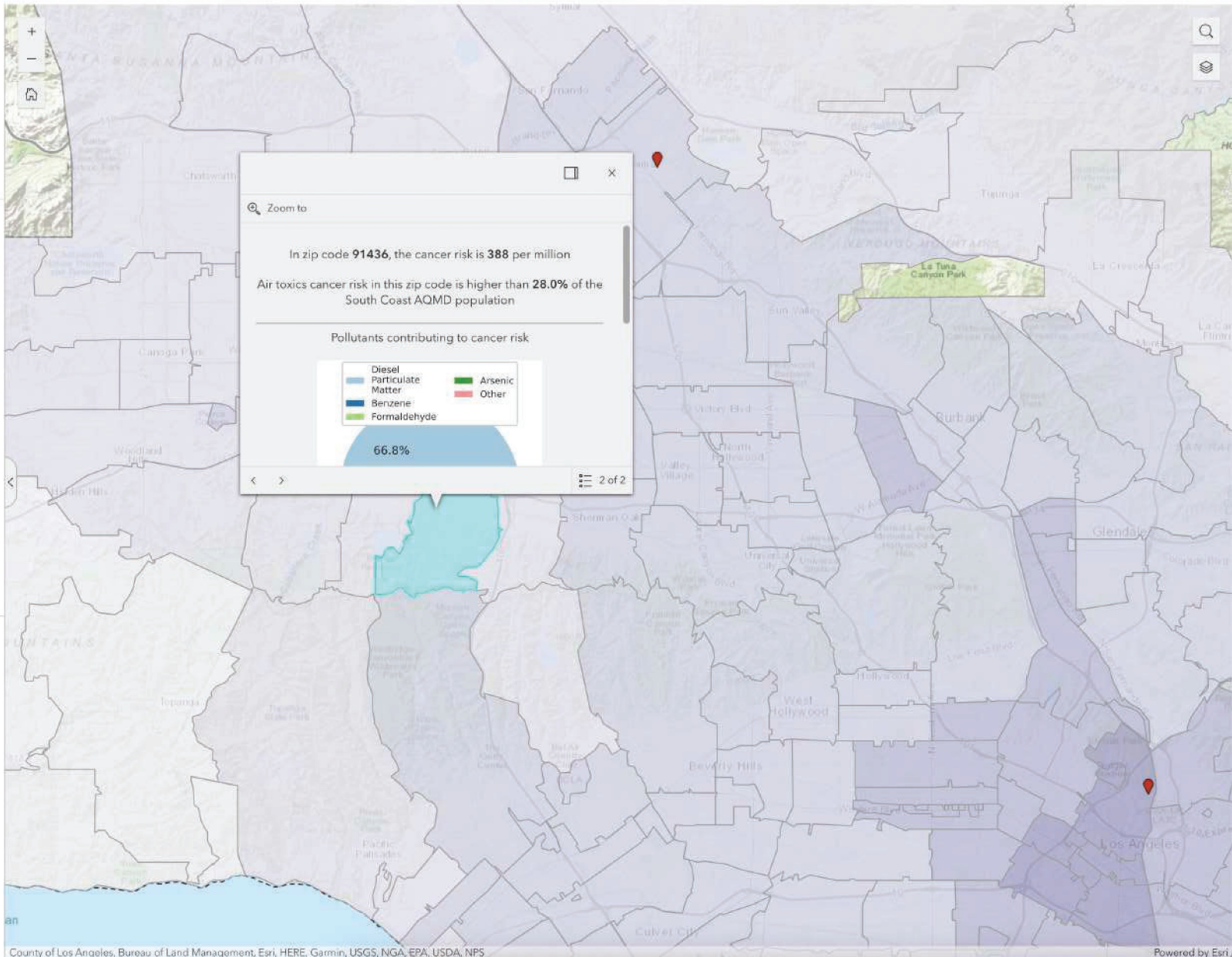
Residential Air Toxics Cancer Risk Calculated from Model Data

Cancer Risk [per million]

- 1601 - 4800
- 1451 - 1600
- 1301 - 1450
- 1151 - 1300
- 1001 - 1150
- 851 - 1000
- 701 - 850
- 551 - 700
- 401 - 550
- 251 - 400
- 101 - 250
- 0 - 100

South Coast AQMD Boundary

The air toxics cancer risk data presented in the MATES Data Visualization is calculated using a population-weighted average.





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CALENVIROSCREEN 4.0 OUTPUT

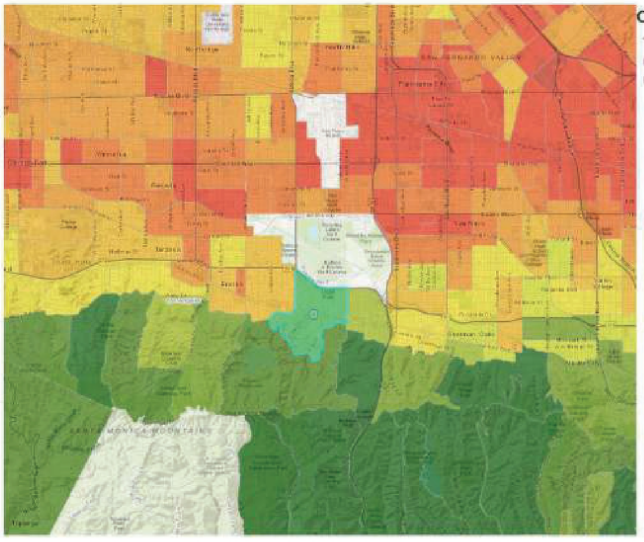
Calenvir

Legend

CalEnviroScreen 4.0 Results

- > 90 - 100 (Highest Scores)
- > 80 - 90
- > 70 - 80
- > 60 - 70
- > 50 - 60
- > 40 - 50
- > 30 - 40
- > 20 - 30
- > 10 - 20
- 0 - 10 (Lowest Scores)

CalEnviroScreen 4.0 High Pollution, Low Population



Census Tract: 6037139701 (Population: 5,320)

The results for each indicator range from 0-100 and represent the percentile ranking of census tract 6037139701 relative to other census tracts.

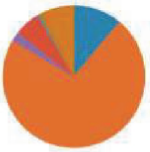
Overall Percentiles	
CalEnviroScreen 4.0 Percentile	21
Pollution Burden Percentile	86
Population Characteristics Percentile	6

Exposures	
Ozone	80
Particulate Matter 2.5	84
Diesel Particulate Matter	67
Toxic Releases	63
Traffic	98
Pesticides	3
Drinking Water	83
Lead from Housing	46

Environmental Effects	
Cleanup Sites	6
Groundwater Threats	47
Hazardous Waste	66
Impaired Waters	83
Solid Waste	0

Sensitive Populations	
Asthma	20
Low Birth Weight	7
Cardiovascular Disease	47

Socioeconomic Factors	
Education	13
Linguistic Isolation	21
Poverty	3
Unemployment	16
Housing Burden	7



Race/Ethnicity Profiles

Hover your mouse over the pie chart segment to see the race/ethnicity in percentages and approximate counts.



Age Profiles

Hover your mouse over the pie chart segment to see the age characteristics in percentages and approximate counts.



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DEMOLITION ANALYSIS

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CONSTRUCTION BUILDING DEBRIS

Materials	Total SF	Height	Cubic Yards	Pounds per Cub	Tons	Truck Capacity (CY)	Truck Trips	Source
Construction and Debris	0	0	-	484	-	10	-	Florida Department of Environmental Protection A Fact Sheet for C&D Debris Facility Operators
General Building	8,611	12	1,263	1,000	631	10	253	*Federal Emergency Management Agency, Debris Estimating Field Guide (FEMA 329), September 2010. General Building Formula*
Single Family Residence	-	12	-	1,000	-	10	-	Federal Emergency Management Agency. Debris Estimating Field Guide (FEMA 329), September 2010. Single Family Residence Formula, assumes 1 story, Medium vegetative cover multiplier (1.3)
Multi-Family Residence		12	-	1,000	-	10	-	
Mobile Home				1,000	-	10	-	
Mixed Debris			-	480	-	10	-	Florida Department of Environmental Protection A Fact Sheet for C&D Debris Facility Operators
Vegetative Debris (Hardwoods)			-	500	-	10	-	
Vegetative Debris (Softwoods)			-	333	-	10	-	
Asphalt or concrete (Constructior	12,000	0.5	222	2,400	267	10	44	
TOTAL			1,485		898		297	



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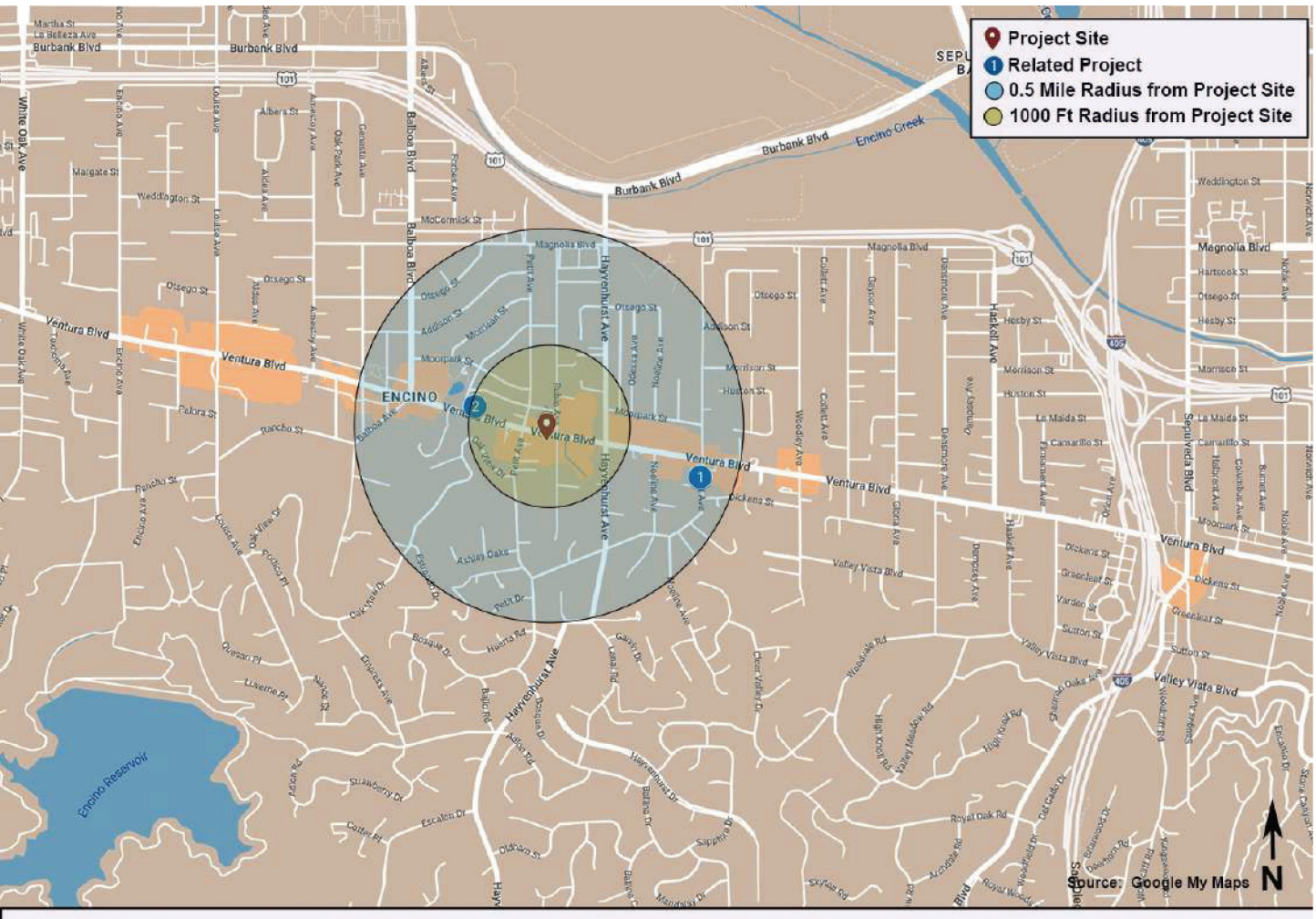
CUMULATIVE PROJECTS


Project Site
1 Related Project
0.5 Mile Radius from Project Site
1000 Ft Radius from Project Site
Burbank Blvd
Encino Creek
Ventura Blvd
ENCINO
Balboa Blvd
Haynehurst Ave
Encino Reservoir
Source: Google My Maps
N

Noise Technical Report

June 2024

16610 Ventura Project

16610, 16614, 16616, 16618 W. Ventura Boulevard, Los Angeles, CA 91436

Case Number: CPC-2023-3134-DB-SPP-HCA

CEQA Number: ENV-2023-3135-EAF

Prepared for:
Benelisha Group Inc
15451 Morrison Street, Sherman Oaks, CA 91403

Prepared by:

CAJA Environmental Services, LLC

9410 Topanga Canyon Boulevard, Suite 101, Chatsworth, CA

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Technical Appendix

Noise Technical Modeling, June 2024

Section 1
Project Description

1 Project Information

Project Title: 16610 Ventura Project

Project Location: 16610, 16614, 16616, 16618 W. Ventura Boulevard, Los Angeles, CA 91436

Case Number: CPC-2023-3134-DB-SPP-HCA

CEQA Number: ENV-2023-3135-EAF

Lead Agency: City of Los Angeles, Los Angeles City Planning
200 N. Spring Street, Room 763, Los Angeles, CA 90012

Prepared By: CAJA Environmental Services, LLC
9410 Topanga Canyon Boulevard, Suite 101, Chatsworth, CA 91311
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Technical Assistance: DKA Planning, LLC
423 Bohol Circle Lane, Alameda, CA 94501
Doug Kim, AICP, Principal

2 Environmental Setting

2.1 Project Location

The Project Site is located on the south side of Ventura Boulevard, between Rubio Avenue to the east and Petit Avenue to the west, in the Encino – Tarzana Community Plan of the City of Los Angeles (City), 91436 in the County of Los Angeles (County). The Site is located approximately 15 miles northwest of Downtown Los Angeles and approximately 9 miles north of the Pacific Ocean.

2.2 Surrounding Land Uses

North across Ventura Boulevard is a 5-story commercial building (16601 Ventura Boulevard), and an 13-story commercial building (16633 Ventura Boulevard), both zoned C4-1L.

South adjacent to the Site is a paved parking lot (4726 Petit Avenue), zoned (T)(Q)R1-1, RE9-1.

West adjacent to the Site is a 1-story restaurant building (Panera Bread, 16624 Ventura Boulevard), C4-IL.

East adjacent to the Site is a 1-story restaurant building (Maria's Italian Kitchen, 16608 Ventura

Boulevard), zoned C4-IL.

The nearest residential uses:

- Single-family residential, 16616 Lauren Way, 100 feet to the south of the Site
- Single-family residential, 16620 Lauren Way, 120 feet to the south of the Site

The nearest school or childcare facility:

- Encino Charter Elementary, 16941 Addison Street, 0.52 miles north west of the Site
- Funtastic Daycare, 5346 Forbes Avenue, 0.77 miles north east of the Site

2.3 Regional and Local Access

Regional access is provided by:

- US-101 (Ventura) Freeway, 3,000 feet (0.57 miles) north of the Site

Local access is provided by (Mobility Plan 2035 designation):[1]

- Ventura Boulevard (Boulevard II), directly north of the Site
- Rubio Ave (Local Street Standard), 115 feet east of the Site
- Petit Avenue (Collector), 225 feet west of the Site
- Hayvenhurst Avenue (Avenue I), 770 feet east of the Site
- Balboa Boulevard (Boulevard II), 1,825 feet west of the Site

2.4 Bicycle Facilities

The following bicycle facilities are nearby:[2]

- Bike Route:
  - Hayvenhurst Avenue, 770 feet east of the Site
- Bicycle-Friendly Streets:[3]
  - Hayvenhurst Avenue, 770 feet east of the Site

1 NavigateLA, Mobility Plan 2035: https://navigatela.lacity.org/navigatela/, accessed April 25, 2024.

2 LA County Bikeways Map: https://dpw.lacounty.gov/bike/map.cfm, accessed April 25, 2024.

3 According to LADOT's Bike Program, Bicycle Friendly Streets (BFS) facilities parallel major corridors and provide a calmer, safer alternative for bicyclists of all ages and skill levels. BFS are multi-modal streets, which means that they accommodate all neighborhood users from cars, to bikes, to pedestrians. https://ladotbikeblog.wordpress.com/bfs/, accessed April 25, 2024.

2.5 Pedestrian Facilities

There is a sidewalk along the Project Site's north side on Ventura Boulevard, east side on Rubio Avenue, and west side on Petit Avenue. Striped crosswalks are provided all legs of the nearest signalized intersection:

- Ventura Boulevard / Rubio Avenue, 115 feet east of the Site

2.6 Public Transit

As shown in **Table 1-1, Public Transit**, Los Angeles County Metropolitan Transportation Authority (Metro)[4] and Los Angeles Department of Transit (LADOT) operate public transit in the area.

The Site is within a High-Quality Transit Area (HQTA),[5] which are areas within one-half mile of a high-quality transit corridor, which is a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.[6]

Table 1-1
Public Transit

Line	Type	Direction	Stop	Distance to Site	Service (Peak)
Metro					
240	Bus	East-west on Ventura Blvd.	Petit	125 feet west	10 minutes
235/236	Bus	North-south on Balboa	Ventura	1,975 feet west	60 minutes
LADOT Commuter Express (CE)					
423	Bus	North-south on Hayvenhurst	Magnolia	2,475 feet northeast	5-65 minutes
Distance is measured from the Site to the entrance of a rail transit station or bus stop. Peak Times: https://www.metro.net/riding/guide/system-maps/ Metro Line 240 schedule (December 10, 2023): https://cdn.beta.metro.net/wp-content/uploads/2023/12/01153954/162_TT_12-10-23.pdf Metro Line 235/236 schedule (December 10, 2023): https://cdn.beta.metro.net/wp-content/uploads/2023/12/01154034/235-236_TT_12-10-23.pdf LADOT CE 423 (effective July 31, 2021):https://www.ladottransit.com/comexp/routes/423/423.html					

2.7 Planning and Zoning

Table 1-2, Project Site, lists the Site's APNs, zoning, and General Plan land use designation:

- C4-1L (Commercial Zone, Height District 1 Limited)[7]

4 Metro System Map: https://www.metro.net/riding/guide/system-maps/, accessed April 26, 2024.

5 SCAG, HQTA 2016 based on the 2020-2045 RTP/SCS: https://gisdata-scag.opendata.arcgis.com/datasets/high-quality-transit-areas-hqta-2016-scag-region?geometry=-121.570%2C33.364%2C-114.731%2C34.954, accessed April 26, 2024.

6 SCAG, Connect SoCal, Active Transportation Technical Report, page 26: https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocal_active-transportation.pdf?1606001530, accessed April 26, 2024.

7 Los Angeles Zoning Summary: https://planning.lacity.org/zoning/regulations-summary

The Project Site has the following zoning information (ZI):

- ZI-2498 Local Emergency Temporary Regulations – Time Limits and Parking Relief
- ZI-1729 Specific Plan: Ventura/Cahuenga Boulevard Corridor
- ZI-2512 Housing Element Inventory of Sites

Table 1-2
Project Site

Address	Lot	APN	Size (sf)	Zone	Land Use
16614, 16616, 16618 W. Ventura Blvd.	PT 4	2284-007-026	10,388.8	C4-1L	Regional Center Commercial
16610 W. Ventura Blvd.		2284-007-001	10,365.6		
Source: Zone Information & Map Access System (ZIMAS): http://zimas.lacity.org, April 26, 2024.					

2.8 Existing Conditions

The lot area is 20,754.4 square feet (0.477 acres).[8]

See **Table 1-3, Existing Uses**, for details of the existing uses. The Site contains a total of 8,611 square feet of buildings and approximately 12,000 square feet of surface parking.

The east side of the Site (16610 Ventura) contains a 2-story, 6,584 square-foot restaurant building (Monaco Restaurant and Bar) and approximately 6,400 square feet of associated surface parking.

The west side of the Site (16614-16618 Ventura Boulevard) contains two connected 1-story, 2,027 square-foot commercial buildings (consisting of 896 square feet and 1,131 square feet) and approximately 5,600 square feet of associated surface parking.

Table 1-3
Existing Uses

Address	Use	Building	Size (sf)
16614-16618 W. Ventura Blvd.	Commercial	1-story	1,131
	Commercial	1-story	896
16610 W. Ventura Blvd.	Restaurant	2-stories	6,584
Total			**8,611**
Source: Zone Information & Map Access System (ZIMAS): http://zimas.lacity.org, April 26, 2024.			

3 Project Description

3.1 Project Overview

All existing structures and uses will be removed.

The Project will construct a new 5-story, multi-family, mixed-use building with 45 units (including 8 affordable units) and 3,400 square feet of commercial use. The building will include two

8 Plans, GA Engineering, February 28, 2024.

subterranean parking levels.

The Project will utilize the Density Bonus program for an increase in height, increase floor-area ratio (FAR), and waiver of transitional height.[9]

3.2 Density

The Project includes 4 studio units, 17 one-bedroom units, and 24 two-bedroom units. Of the 45 units, 8 units (15%) will be reserved for Very Low-Income restricted affordable housing.

3.3 Floor Area

The Project proposes a floor area of approximately 45,960 square feet and a floor-area-ratio (FAR) of 2.3:1. This includes 42,560 square feet residential floor area and 3,400 square feet commercial floor area.

3.4 Height

The Project proposes a 5-story, 62-foot in height building.

3.5 Open Space

The Project includes 6,390 square feet of open space, including 28 residential balconies and decks on floors 4 and 5.

3.6 Loading Zone

The Project includes a loading zone on the west portion of the Site adjacent to the alley.

3.7 Access

The Project includes access via an alley entering from the southeast portion of the Site. The alley access would provide entrance to the two subterranean parking levels and commercial/retail parking on Level 1.

3.8 Vehicle Parking

Per LAMC 12.22.A25, 57 residential parking spaces are required. The Project would provide 63 residential parking spaces in the two subterranean parking levels.

The Project requires 14 commercial/retail parking spaces. The first floor provides 15 commercial/retail parking spaces.

Therefore the Project provides a total of 78 parking spaces.

9 Plans, GA Engineering, February 28, 2024.

Of the 63 spaces, 17 spaces would have electric vehicle (EV) pre-wiring and 2 spaces would have EV chargers.

3.9 Bicycle Parking

The Project includes 54 bicycle parking spaces (7 short-term and 47 long-term) for the residential and commercial uses.

3.10 Sustainability Features

The Project will comply with the applicable Los Angeles Green Building Code (LAGBC, 2023 version effective January 1, 2023)[10] and the applicable California Green Building Standards Code (CalGreen, 2022 version effective January 1, 2023).[11] The applicability is determined when the Project is submitted and accepted by plan check.

All building systems will meet applicable Title 24 Energy Standards. These standards will reduce energy and water usage and waste and, thereby, reduce associated greenhouse gas emissions and help minimize the impact on natural resources and infrastructure.

The sustainability features to be incorporated into the Project will include, but not be limited to, WaterSense-labeled plumbing fixtures and Energy Star-labeled appliances, reduction of indoor and outdoor water use, weather-based controller and drip irrigation systems, and water-efficient landscape design. In addition, the landscaping on the outdoor decks will serve to help reduce solar heat gain and facilitate possible stormwater retention on-site.

The Project will recycle and reuse building and construction materials to the maximum extent feasible.

The Project's infill location will promote the concentration of development in an urban location with extensive infrastructure and access to public transit facilities. The Project's proximity to public transportation will reduce vehicle trips and vehicle miles traveled for residents and visitors.

4 Anticipated Construction Schedule

The estimated construction schedule is shown in **Table 1-4, Construction Schedule**. This information has been provided by the Applicant and reflects Site- and Project-specific assessments of anticipated construction phase lengths and equipment to be utilized.

The estimated operational year is 2026. Construction is proposed to finish in 2026 and the Project will undergo a standard process to obtain its certification of occupancy and will begin leasing. The operational year relates to future traffic operations and assumes a fully leased building for maximum trip and VMT purposes.

The Project will remove 8,611 square feet of buildings and approximately 12,000 square feet of

[10] City of Los Angeles Department of Building and Safety, Green Building, available at http://ladbs.org/forms-publications/forms/green-building, accessed on April 26, 2024.

[11] California Building Codes: https://www.dgs.ca.gov/BSC/CALGreen, accessed on April 26, 2024.

surface parking lot of asphalt/concrete surfaces.

No fill will be imported to the Site. The amount of materials exported will be up to approximately 12,584 cubic yards (which includes a 25% swell expansion potential).[12]

Truck routes are expected to utilize the most convenient access to freeway ramps. The truck routes will comply with the approved truck routes designated within the City and/or adjacent jurisdictions. Trucks traveling to and from the Project Site must travel along the designated routes. These streets are part of different approved haul routes.[13] The haul route will be approximately 55 miles one-way, or 110 miles roundtrip, and could include the following:

- Full trucks: Exit Site and north on Rubio Avenue, east on Ventura Boulevard, north on Hayvenhurst, to US-101 east, I-10 East, CA-60 East, I-605 North, exit Live Oak Avenue to Rivergrade Road, to Arrow Highway to destination at 1245 Arrow Highway, Irwindale, 91706.

- Empty trucks will travel in the reverse to the Site and exit US-101 West at Hayvenhurst Avenue, to the Site.

Table 1-4
Construction Schedule

Phase	Schedule	Duration
Demolition	January 1, 2025 – January 31, 2025	4 weeks
Grading	February 1, 2025 – February 28, 2025	4 weeks
Trenching	March 1, 2025 – March 7, 2025	1 week
Construction	March 8, 2025 – September 30, 2026	18 months
Architectural Coatings	May 1, 2026 – October 31, 2026	6 months

Demolition involves removing buildings or structures.
Site Preparation involves clearing vegetation (grubbing and tree/stump removal) and removing stones and other unwanted material or debris prior to grading.
Grading involves the cut and fill of land to ensure that the proper base and slope is created for the foundation.
Building Construction involves the construction of the foundation, structures, and buildings.
Trenching is associated with underground utilities, including gas, water, electricity, telecommunications.
Paving involves the laying of concrete or asphalt such as in parking lots, roads, driveways, or sidewalks.
Architectural Coating involves the application of coatings to both the interior and exterior of buildings or structures, the painting of parking lot or parking garage striping, associated signage and curbs, and the painting of the walls or other components such as stair railings inside parking structures.

Construction schedule, including start, end, and duration dates is estimate only.
Some overlap of phasing may occur.
The analysis assumes that construction would start in 2025. In practice, construction could begin at a later time. However, using an earlier start date represents a worst-case scenario for the analysis of construction emissions, because equipment and vehicle emission factors for later years would be slightly less due to more stringent standards for in-use off-road equipment and heavy-duty trucks, as well as fleet turnover replacing older equipment and vehicles in later years.
Estimates provided by the Applicant, February 2024.

12 Applicant info, February 2024.

13 NavigateLA, Haul Route layer: https://navigatela.lacity.org/navigatela/

Section 2
Noise

1 Introduction

This technical report evaluates noise impacts from construction and operation of a Project at 16610 Ventura Boulevard in the City of Los Angeles. The analysis discusses applicable regulations and compares impacts to appropriate thresholds of significance. Noise measurements, calculation worksheets, and a map of noise receptors and measurement locations are included in the Technical Appendix to this analysis.

2 Fundamentals of Noise

2.1 Characteristics of Sound

Sound can be described in terms of its loudness (amplitude) and frequency (pitch). The standard unit of measurement for sound is the decibel (dB). Because the human ear is not equally sensitive to sound at all frequencies, the A-weighted scale (dBA) is used to reflect the normal hearing sensitivity range. On this scale, the range of human hearing extends from 3 to 140 dBA. **Table 2-1** provides examples of A-weighted noise levels from common sources.

Table 2-1
A-Weighted Decibel Scale

Typical A-Weighted Sound Levels	Sound Level (dBA L_{eq})
Near Jet Engine	130
Rock and Roll Band	110
Jet flyover at 1,000 feet	100
Power Motor	90
Food Blender	80
Living Room Music	70
Human Voice at 3 feet	60
Residential Air Conditioner at 50 feet	50
Bird Calls	40
Quiet Living Room	30
Average Whisper	20
Rustling Leaves	10
Source: Cowan, James P., Handbook of Environmental Acoustics, 1993. These noise levels are approximations intended for general reference and informational use.	

2.2 Noise Definitions

This noise analysis discusses sound levels in terms of equivalent noise level (L_{eq}), maximum noise level (L_{max}) and the Community Noise Equivalent Level (CNEL).

2.2.1 Equivalent Noise Level (L_{eq})

L_{eq} represents the average noise level on an energy basis for a specific time period. Average noise level is based on the energy content (acoustic energy) of sound. For example, the L_{eq} for one hour is the energy average noise level during that hour. L_{eq} can be thought of as a continuous noise level of a certain period equivalent in energy content to a fluctuating noise level of that same period.

2.2.2 Maximum Noise Level (L_{max})

L_{max} represents the maximum instantaneous noise level measured during a given time period.

2.2.3 Community Noise Equivalent Level (CNEL)

CNEL is an adjusted noise measurement scale of average sound level during a 24-hour period. Due to increased noise sensitivities during evening and night hours, human reaction to sound between 7:00 P.M. and 10:00 P.M. is as if it were actually 5 dBA higher than had it occurred between 7:00 A.M. and 7:00 P.M. From 10:00 P.M. to 7:00 A.M., humans perceive sound as if it were 10 dBA higher. To account for these sensitivities, CNEL figures are obtained by adding an additional 5 dBA to evening noise levels between 7:00 P.M. and 10:00 P.M. and 10 dBA to nighttime noise levels between 10:00 P.M. and 7:00 A.M. As such, 24-hour CNEL figures are always higher than their corresponding actual 24-hour averages.

2.3 Effects of Noise

The degree to which noise can impact an environment ranges from levels that interfere with speech and sleep to levels that can cause adverse health effects. Most human response to noise is subjective. Factors that influence individual responses include the intensity, frequency, and pattern of noise; the amount of background noise present; and the nature of work or human activity exposed to intruding noise. According to the National Institute of Health (NIH), extended or repeated exposure to sounds at or above 85 dB can cause hearing loss. Sounds of 70 dBA or less, even after continuous exposure, are unlikely to cause hearing loss.[1] The World Health Organization (WHO) reports that adults should not be exposed to sudden “impulse” noise events of 140 dB or greater. For children, this limit is 120 dB.[2]

Exposure to elevated nighttime noise levels can disrupt sleep, leading to increased levels of fatigue and decreased work or school performance. For the preservation of healthy sleeping environments, the WHO recommends that continuous interior noise levels not exceed 30 dBA and that individual noise events of 45 dBA or higher be avoided.[3] Assuming a conservative exterior to interior sound reduction of 15 dBA, continuous exterior noise levels should therefore not exceed 45 dBA. Individual exterior events of 60 dBA or higher should also be limited. Some epidemiological studies have shown a weak association between long-term exposure to noise

1 National Institute of Health, National Institute on Deafness and Other Communication, www.nidcd.nih.gov/health/noise-induced-hearing-loss.

2 World Health Organization, Guidelines for Community Noise, 1999.

3 Ibid.

levels of 65 to 70 dBA and cardiovascular effects, including ischemic heart disease and hypertension. However, at this time, the relationship is largely inconclusive.

People with normal hearing sensitivity can recognize small changes in sound levels of approximately 3 dBA. Changes of at least 5 dBA can be readily noticeable while sound level increases of 10 dBA or greater are perceived as a doubling in loudness.[4] However, during daytime, few people are highly annoyed by noise levels below 55 dBA L_{eq}.[5]

2.4 Noise Attenuation

Noise levels decrease as the distance from noise sources to receivers increases. For each doubling of distance, noise from stationary sources can decrease by about 6 dBA over hard surfaces (e.g., reflective surfaces such as parking lots) and 7.5 dBA over soft surfaces (e.g., absorptive surfaces such as soft dirt and grass). For example, if a point source produces a noise level of 89 dBA at a reference distance of 50 feet over an asphalt surface, its noise level would be approximately 83 dBA at a distance of 100 feet, 77 dBA at 200 feet, etc. Noises generated by mobile sources such as roadways decrease by about 3 dBA over hard surfaces and 4.5 dBA over soft surfaces for each doubling of distance. It should be noted that because decibels are logarithmic units, they cannot be added or subtracted. For example, two cars each producing 60 dBA of noise would not produce a combined 120 dBA.

Noise is most audible when traveling by direct line of sight, an unobstructed visual path between noise source and receptor. Barriers that break line of sight between sources and receivers, such as walls and buildings, can greatly reduce source noise levels by allowing noise to reach receivers by diffraction only. As a result, sound barriers can generally reduce noise levels by up to 15 dBA.[6] The effectiveness of barriers can be greatly reduced when they are not high or long enough to completely break line of sight from sources to receivers.

3 Regulatory Framework

3.1 Federal

No federal noise standards regulate environmental noise associated with short-term construction activities or long-term operations of development projects. As such, temporary and long-term noise impacts produced by the Project would be largely regulated or evaluated by State and City of Los Angeles standards designed to protect public well-being and health.

3.2 State

3.2.1 General Plan Guidelines

The State's 2017 General Plan Guidelines establish county and city standards for acceptable exterior noise levels based on land use. These standards are incorporated into land use planning

4 Federal Transit Administration, Transit Noise and Vibration Impact Assessment, 2018.

5 World Health Organization, Guidelines for Community Noise, 1999.

6 California Department of Transportation, Technical Noise Supplement to the Traffic Noise Analysis Protocol, September 2013.

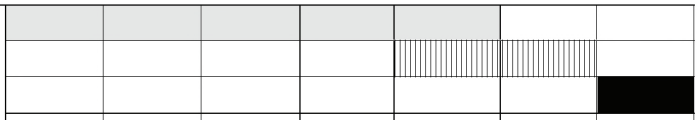
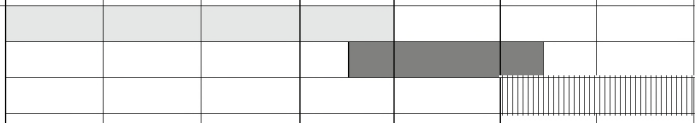
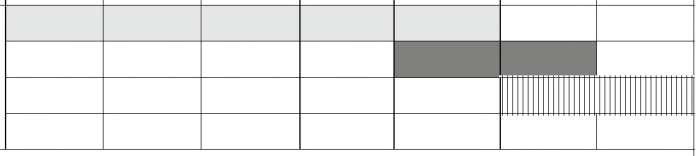
processes to prevent or reduce noise and land use incompatibilities. **Table 2-2** illustrates State compatibility considerations between land uses and exterior noise levels.

California Government Code Section 65302 also requires each county and city to prepare and adopt a comprehensive long-range general plan for its physical development. Section 65302(f) requires a noise element to be included in the general plan. This noise element must identify and appraise noise problems in the community, recognize Office of Noise Control guidelines, and analyze and quantify current and projected noise levels.

The State has also established noise insulation standards for new multi-family residential units, hotels, and motels that are subject to relatively high levels of noise from transportation. The noise insulation standards, collectively referred to as the California Noise Insulation Standards (Title 24, California Code of Regulations) set forth an interior standard of 45 dBA CNEL for habitable rooms. The standards require an acoustical analysis which indicates that dwelling units meet this interior standard where such units are proposed in areas subject to exterior noise levels greater than 60 dBA CNEL. Local jurisdictions typically enforce the California Noise Insulation Standards through the building permit application process.

Table 2-2
State of California Noise/Land Use Compatibility Matrix

Land Use Category	Community Noise Exposure (dB, L_{dn} or CNEL)					
	55	60	65	70	75	80
Residential - Low Density Single-Family, Duplex, Mobile Homes						
Residential - Multi-Family						
Transient Lodging - Motels Hotels						
Schools, Libraries, Churches, Hospitals, Nursing Homes						
Auditoriums, Concert Halls, Amphitheaters						
Sports Arena, Outdoor Spectator Sports						
Playgrounds, Neighborhood Parks						

Golf Courses, Riding Stables, Water Recreation, Cemeteries	
Office Buildings, Business Commercial and Professional	
Industrial, Manufacturing, Utilities, Agriculture	

Normally Acceptable - Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.

Conditionally Acceptable - New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply system or air conditioning will normally suffice.

Normally Unacceptable - New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

Clearly Unacceptable - New construction or development should generally not be undertaken.

Source: California Office of Planning and Research "General Plan Guidelines, Noise Element Guidelines (Appendix D, Figure 2), 2017.

3.3 Regional

3.3.1 Los Angeles County Airport Land Use Commission Comprehensive Land Use Plan

In Los Angeles County, the Regional Planning Commission has the responsibility for acting as the Airport Land Use Commission and for coordinating the airport planning of public agencies within the County. The Airport Land Use Commission coordinates planning for the areas surrounding public use airports. The Comprehensive Land Use Plan provides for the orderly expansion of Los Angeles County's public use airports and the areas surrounding them. It is intended to provide for the adoption of land use measures that will minimize the public's exposure to excessive noise and safety hazards. In formulating the Comprehensive Land Use Plan, the Los Angeles County Airport Land Use Commission has established provisions for safety, noise insulation, and the regulation of building height within areas adjacent to each of the public airports in the County.

3.4 Local

3.4.1 City of Los Angeles General Plan Noise Element

The City of Los Angeles General Plan includes a Noise Element that includes policies and standards to guide the control of noise to protect residents, workers, and visitors. Its primary goal is to regulate long-term noise impacts to preserve acceptable noise environments for all types of land uses. It includes programs applicable to construction projects that call for protection of noise sensitive uses and use of best practices to minimize short-term noise impacts.[7]

However, the Noise Element contains no quantitative or other thresholds of significance for evaluating a project's noise impacts. Instead, it adopts the State's guidance on noise and land use compatibility, shown in **Table 2-2**, "to help guide determination of appropriate land use and mitigation measures vis-à-vis existing or anticipated ambient noise levels." It also includes a policy and an objective that are relevant for the Project:

> ***Policy 2.2:*** *Enforce and/or implement applicable city, state, and federal regulations intended to mitigate proposed noise producing activities, reduce intrusive noise and alleviate noise that is deemed a public nuisance.*
>
> ***Objective 3 (Land Use Development):*** *Reduce or eliminate noise impacts associated with proposed development of land and changes in land use.*

There are also two programs that are applicable to development projects:

> ***Program 11:*** *For a proposed development project that is deemed to have a potentially significant noise impact on noise sensitive uses, as defined by this chapter, require mitigation measures, as appropriate, in accordance with California Environmental Quality Act and city procedures.*
>
> ***Program 12:*** *When issuing discretionary permits for a proposed noise-sensitive use (as defined by this chapter) or a subdivision of four or more detached single-family units and which use is determined to be potentially significantly impacted by existing or proposed noise sources, require mitigation measures, as appropriate, in accordance with procedures set forth in the California Environmental Quality Act so as to achieve an interior noise level of a CNEL of 45 dB, or less, in any habitable room, as required by Los Angeles Municipal Code Section 91.*

3.4.2 City of Los Angeles Municipal Code

The City of Los Angeles Municipal Code (LAMC) contains regulations that would regulate noise from the Project's temporary construction activities. Section 41.40(a) would prohibit construction activities between 9:00 P.M. and 7:00 A.M., Monday through Friday. Subdivision (c) would further prohibit such activities from occurring before 8:00 A.M. or after 6:00 P.M. on any Saturday or national holiday, or at any time on any Sunday. These restrictions serve to limit specific Project

[7] The L.A. CEQA Thresholds Guide defined noise sensitive uses as residences, transient lodgings, schools, libraries, churches, hospitals, nursing homes, auditoriums, concert halls, amphitheaters, playgrounds, and parks.

construction activities to Monday through Friday 7:00 A.M. to 9:00 P.M., and 8:00 A.M. to 6:00 P.M. on Saturdays or national holidays.

> *SEC.41.40. NOISE DUE TO CONSTRUCTION, EXCAVATION WORK—WHEN PROHIBITED.*
>
> *(a) No person shall, between the hours of 9:00 P.M. and 7:00 A.M. of the following day, perform any construction or repair work of any kind upon, or any excavating for, any building or structure, where any of the foregoing entails the use of any power drive drill, riveting machine excavator or any other machine, tool, device or equipment which makes loud noises to the disturbance of persons occupying sleeping quarters in any dwelling, hotel or apartment or other place of residence. In addition, the operation, repair or servicing of construction equipment and the job-site delivering of construction materials in such areas shall be prohibited during the hours herein specified. Any person who knowingly and willfully violates the foregoing provision shall be deemed guilty of a misdemeanor punishable as elsewhere provided in this Code.*
>
> *(c) No person, other than an individual homeowner engaged in the repair or construction of his single-family dwelling shall perform any construction or repair work of any kind upon, or any earth grading for, any building or structure located on land developed with residential buildings under the provisions of Chapter I of this Code, or perform such work within 500 feet of land so occupied, before 8:00 A.M. or after 6:00 P.M. on any Saturday or national holiday nor at any time on any Sunday. In addition, the operation, repair, or servicing of construction equipment and the job-site delivering of construction materials in such areas shall be prohibited on Saturdays and on Sundays during the hours herein specific…*

Section 112.05 of the LAMC establishes noise limits for powered equipment and hand tools operated in a residential zone or within 500 feet of any residential zone. Of particular importance to construction activities is subdivision (a), which institutes a maximum noise limit of 75 dBA as measured at a distance of 50 feet from the activity for the types of construction vehicles and equipment that would likely be used in the construction of the Project. However, the LAMC notes that these limitations would not necessarily apply if it can be proven that the Project's compliance would be technically infeasible despite the use of noise-reducing means or methods.

> *SEC. 112.05. MAXIMUM NOISE LEVEL OF POWERED EQUIPMENT OR POWERED HAND TOOLS*
>
> *Between the hours of 7:00 A.M. and 10:00 P.M., in any residential zone of the City or within 500 feet thereof, no person shall operate or cause to be operated any powered equipment or powered hand tool that produces a maximum noise level exceeding the following noise limits at a distance of 50 feet therefrom:*
>
> *(a) 75 dBA for construction, industrial, and agricultural machinery 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;*

(b) 75 dBA for powered equipment of 20 HP or less intended for infrequent use in residential areas, including chain saws, log chippers and powered hand tools;

(c) 65 dBA for powered equipment intended for repetitive use in residential areas, including lawn mowers, backpack blowers, small lawn and garden tools and riding tractors.

Said noise limitations shall not apply where compliance therewith is technically infeasible. The burden of proving that compliance is technically infeasible shall be upon the person or persons charged with a violation of this section. Technical infeasibility shall mean that said noise limitations cannot be complied with despite the use of mufflers, shields, sound barriers and/or other noise reduction device or techniques during the operation of the equipment.

In addition, the LAMC regulates long-term operations of land uses, including but not limited to the following regulations.

Section 111.02 discusses the measurement procedure and criteria regarding the sound level of "offending" noise sources. A noise source causing a 5 dBA increase over the existing average ambient noise levels of an adjacent property is considered to create a noise violation. However, Section 111.02(b) provides a 5 dBA allowance for noise sources lasting more than five but less than 15 minutes in any 1-hour period, and a 10 dBA allowance for noise sources causing noise lasting 5 minutes or less in any 1-hour period. In accordance with these regulations, a noise level increase from certain city-regulated noise sources of five dBA over the existing or presumed ambient noise level at an adjacent property is considered a violation.

Section 112.01 of the LAMC would prohibit any amplified noises, especially those from outdoor sources (e.g., outdoor speakers, stereo systems) from exceeding the ambient noise levels of adjacent properties by more than 5 dBA. Any amplified noises would also be prohibited from being audible at any distance greater than 150 feet from the Project's property line, as the Project is located within 500 feet of residential zones.

SEC.112.01. RADIOS, TELEVISION SETS, AND SIMILAR DEVICES

(a) It shall be unlawful for any person within any zone of the City to use or operate any radio, musical instrument, phonograph, television receiver, or other machine or device for the producing, reproducing or amplification of the human voice, music, or any other sound, in such a manner, as to disturb the peace, quiet, and comfort of neighbor occupants or any reasonable person residing or working in the area.

(b) Any noise level caused by such use or operation which is audible to the human ear at a distance in excess of 150 feet from the property line of the noise source, within any residential zone of the City or within 500 feet thereof, shall be a violation of the provisions of this section.

(c) Any noise level caused by such use or operation which exceeds the ambient noise level on the premises of any other occupied property, or if a condominium, apartment house, duplex, or attached business, within any adjoining unit, by more than five (5) decibels shall be a violation of the provisions of this section.

Section 112.02 would prevent Project heating, ventilation, and air conditioning (HVAC) systems and other mechanical equipment from elevating ambient noise levels by more than 5 dBA.

> *SEC.112.02. AIR CONDITIONING, REFRIGERATION, HEATING, PLUMBING, FILTERING EQUIPMENT*
>
> *(a) It shall be unlawful for any person, within any zone of the city, to operate any air conditioning, refrigeration or heating equipment for any residence or other structure or to operate any pumping, filtering or heating equipment for any pool or reservoir in such manner as to create any noise which would cause the noise level on the premises of any other occupied property … to exceed the ambient noise level by more than five decibels.*

The LAMC also provides regulations regarding vehicle-related noise, including Sections 114.02, 114.03, and 114.06. Section 114.02 prohibits the operation of any motor driven vehicles upon any property within the City in a manner that would cause the noise level on the premises of any occupied residential property to exceed the ambient noise level by more than 5 dBA. Section 114.03 prohibits loading and unloading causing any impulsive sound, raucous or unnecessary noise within 200 feet of any residential building between the hours of 10:00 P.M. and 7:00 A.M. Section 114.06 requires vehicle theft alarm systems to be silenced within five minutes.

4 Existing Conditions

4.1 Noise Sensitive Receptors

The Project Site is located in a residential area in the Encino neighborhood. Noise-sensitive receptors within 0.25 miles of the Project Site include, but are not limited to, the following representative sampling:

- Residence, 16616 Lauren Way; 100 feet south of the Project Site
- Residence, 16620 Lauren Way; 120 feet south of the Project Site
- Medical Center, 16550 Ventura Boulevard; 160 feet east of the Project Site
- Residence, 4833 Rubio Avenue; 600 feet north of the Project Site
- Los Encinos State Historic Park; 1,170 feet west of the Project Site

4.2 Existing Ambient Noise Levels

The Project Site is improved with 8,611 square feet of commercial buildings in two buildings that include 6,584 square feet of restaurant uses and 2,027 square feet of retail. These buildings include several roof-top units providing air conditioning for the buildings that occasionally generate

minor levels of noise (approximately 81.9 dBA at one foot of distance).[8] These units comply with LAMC Section 112.02, which limits noise from HVAC equipment.

Other on-site noise is generated from a 12,000 square-foot surface parking lot located at the rear of the site. This includes tire friction as vehicles navigate to and from parking spaces, minor engine acceleration, doors slamming, and occasional car alarms. Most of these sources are instantaneous (e.g., car alarm chirp, door slam) while others may last a few seconds. There is also infrequent noise from occasional solid waste management and collection activities as well as occasional loading of goods either in the parking lot or along the Ventura Boulevard street frontage.

Traffic is the primary source of noise near the Project Site, largely from the operation of vehicles with internal combustion engines and frictional contact with the ground and air.[9] This includes traffic on Ventura Boulevard, which carries about 4,177 vehicles at Hayvenhurst Avenue in the A.M. peak hour.[10] Existing development contributes about 607 daily vehicle trips onto Ventura Boulevard and other local roads.[11]

In March 2024, DKA Planning took short-term noise measurements near the Project site to determine the ambient noise conditions of the neighborhood near sensitive receptors.[12] As shown in **Table 2-3**, noise levels along roadways near the Project Site ranged from 56.6 to 66.7 dBA L_{eq} on Lauren Way and Ventura Boulevard, respectively, which was generally consistent with the traffic volumes on these streets.

Table 2-3
Existing Noise Levels

Noise Measurement Locations	Primary Noise Source	Sound Levels		Nearest Sensitive Receptor(s)	Noise/Land Use Compatibility[b]
		dBA (L_{eq})	dBA (CNEL)[a]		
A. 16550 Ventura Bl.	Traffic on Ventura Bl.	66.7	64.7	2. Medical Center – 16550 Ventura Bl.	Conditionally Acceptable
B. 4833 Rubio Ave.	Traffic on Rubio Ave.	60.8	58.8	1. Residence – 4833 Rubio Ave.	Normally Acceptable
C. Lauren Way at Rubio Ave.	Traffic on Rubio Ave.	56.6	54.6	3. Residences – Lauren Way	Normally Acceptable
[a] Estimated based on short-term (15-minute) noise measurement using Federal Transit Administration procedures from 2018 Transit Noise and Vibration Impact Assessment Manual, Appendix E, Option 4.					

8 City of Pomona, Pomona Ranch Plaza WalMart Expansion Project, Table 4.4-5; August 2014. Source was cluster of mechanical rooftop condensers including two Krack MXE-04 four-fan units and one MXE-02 two-fan unit. Reference noise level based on 30 minutes per hour of activity.

9 World Health Organization, https://www.who.int/docstore/peh/noise/Comnoise-2.pdf accessed March 18, 2021.

10 DKA Planning, 2024, based on City of Los Angeles database of traffic volumes on Ventura Bl at Hayvenhurst Ave, https://navigatela.lacity.org/dot/traffic_data/manual_counts/HAYVENHURST.VENTURA.171025-NDSMAN.pdf, 2017 traffic counts adjusted by one percent growth factor to represent existing conditions.

11 Los Angeles Department of Transportation, Transportation Study Assessment; April 12, 2023 using City of Los Angeles VMT Calculator, v1.3.

12 Noise measurements were taken using a Quest Technologies Sound Examiner SE-400 Meter. The Sound Examiner meter complies with the American National Standards Institute (ANSI) and International Electrotechnical Commission (IEC) for general environmental measurement instrumentation. The meter was equipped with an omni-directional microphone, calibrated before the day's measurements, and set at approximately five feet above the ground.

[b] Pursuant to California Office of Planning and Research "General Plan Guidelines, Noise Element Guidelines, 2017. When noise measurements apply to two or more land use categories, the more noise-sensitive land use category is used. See **Table 2-2** above for definition of compatibility designations.

Source: DKA Planning, 2024

Figure 2-1 illustrates where ambient noise levels were measured near the Project Site to establish the noise environment and their relationship to the applicable sensitive receptor(s). 24-hour CNEL noise levels are generally considered "Normally Acceptable" and "Conditionally Acceptable" for the types of land uses near the Project Site.

Figure 2-1
Noise Measurement Locations



5 Methodology

5.1 On-Site Construction Activities

Construction noise levels at off-site sensitive receptors were modeled employing the ISO 9613-2 sound attenuation methodologies using the SoundPLAN Essential model (version 5.1). This software package considers reference equipment noise levels, noise management techniques, distance to receptors, and any attenuating features to predict noise levels from sources like

construction equipment. Construction noise sources were modeled as area sources to reflect the mobile nature of construction equipment. These vehicles would not operate directly where the Project's property line abuts adjacent structures, as they would retain some setback to preserve maneuverability. This equipment would also occasionally operate at reduced power and intensity to maintain precision at these locations.

5.2 Off-Site Construction Noise Activities

The Project's off-site construction noise impact from haul trucks, vendor deliveries, worker commutes, and other vehicles accessing the Project Site was analyzed by considering the Project's anticipated vehicle trip generation with existing traffic and roadway noise levels along local roadways, particularly those likely to be part of any haul route. Because it takes a doubling of traffic volumes on a roadway to generate the increased sound energy it takes to elevate ambient noise levels by 3 dBA,[13] the analysis focused on whether truck and auto traffic would double traffic volumes on key roadways to be used for hauling soils to and/or from the Project Site during construction activities.[14] Because haul trucks generate more noise than traditional passenger vehicles, a 19.1 passenger car equivalency (PCE) was used to convert haul truck trips to a reference level conversion to an equivalent number of passenger vehicles.[15] For vendor deliveries, a 13.1 PCE was used to reflect an even blend of medium- and heavy-duty vehicles.[16] It should be noted that because an approved haul route may not be approved as of the preparation of this analysis, assumptions were made about logical routes that would minimize haul truck traffic on local streets in favor of major arterials that can access regional-serving freeways.

5.3 On-Site Operational Noise Activities

The Project's potential to result in significant noise impacts from on-site operational noise sources was evaluated by identifying sources of on-site noise sources and considering the impact that they could produce given the nature of the source (i.e., loudness and whether noise would be produced during daytime or more-sensitive nighttime hours), distances to nearby sensitive receptors, ambient noise levels near the Project Site, the presence of similar noise sources in the vicinity, and maximum noise levels permitted by the LAMC.

5.4 Off-Site Operational Noise Activities

The Project's off-site noise impact from Project-related traffic was evaluated based its potential to increase traffic volumes on local roadways that serve the Project site. Because it takes a doubling of traffic volumes on a roadway to generate the increased sound energy it takes to elevate

13 Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, September 2018.

14 A tripling of traffic volumes (i.e., 3.15x) is needed to elevate traffic noise levels by 5 dBA.

15 Caltrans, Technical Noise Supplement Table 3-3, 2013. Assumes 35 mph speed. While trucks traveling at higher speeds would have lower equivalency values (e.g., PCE is 15.1 at 40 mph), this analysis assumes a posted speed limit typical of major arterials (35 mph). While these equivalent vehicle factors do not consider source heights, Caltrans' factors are appropriate for use, as the local roads used by haul trucks would not involve a sound path where noise levels are intercepted by a barrier or natural terrain feature.

16 Caltrans, Technical Noise Supplement Table 3-3, 2013. Medium-duty trucks have a 7.1 PCE at 35 mph.

ambient noise levels by 3 dBA, the analysis focused on whether auto trips generated by the Project would double traffic volumes on key roadways that access the Project Site.

6 Thresholds of Significance

6.1 State CEQA Guidelines Appendix G

Would the Prcject:

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

b) *For a prcject 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 prcject expose people residing or working in the prcject area to excessive noise levels?*

6.2 City Thresholds

6.2.1 Construction Noise Thresholds

Based on guidelines from the City of Los Angeles City Department of Planning, the on-site construction noise impact would be considered significant if:

- Construction activities lasting more than one day would exceed existing ambient exterior sound levels by 10 dBA (hourly L_{eq}) or more at a noise-sensitive use;
- Construction activities lasting more than 10 days in a three-month period would exceed existing ambient exterior noise levels by 5 dBA (hourly L_{eq}) or more at a noise-sensitive use; or
- Construction activities of any duration would exceed the ambient noise level by 5 dBA (hourly L_{eq}) at a noise-sensitive use between the hours of 9:00 P.M. and 7:00 A.M. Monday through Friday, before 8:00 A.M. or after 6:00 P.M. on Saturday, or at any time on Sunday.

6.2.2 Operational Noise Thresholds

In addition to applicable City standards and guidelines that would regulate or otherwise moderate the Project's operational noise impacts, the following criteria are adopted to assess the impact of the Project's operational noise sources:

- Project operations would cause ambient noise levels at off-site locations to increase by 3 dBA CNEL or more to or within "normally unacceptable" or "clearly unacceptable" noise/land use compatibility categories, as defined by the State's 2017 General Plan Guidelines.

- Project operations would cause any 5 dBA CNEL or greater noise increase.[17]

7 Analysis of Project Impacts

7.1 Noise Increase

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?

Less Than Significant Impact.

7.1.1 Construction

7.1.1.1 On-Site Construction Activities

Construction would generate noise during the construction process that would span 22 months of demolition, site preparation, grading, building construction, paving, and application of architectural coatings, as shown in **Table 2-4**. During all construction phases, noise-generating activities could occur at the Project Site between 7:00 A.M. and 9:00 P.M. Monday through Friday, in accordance with LAMC Section 41.40(a). On Saturdays, construction would be permitted to occur between 8:00 A.M. and 6:00 P.M.

Table 2-4
Construction Schedule Assumptions

Phase	Duration	Notes
Demolition	Month 1	Removal of 8,611 square feet of building floor area and 12,000 square feet of asphalt/concrete parking lot hauled 55 miles to landfill in 10-cubic yard capacity trucks.
Grading	Month 2	Approximately 12,584 cubic yards of soil (including 25 percent swell factor)[18] hauled 55 miles to landfill in 10-cubic yard capacity trucks. Includes drilling of piles and shoring of excavated site.
Trenching	Month 3 (one week)	Trenching for utilities, including gas, water, electricity, and telecommunications.
Building Construction	Months 3-21	Footings and foundation work, framing, welding; installing mechanical, electrical, and plumbing. Floor assembly, cabinetry and carpentry, elevator installations, low voltage systems, trash management.
Architectural Coatings	Months 16-21	Application of interior and exterior coatings and sealants.
Estimates provided by the Applicant, February 2024.		

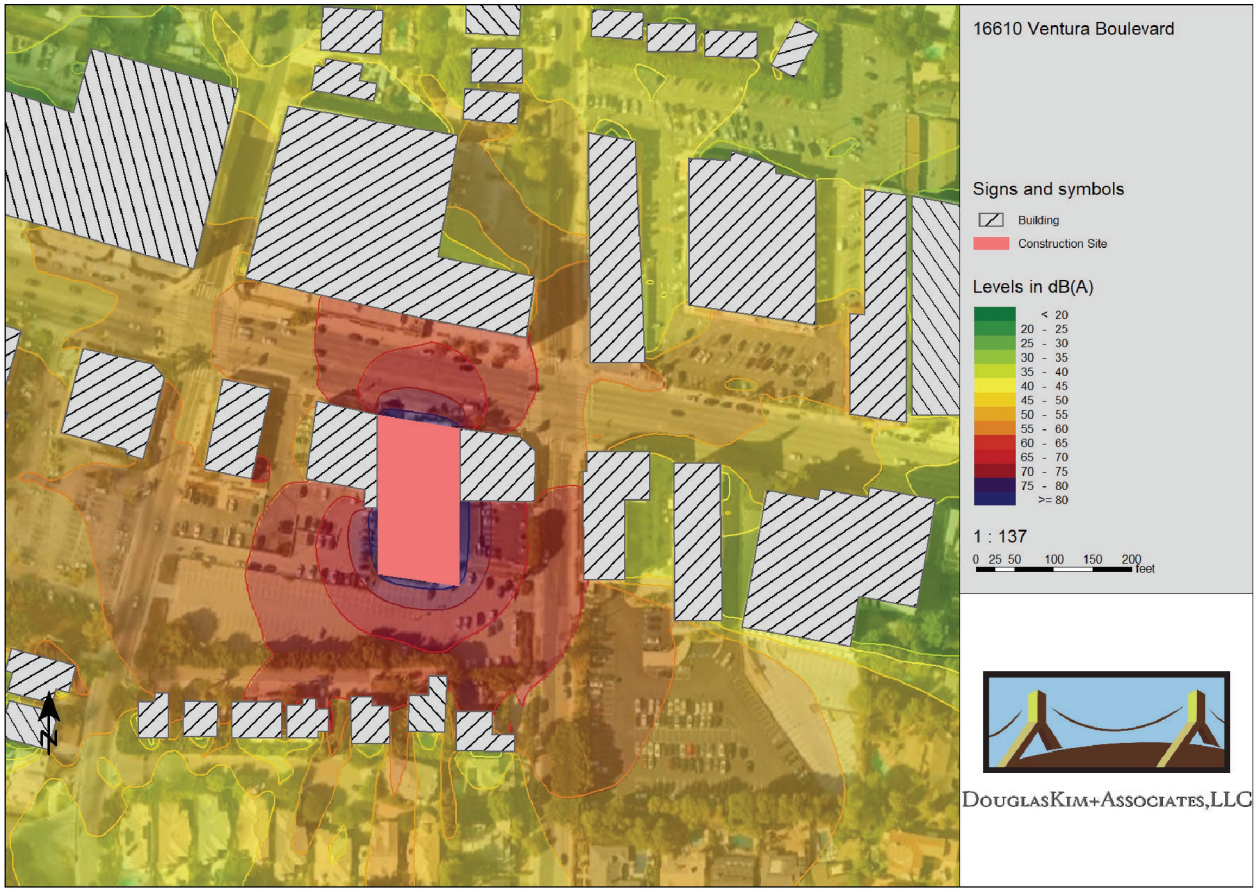
[17] As a 3 dBA increase represents a slightly noticeable change in noise level, this threshold considers any increase in ambient noise levels to or within a land use's "normally unacceptable" or "clearly unacceptable" noise/land use compatibility categories to be significant so long as the noise level increase can be considered barely perceptible. In instances where the noise level increase would not necessarily result in "normally unacceptable" or "clearly unacceptable" noise/land use compatibility, a 5 dBA increase is still considered to be significant. Increases less than 3 dBA are unlikely to result in noticeably louder ambient noise conditions and would therefore be considered less than significant.

[18] Estimates provided by the Applicant, February 2024.

Noise levels would generally peak during the demolition and grading phases, when diesel-fueled heavy-duty equipment like excavators and dozers are used to move large amounts of debris and dirt, respectively. This equipment is mobile in nature and does not always operate at in a steady-state mode full load, but rather powers up and down depending on the duty cycle needed to conduct work. As such, equipment is occasionally idle during which time no noise is generated.

During other phases of construction (e.g., trenching, building construction, architectural coatings), noise impacts are generally lesser because they are less reliant on using heavy equipment with internal combustion engines. Smaller equipment such as forklifts, generators, and various powered hand tools and pneumatic equipment would often be utilized. Off-site secondary noises would be generated by construction worker vehicles, vendor deliveries, and haul trucks. **Figure 2-2** illustrates how noise would propagate from the construction site during the demolition and grading phase.

Figure 2-2
Construction Noise Sound Contours



Because the Project's construction phase would occur for more than three months, the applicable City threshold of significance for the Project's construction noise impacts is an increase of 5 dBA over existing ambient noise levels. As shown in **Table 2-5**, when considering ambient noise levels and compliance with LAMC Section 112.05, the use of multiple pieces of powered equipment simultaneously would increase ambient noise negligibly. This assumes the use of best practices techniques required by the City's Building and Safety code to meet these requirements, such as

the use of quieter equipment or advanced mufflers.[19] These construction noise levels would not exceed the City's significance threshold of 5 dBA. Therefore, the Project's on-site construction noise impact would be less than significant.

Table 2-5
Construction Noise Impacts at Off-Site Sensitive Receptors

Receptor	Maximum Construction Noise Level (dBA L_{eq})	Existing Ambient Noise Level (dBA L_{eq})	New Ambient Noise Level (dBA L_{eq})	Increase (dBA L_{eq})	Potentially Significant ?
Residence, 4833 Rubio Ave.	48.8	60.8	61.1	0.3	No
Medical Center, 16550 Ventura Bl.	58.0	66.7	67.2	0.5	No
Residences, Lauren Way	48.7	56.6	57.3	0.7	No
Source: DKA Planning, 2024.					

7.1.1.2 Off-Site Construction Activities

The Project would also generate noise at off-site locations from haul trucks moving debris and soil from the Project Site during demolition and grading activities, respectively; vendor trips; and worker commute trips. These activities would generate up to an estimated 351 peak hourly PCE trips, as summarized in **Table 2-6**, during the grading phase.[20] This would represent about 8.4 percent of traffic volumes on Ventura Boulevard, which carries about 4,177 vehicles at Hayvenhurst Avenue in the morning peak hour of traffic.[21] Because workers and vendors will likely use more than one route to travel to and from the Project Site, this conservative assessment of traffic volumes likely overstates traffic volumes from construction activities on this roadway link.

Ventura Boulevard would serve as part of the haul route for any soil exported from the Project Site given its access to the Ventura Freeway via Hayvenhurst Avenue. Because the Project's construction-related trips would not cause a doubling in traffic volumes (i.e., 100 percent increase) on Ventura Boulevard, the Project's construction-related traffic would not increase existing noise levels by 3 dBA or more, let alone the 5 dBA threshold of significance for off-site construction noise activities. Therefore, the Project's noise impacts from construction-related traffic would be less than significant.

19 Use of quieter equipment, such as electronic-powered equipment, is quieter than diesel-powered equipment. Similarly, hydraulically-powered equipment is quieter than pneumatic power. Overall, newer equipment is generally quieter due to design improvements (e.g., tighter manufacturing tolerances, better gear meshing, quieter cooling fans). Deploying newer equipment also avoids unnecessary noise from poor maintenance (e.g., worn gear teeth or bearings, slackness between loose parts, poor lubrication, imbalance in rotating parts, obstructing in airways, damaged silencers).

20 This is a conservative, worst-case scenario, as it assumes all workers travel to the worksite at the same time and that vendor and haul trips are made in the same early hour, using the same route as haul trucks to travel to and from the Project Site.

21 DKA Planning, 2024, based on City of Los Angeles database of traffic volumes on Ventura Bl at Hayvenhurst Ave, https://navigatela.lacity.org/dot/traffic_data/manual_counts/HAYVENHURST.VENTURA.171025-NDSMAN.pdf, 2017 traffic counts adjusted by one percent growth factor to represent existing conditions.

Table 2-6
Construction Vehicle Trips (Maximum Hourly)

Construction Phase	Worker Trips [a]	Vendor Trips	Haul Trips	Total Trips	Percent of Peak A.M. Hour Trips on Ventura Blvd.[e]
Demolition	10	0	35[b]	45	1.1
Grading	3	0	343[c]	351	8.4
Trenching	3	0	0	3	0.1
Building Construction	47	39[d]	0	86	2.1
Architectural Coating	9	0	0	9	0.2

[a] Assumes all worker trips occur in the peak hour of construction activity.
[b] The project would generate 297 haul trips over a 23-day period with seven-hour work days. Because haul trucks emit more noise than passenger vehicles, a 19.1 passenger car equivalency (PCE) was used to convert haul truck trips to a passenger car equivalent
[c] The project would generate 2,517 haul trips over a 20-day period with seven-hour work days. Assumes a 19.1 PCE.
[d] This phase would generate about 10.5 vendor truck trips daily over a seven-hour work day. Assumes a blend of medium- and heavy-duty vehicle types and a 13.1 PCE.
[e] Percent of existing traffic volumes on Ventura Boulevard at Hayvenhurst Avenue.
Source: DKA Planning, 2024.

7.1.2 Operation

7.1.2.1 On-Site Operational Noise

During long-term operations, the Project would produce noise from on-site sources such as mechanical equipment associated with the structures themselves or from activity in outdoor spaces.

Mechanical Equipment

The Project would operate mechanical equipment on the roof over 51 feet above grade that would generate incremental long-term noise impacts. This would include the use of typical HVAC equipment for cooling or heat pumps for cooling and heating for multi-family residences (e.g., 2.5-ton Carrier 24ABC630A003 Carrier 25HBC5) and the commercial space, with each unit distributed across the roof as needed to serve each space. Noise from heat pumps and air conditioners is a function of the model, airflow, and pressure flow generated by fans and compressors. Most modern heat pumps are relatively quiet, with sound ratings of up to 60 decibels, equivalent to normal human conversation,[22] while other HVAC units could have a sound power of up to 76 dBA. Equipment would be designed to not elevate ambient noise levels by 5 dBA in accordance with City regulations.

However, noise impacts from rooftop mechanical equipment on nearby sensitive receptors would be negligible for several reasons. First, there would be no line-of-sight from these rooftop units to sensitive receptors to the south of the Project Site, where one- to two-story residences along Lauren Way would be approximately 30 to 40 feet lower than the roof of the Proposed Project. Residences to the north along Rubio Avenue would be shielded from any noise by the multi-story

22 Clean British Columbia. Heat Pumps and Noise. https://vancouver.ca/files/cov/heat-pump-noise-guide.pdf

commercial buildings on the north side of Ventura Boulevard. The medical building across Rubio Avenue has fixed casement windows that face toward the Project Site and would not be exposed in its interior spaces. As blocking the line of sight to a noise source generally results in a 5 decibel reduction, each rooftop unit could generate about 50.3 dBA at ten feet of distance.[23] Second, the presence of the Project's roof edge creates an effective noise barrier that further reduces noise levels from rooftop units by 8 dBA or more.[24] A 8'9" parapet would further shield sensitive receptors near the Project Site. These design elements would be helpful in managing noise, as equipment often operates continuously throughout the day and occasionally during the day, evenings, and weekends. Compliance with LAMC Section 112.02 would further limit the impact of HVAC equipment on noise levels at adjacent properties. As a result, noise from rooftop units would negligibly elevate ambient noise levels, far less than the 5 dBA CNEL threshold of significance for operational impacts.

A pad-mounted oil transformer that lowers high voltage to standard household voltage used to power electronics, appliances and lighting would be located on the ground level in an unobstructed location. This transformer would be housed in a steel cabinet and generally would not involve pumps, though fans may be needed on some units. Switchgear responsible for distributing power through the development could be located externally, though no mechanical processes that generate noise would be necessary.

Otherwise, all other mechanical equipment would be fully enclosed within the structure. This would include a machine room in the underground garage, as well as elevator equipment (including hydraulic pump, switches, and controllers) in the subterranean basement. All these activities would generally occur within the envelope of the development, operational noise would be shielded from off-site noise-sensitive receptors.

Auto- and Parking-Related Activities

The majority of auto-related noise impacts at the Project Site would come from vehicles entering and exiting the development from a driveway off the rear alley. These vehicles would generate incremental noise from tire friction as they navigate to and from parking spaces and minor engine acceleration. However, the Project would reduce about 248 daily vehicle trips that visit the Project Site, thereby resulting in a net reduction in auto-related noise from vehicles approaching or leaving the Project Site.[25]

Parking-related noise would include also include door slamming (generally instantaneous) and car alarms, while could last a few seconds. These activities would be within an enclosed garage structure and as such, shielded largely from nearby sensitive receptors. Since existing parking noise occurs in the surface-level parking lot at the rear of the Project Site, the Project would result in a decrease in this type of noise. Therefore, the Project's parking garage activities would not have a significant impact on the surrounding noise environment.

23 Washington State Department of Transportation, Noise Walls and Barriers. https://wsdot.wa.gov/construction-planning/protecting-environment/noise-walls-barriers. Assumes the Carrier's rated sound power of 76 dB.

24 Ibid.

25 City of Los Angeles VMT Calculator, version 1.3 screening analysis.

Outdoor Uses

While most operations would be conducted inside the development, outdoor activities could generate noise that could impact local sensitive receptors. This would include human conversation, trash collection, landscape maintenance, and commercial loading. These are discussed below:

- Human conversation. This could include human conversation, socializing, and passive recreation in outdoor spaces, which could include:

    - Private balconies on all elevations. These would be private spaces for residents used for socializing or passive recreation (e.g., reading, dining), with intermittent use largely during day or evening hours. No powered speakers are proposed that would amplify either speech or music.

    - Common open space on the fourth floor. A 980 square-foot deck along the rear portion of the 4th floor would be a shared use space for socializing or passive recreation (e.g., reading, dining), with intermittent use largely during day or evening hours. No powered speakers are proposed that would amplify either speech or music. A 42" parapet along the perimeter of the open space would partially shield noise.

    - Common open space on the fifth floor. A 4,000 square-foot deck along the rear portion of the 4th floor would be a shared use space for socializing or passive recreation (e.g., reading, dining), with intermittent use largely during day or evening hours. No powered speakers are proposed that would amplify either speech or music. A 42" parapet along the perimeter of the open space would partially shield noise.

    The primary use of these spaces would be for human conversation, which would produce negligible noise impacts, based on the Lombard effect. This phenomenon recognizes that voice noise levels in face-to-face conversations generally increase proportionally to background ambient noise levels. Specifically, vocal intensity increases about 0.38 dB for every 1.0 dB increase in noise levels above 55 dB.[26] For example, the sound of a human voice at 60 dB would produce a noise level of 39 dB at ten feet, which would not elevate ambient noise levels at any of the analyzed sensitive receptors by more than 0.2 dBA L_{eq}. Moreover, noise levels from human speech would attenuate rapidly with greater distance, resulting in a 33 dB noise level at twenty feet, and 27 dB at 40 feet.[27]

- Trash collection. On-site trash and recyclable materials for the residents and commercial tenant(s) would be managed from the waste collection area on the first floor of the parking garage and Basement Level 1. As such, the Project would lower on-site trash management noise levels, as they would be conducted in the enclosed garage structure. Dumpsters would be moved to the street manually or with container handler trucks that use hydraulic-powered lifts that use beeping alerts during operation. Haul trucks would access solid waste from Ventura Boulevard or the rear alley, where solid waste activities would include use of trash

26 Acoustical Society of America, Volume 134; Evidence that the Lombard effect is frequency-specific in humans, Stowe and Golob, July 2013.

27 Public Resources Code Section 21085 states that for residential projects, the effects of noise generated by project occupants and their guests on human beings is not a significant effect on the environment.

compactors and hydraulics associated with the refuse trucks themselves. Noise levels of approximately 71 dBA L_{eq} and 66 dBA L_{eq} could be generated by collection trucks and trash compactors, respectively, at 50 feet of distance.[28] These outdoor noise impacts associated with trash haul trucks would be comparable to those serving the existing retail and restaurant uses. As such, the Proposed Project would not materially change noise from existing trash collection.

- Landscape maintenance. Noise from gas-powered leaf blowers, lawnmowers, and other landscape equipment can generated substantial bursts of noise during regular maintenance. For example, two gas powered leaf blowers with two-stroke engines and a hose vacuum can generate an average of 85.5 dBA L_{eq} and cause nuisance or potential noise impacts for nearby receptors.[29] The landscape plan focuses on a modest palette of accent trees and raised planters that will minimize the need for powered landscaping equipment, as some of this can be managed by hand. Because CNEL levels represent the energy average of sound levels during a 24-hour period, the modest sound power from a few minutes of maintenance activities during daytime hours would negligibly affect CNEL sound levels.

- Commercial loading. On-site loading and unloading activities would be managed in the rear alley, where a 400 square-foot space would serve the commercial tenant(s). This would be comparable to existing loading activities associated with the restaurant and retail uses. As a result, there would be negligible noise impacts on off-site receptors and impacts would not increase CNEL noise levels at off-site locations. Further, LAMC Section 114.03 would regulate loading and unloading activities between 10:00 P.M. and 7:00 A.M.

As discussed above, the Project would not result in an exposure of persons to or a generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. The Project would also not increase surrounding noise levels by more than 5 dBA CNEL, the minimum threshold of significance based on the noise/land use category of sensitive receptors near the Project Site. As a result, the Project's on-site operational noise impacts would be considered less than significant.

7.1.2.2 Off-Site Operational Noise

The majority of the Project's operational noise impacts would be off-site from vehicles traveling to and from the development. However, the Project would reduce about 248 daily vehicle trips that visit the Project Site, thereby resulting in a net reduction in traffic volumes and traffic noise on Ventura Boulevard and other local roads.[30]

Because it takes a doubling of traffic volumes (i.e., 100 percent) to increase ambient noise levels by 3 dBA L_{eq}, the Project's traffic would neither increase ambient noise levels 3 dBA or more into "normally unacceptable" or "clearly unacceptable" noise/land use compatibility categories, nor increase ambient noise levels 5 dBA or more. Twenty-four hour CNEL impacts would similarly be

28 RK Engineering Group, Inc. Wal-Mart/Sam's Club reference noise level, 2003.

29 Erica Walker et al, Harvard School of Public Health; Characteristics of Lawn and Garden Equipment Sound; 2017. These equipment generated a range of 74.0-88.5 dBA Leq at 50 feet.

30 City of Los Angeles VMT Calculator, version 1.3 screening analysis.

minimal, far below criterion for significant operational noise impacts, which begin at 3 dBA. As such, this impact would be considered less than significant.

7.1.3 Consistency with City General Plan Noise Element

While the City's Noise Element focuses on a number of measures for Citywide implementation by municipal government, there are some objectives, policies, and programs that are applicable to development projects. **Table 2-7** summarizes the Project's consistency with these.

Table 2-7
Project Consistency with City of Los Angeles General Plan Noise Element

Objective/Policy/Program	Project Consistency
Policy 2.2: Enforce and/or implement applicable city, state, and federal regulations intended to mitigate proposed noise producing activities, reduce intrusive noise and alleviate noise that is deemed a public nuisance.	**Consistent.** The Project would comply with City, state, and other applicable noise regulations to ensure that noise impacts are considered less than significant.
Objective 3 (Land Use Development): Reduce or eliminate noise impacts associated with proposed development of land and changes in land use.	**Consistent.** The project is being evaluated under CEQA and would result in less-than-significant impacts on noise.
Program 11. For a proposed development project that is deemed to have a potentially significant noise impact on noise sensitive uses, as defined by this chapter, require mitigation measures, as appropriate, in accordance with California Environmental Quality Act and city procedures.	**Consistent.** The Project would not have a significant noise impact on noise-sensitive uses and as such, would not require mitigation under CEQA.
Program 12. When issuing discretionary permits for a proposed noise-sensitive use (as defined by this chapter) or a subdivision of four or more detached single-family units and which use is determined to be potentially significantly impacted by existing or proposed noise sources, require mitigation measures, as appropriate, in accordance with procedures set forth in the California Environmental Quality Act so as to achieve an interior noise level of a CNEL of 45 dB, or less, in any habitable room, as required by Los Angeles Municipal Code Section 91.	**Consistent.** The noise-sensitive project is being evaluated under CEQA and would before being entitled would comply with Building Code and Title 24 noise insulation requirements to achieve an interior noise level of 45 dB.
Source: DKA Planning, 2024.	

7.2 Airport Noise

b) 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?

Less Than Significant Impact.

The Project Site is located about 2.7 miles south of the Van Nuys Airport. As such, the Project is not within the vicinity of a private airstrip or airport land use plan and would not expose residents to excessive noise levels. This would be considered a less than significant impact

8 Cumulative Impacts

8.1 Construction

8.1.1 On-Site Construction Noise

During construction of the Project, there could be other construction activity in the area that contributes to cumulative noise impacts at sensitive receptors. Construction-related noise levels from any related project would be intermittent and temporary. As with the Project, any related projects would comply with the LAMC's restrictions, including restrictions on construction hours and noise from powered equipment. Noise associated with cumulative construction activities would be reduced to the degree reasonably and technically feasible through proposed mitigation measures for each individual related project and compliance with the noise ordinance.

Noise from construction of development projects is localized and can affect noise-sensitive uses within 500 feet, based on the City's screening criteria. As such, noise from two construction sites within 1,000 feet of each other can contribute to cumulative noise impacts for receptors located between. There are two potential related projects identified by the City of Los Angeles within 0.5 miles of the Project (**Table 2-8**), illustrated in **Figure 2-3**.[31]

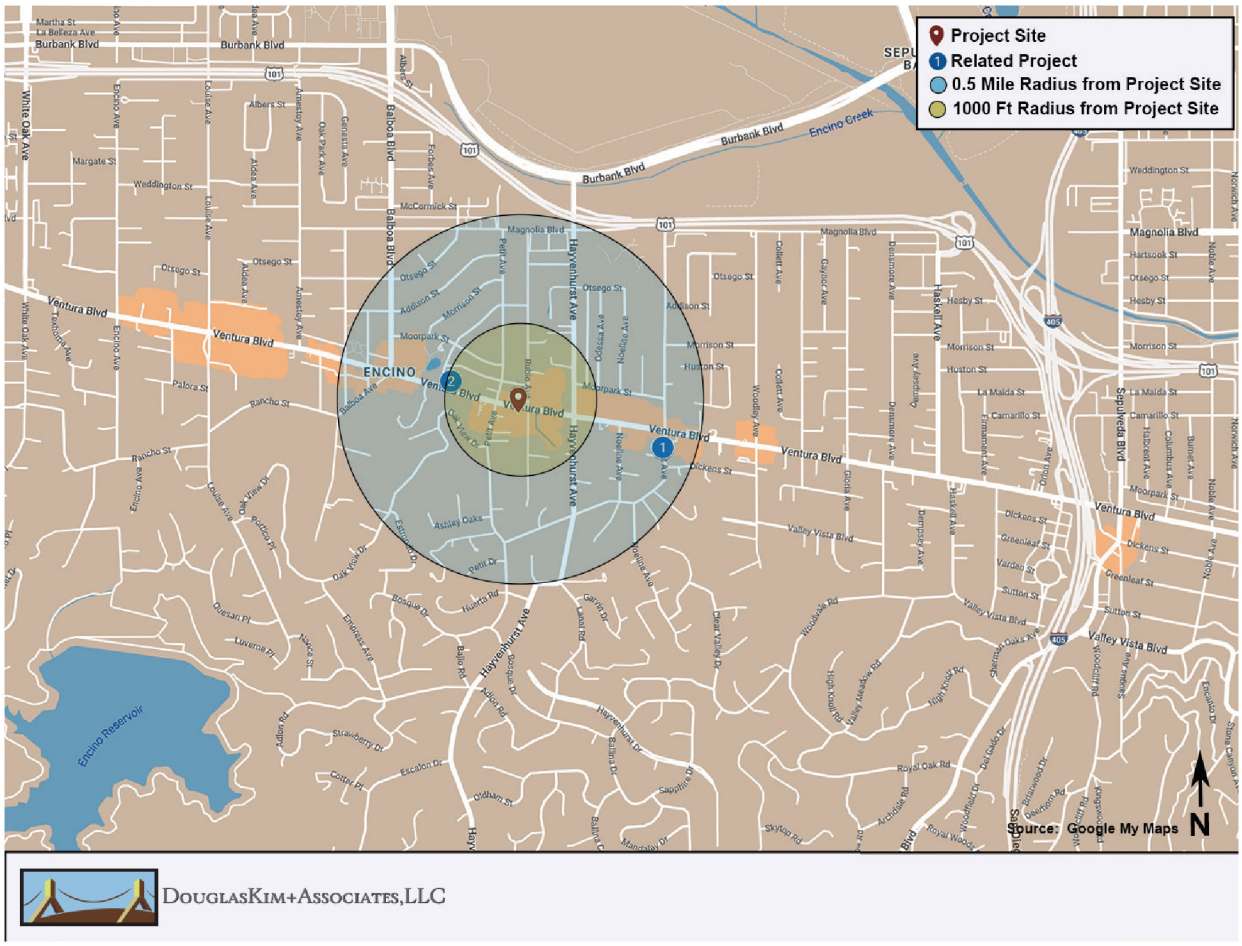
Table 2-8
Related Projects Within 0.5 Miles of Project Site

#	Address	Distance from Project Site	Use	Size	Status
1	4741 Libbit Ave.	1,815 feet east	Residential	46 units	To be constructed
2	16747 Ventura Blvd.	960 feet northwest	Residential Auto Dealer	130 units 16,000 sf	To be constructed

Source: Related Projects List, Related Projects Summary from Case Logging and Tracking System Los Angeles Department of Transportation, March 11, 2024. Internal research by CAJA Environmental Services, 2024.
Los Angeles Planning Case Numbers:
#1: CPC-2023-7355-CU-DB-HCA
#2: CPC-2023-8099-CU-DB-SPP-VHCA

31 City of Los Angeles, Related Projects Summary from Case Logging and Tracking System, March 11, 2024.

Figure 2-3
Related Projects



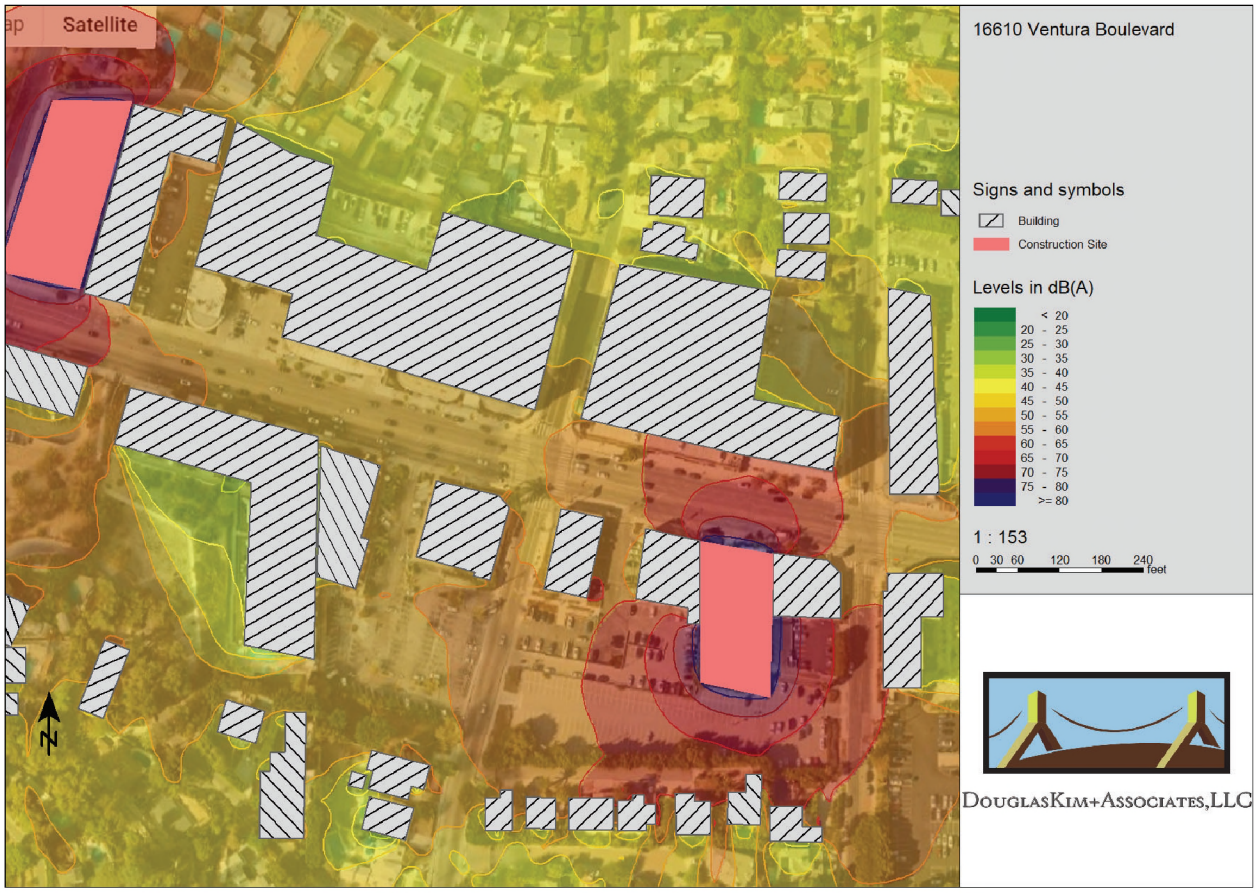
Based on the status of potential related projects in **Table 2-9**, only one of these potential projects could contribute to cumulative noise impacts from any concurrent construction, as Related Project No. 1 is 1,815 feet away from the Project Site, too distant to contribute to cumulative noise impacts. As a result, one project is assumed to potentially undergo concurrent construction with the Project (i.e., Related Project No. 2).

As illustrated in **Table 2-9**, the cumulative noise impacts at the analyzed sensitive receptors would not be considered significant, as they would not exceed 5.0 dBA L_{eq}. The noise contours from the related project at 16747 Ventura Boulevard are illustrated in **Figure 2-4**. These cumulative noise levels at analyzed sensitive receptors are virtually no different than impacts from the Project alone, as the related project is nearly 1,000 feet away. The presence of a number of multi-story structures would shield any influence from this related project on the sensitive receptors analyzed in this technical report. Based on this, there would not be cumulative noise impacts at any nearby sensitive uses located near the Project Site and related projects in the event of concurrent construction activities.

Table 2-9
Cumulative Construction Noise Impacts at Off-Site Sensitive Receptors

Receptor	Maximum Construction Noise Level (dBA L_{eq})	Existing Ambient Noise Level (dBA L_{eq})	New Ambient Noise Level (dBA L_{eq})	Increase (dBA L_{eq})	Potentially Significant ?
1. Residence – 4833 Rubio Ave.	48.8	60.8	61.1	0.3	No
2. Medical Center – 16550 Ventura Bl.	57.9	66.7	67.2	0.5	No
3. Residences – Lauren Way	48.7	56.6	57.3	0.7	No
Source: DKA Planning, 2024.					

Figure 2-4
Construction Noise Sound Contours from Cumulative Development



8.1.2 Off-Site Construction Noise

Other concurrent construction activities from related projects can contribute to cumulative off-site impacts if haul trucks, vendor trucks, or worker trips for any related project(s) were to utilize the same roadways. Distributing trips to and from each related project construction site substantially reduces the potential that cumulative development could more than double traffic volumes on existing streets, which would be necessary to increase ambient noise levels by 3 dBA. The Project

would add about 351 peak hourly PCE trips to Ventura Boulevard during the grading phase.[32] This would represent about 8.4 percent of traffic volumes on Ventura Boulevard, which carries about 4,177 vehicles at Hayvenhurst Avenue in the morning peak hour of traffic.[33] Any related projects would have to add 3,826 peak hour vehicle trips to double volumes on Ventura Boulevard.

The related project at 16747 Ventura Boulevard would be comparable in scale to the Project, with 130 residences and auto dealership uses. As such, construction of that project could generate several hundred PCE trips onto Ventura Boulevard as well, falling far short of the 3,826 peak hour vehicle trips needed to double traffic on Ventura Boulevard.

As such, cumulative noise due to construction truck traffic from the Project and related projects do not have the potential to double traffic volumes on any roadway necessary to elevate traffic noise levels by 3 dBA, let alone the 5 dBA threshold of significance for traffic impacts. As such, cumulative noise impacts from off-site construction would be less than significant.

8.2 Operation

The Project Site and Encino neighborhood has been developed with residential and commercial land uses that have previously generated, and will continue to generate, noise from a number of operational noise sources, including mechanical equipment (e.g., HVAC systems), outdoor activity areas, and vehicle travel. The one related projects in the vicinity of the Project Site is a residential/mixed-use project and would also generate stationary-source and mobile-source noise due to ongoing day-to-day operations. These types of uses generally do not involve use of noisy heavy-duty equipment such as compressors, diesel-fueled equipment, or other sources typically associated with excessive noise generation.

8.2.1 On-Site Stationary Noise Sources

Noise from on-site mechanical equipment (e.g., HVAC units) and any other human activities from related projects would not be typically associated with excessive noise generation that could result in increases of 5 dBA or more in ambient noise levels at sensitive receptors when combined with operational noise from the Project. The presence of intervening multi-story buildings along Ventura Boulevard and the residential neighborhoods that flank it will generally shield noise impacts from one or more projects that may generate operational noise. Therefore, cumulative stationary source noise impacts associated with operation of the Project and related projects would be less than significant.

8.2.2 Off-Site Mobile Noise Sources

The Project would reduce about 248 daily vehicle trips that visit the Project Site, thereby resulting in a net reduction in traffic volumes and traffic noise on Ventura Boulevard and other local roads.[34]

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32 This is a conservative, worst-case scenario, as it assumes all workers travel to the worksite at the same time and that vendor and haul trips are made in the same early hour, using the same route as haul trucks to travel to and from the Project Site.

33 DKA Planning, 2024, based on City of Los Angeles database of traffic volumes on Ventura Bl at Hayvenhurst Ave, https://navigatela.lacity.org/dot/traffic_data/manual_counts/HAYVENHURST.VENTURA.171025-NDSMAN.pdf, 2017 traffic counts adjusted by one percent growth factor to represent existing conditions.

34 City of Los Angeles VMT Calculator, version 1.3 screening analysis.

As such, it would not contribute any traffic toward traffic noise from the related project at 16747 Ventura Boulevard and any other cumulative development. Additionally, the Project would not result in an exposure of persons to or a generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

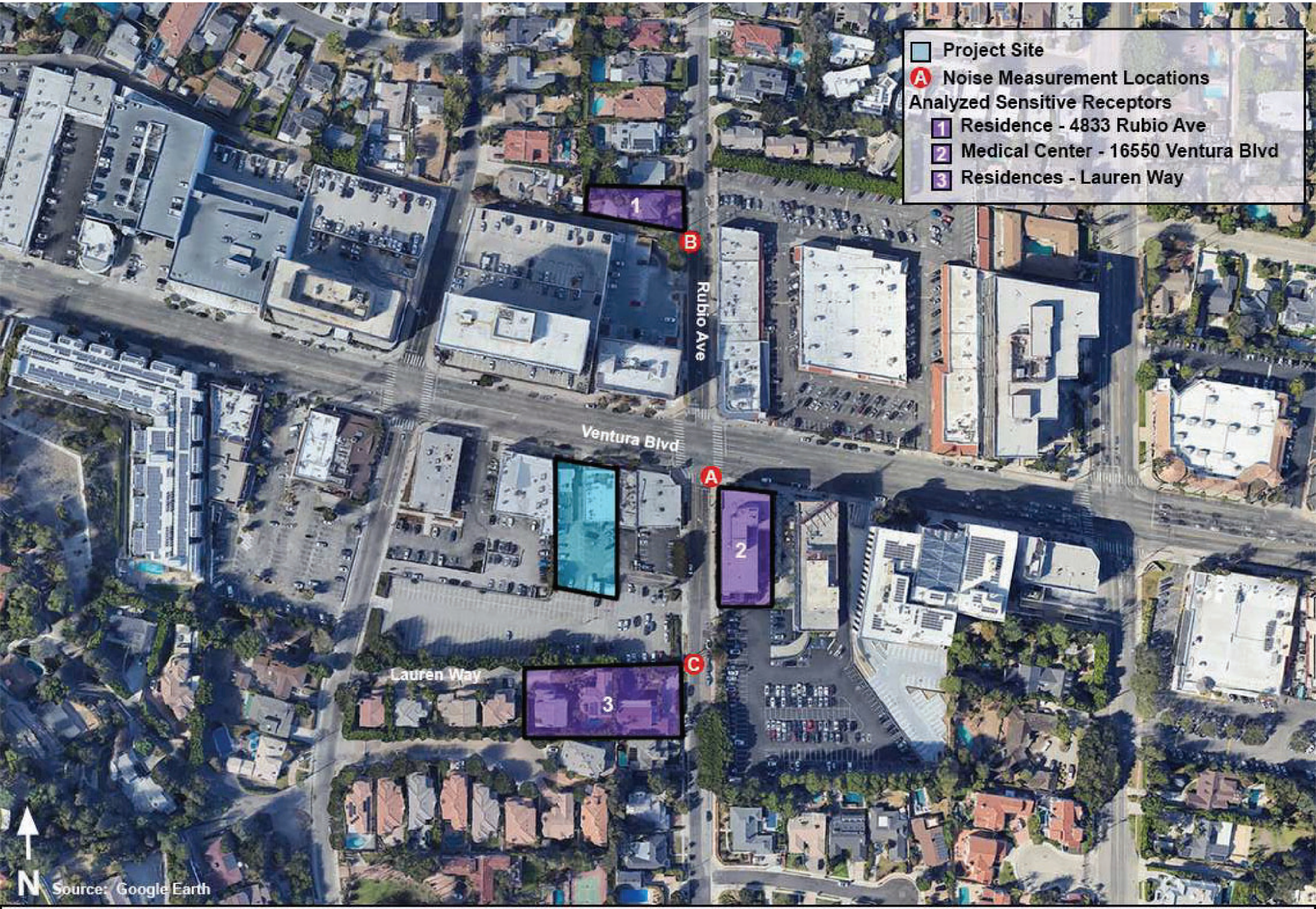
Therefore, cumulative noise impacts due to off-site traffic would not increase ambient noise levels by 3 dBA to or within their respective “Normally Unacceptable” or “Clearly Unacceptable” noise categories, or by 5 dBA or greater overall. Additionally, the Project would not result in an exposure of persons to or a generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

TECHNICAL APPENDIX



DouglasKim+Associates,LLC

AMBIENT NOISE MEASUREMENTS



DouglasKim+Associates,LLC

Figure 1
Noise Measurement Locations

Session Report

3/7/2024

Information Panel

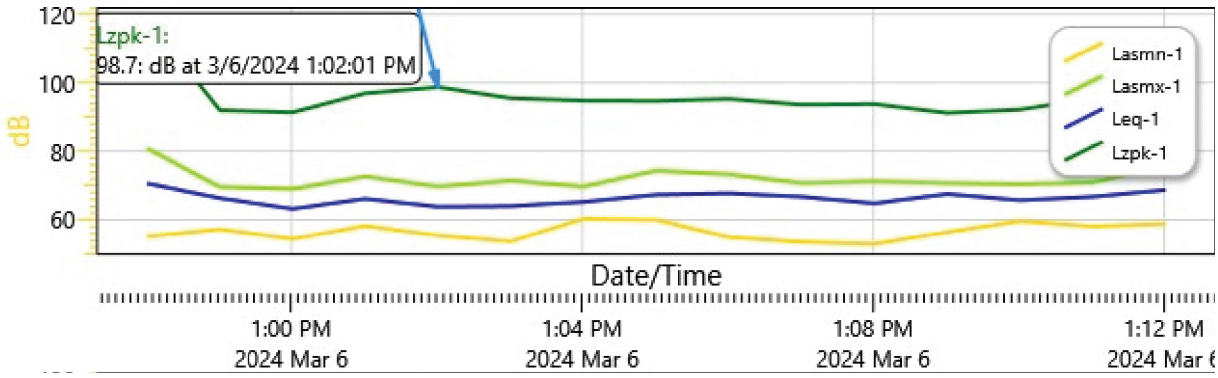
Name	16550 Ventura Boulevard
Comments	
Start Time	3/6/2024 12:57:01 PM
Stop Time	3/6/2024 1:12:02 PM
Run Time	00:15:01
Serial Number	SE40213991
Device Name	SE40213991
Model Type	Sound Examiner
Device Firmware Rev	R.11F
Company Name	
Description	
Location	
User Name	

Summary Data Panel

Description	Meter	Value	Description	Meter	Value
Leq	1	66.7 dB	Lasmn	1	52.9 dB
Lasmx	1	80.8 dB	Rtime	1	00:15:01
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	SLOW	Bandwidth	1	OFF

Logged Data Chart

16550 Ventura Boulevard: Logged Data Chart



Logged Data Table

Date/Time	Lzpk-1	Lasmn-1	Lasmx-1	Leq-1
3/6/2024 12:58:01 PM	118.8	55.1	80.8	70.6
12:59:01 PM	92	57.2	69.6	66.3
1:00:01 PM	91.4	54.4	69	63.2
1:01:01 PM	96.9	58.2	72.6	66.1
1:02:01 PM	98.7	55.4	69.7	63.8
1:03:01 PM	95.5	53.7	71.4	64
1:04:01 PM	94.8	60.3	69.7	65.2
1:05:01 PM	94.7	60	74.3	67.3
1:06:01 PM	95.3	54.9	73.2	67.7
1:07:01 PM	93.6	53.5	70.7	66.7
1:08:01 PM	93.8	52.9	71.2	64.8
1:09:01 PM	91.2	56.4	70.7	67.5
1:10:01 PM	92.2	59.6	70.4	65.7
1:11:01 PM	95.4	58.1	70.9	66.7
1:12:01 PM	105.7	58.8	75.4	68.7

Session Report

3/7/2024

Information Panel

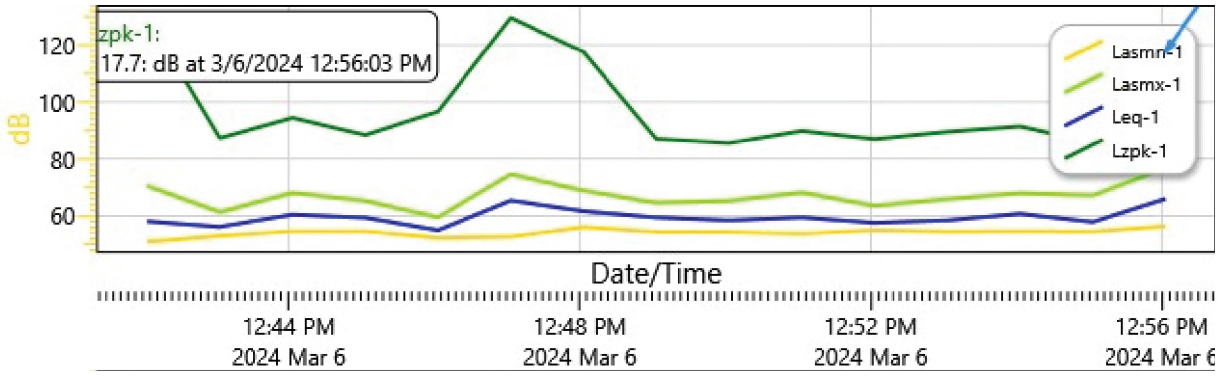
Name	4833 Rubio Avenue
Comments	
Start Time	3/6/2024 12:41:03 PM
Stop Time	3/6/2024 12:56:04 PM
Run Time	00:15:01
Serial Number	SE40213991
Device Name	SE40213991
Model Type	Sound Examiner
Device Firmware Rev	R.11F
Company Name	
Description	
Location	
User Name	

Summary Data Panel

Description	Meter	Value	Description	Meter	Value
Leq	1	60.8 dB	Lasmn	1	52.2 dB
Lasmx	1	76.7 dB	Rtime	1	00:15:01
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	SLOW	Bandwidth	1	OFF

Logged Data Chart

4833 Rubio Avenue: Logged Data Chart



Logged Data Table

Date/Time	Lzpk-1	Lasmn-1	Lasmx-1	Leq-1
3/6/2024 12:42:03 PM	130.1	50.8	70.5	58.1
12:43:03 PM	87.4	52.9	61.4	56.2
12:44:03 PM	94.5	54.6	68.1	60.5
12:45:03 PM	88.5	54.6	65.3	59.4
12:46:03 PM	96.7	52.2	59.6	55
12:47:03 PM	129.6	52.6	74.6	65.4
12:48:03 PM	117.6	56.1	68.9	61.7
12:49:03 PM	87.1	54.4	64.6	59.5
12:50:03 PM	85.6	54.3	65.3	58.5
12:51:03 PM	89.9	53.7	68.2	59.5
12:52:03 PM	87	55	63.6	57.6
12:53:03 PM	89.6	54.5	65.9	58.5
12:54:03 PM	91.5	54.6	68	60.8
12:55:03 PM	85.9	54.5	67.2	57.9
12:56:03 PM	117.7	56.4	76.7	66

Session Report

3/7/2024

Information Panel

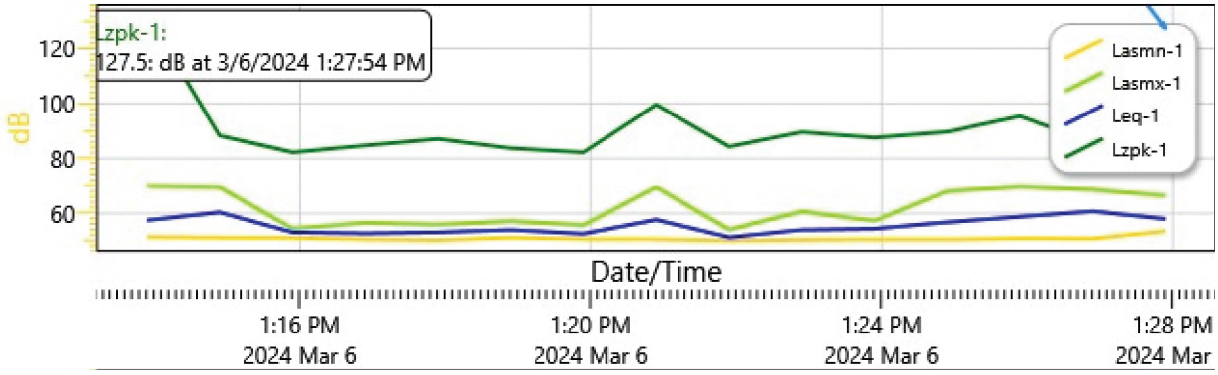
Name	Lauren Way at Rubio Avenue
Comments	
Start Time	3/6/2024 1:12:54 PM
Stop Time	3/6/2024 1:27:56 PM
Run Time	00:15:02
Serial Number	SE40213991
Device Name	SE40213991
Model Type	Sound Examiner
Device Firmware Rev	R.11F
Company Name	
Description	
Location	
User Name	

Summary Data Panel

Description	Meter	Value	Description	Meter	Value
Leq	1	56.6 dB			
Exchange Rate	1	3 dB	Weighting	1	A
Response	1	SLOW	Bandwidth	1	OFF

Logged Data Chart

Lauren Way at Rubio Avenue: Logged Data Chart



Logged Data Table

Date/Time	Lzpk-1	Lasmn-1	Lasmx-1	Leq-1
3/6/2024 1:13:54 PM	132.2	51.4	70	57.5
1:14:54 PM	88.4	51.2	69.6	60.4
1:15:54 PM	82.3	51.1	54.4	53.1
1:16:54 PM	84.8	50.6	56.6	52.7
1:17:54 PM	87.2	50.3	55.9	53.1
1:18:54 PM	83.8	51.2	57.2	54
1:19:54 PM	82.3	50.7	55.7	52.6
1:20:54 PM	99.6	50.6	69.6	57.7
1:21:54 PM	84.4	50.1	54.1	51.3
1:22:54 PM	89.7	50.4	60.7	54
1:23:54 PM	87.7	50.6	57.3	54.4
1:24:54 PM	89.8	50.5	68.1	56.8
1:25:54 PM	95.5	50.9	69.8	58.8
1:26:54 PM	86.1	50.8	68.7	60.8
1:27:54 PM	127.5	53.5	66.5	58



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CONSTRUCTION NOISE CALCULATIONS

Noise emissions of industry sources

Source name	Size m/m²	Reference	Level Day dB(A)	Corrections Cwall dB	 CI dB	 CT dB
Construction Site	1993 m²	Lw/unit	109.7	-	-	-

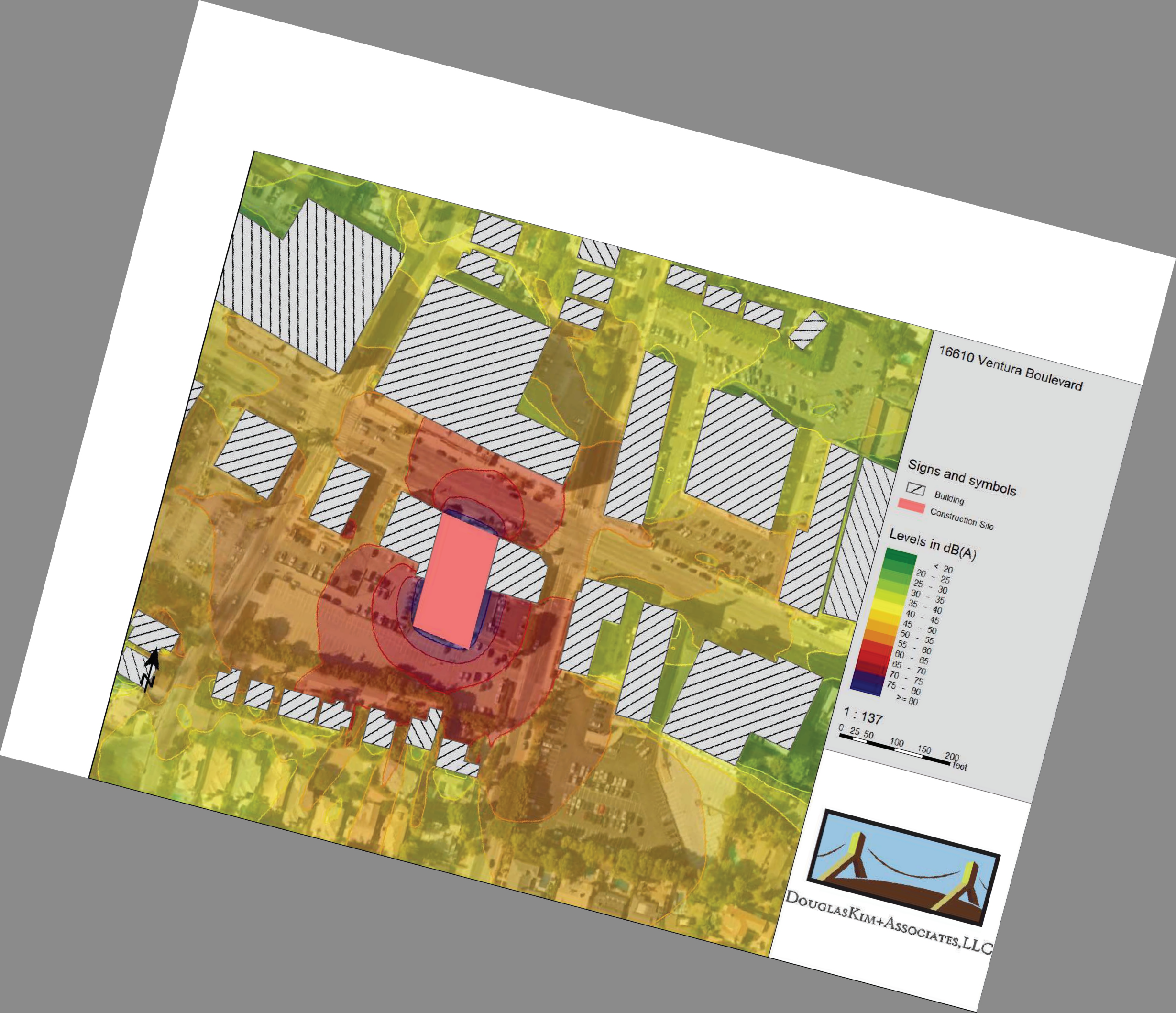
Receiver list

No.	Receiver name	Coordinates X in meter	Coordinates Y in meter	Building side	Floor	Height abv.grd. m	Limit Day dB(A)	Level Day dB(A)	Conflict Day dB
1	Medical Center - 16550 Ventura Bl.	11362240.85	3780640.42	West	GF	230.84	-	58.0	-
2	Residence - 4833 Rubio Ave.	11362212.15	3780779.71	South	GF	229.37	-	48.8	-
3	Residences - Lauren Way	11362214.36	3780538.32	East	GF	233.46	-	48.7	-

Contribution levels of the receivers

Source name		Traffic lane	Level Day dB(A)
Medical Center - 16550 Ventura Bl.	GF		58.0
Construction Site		-	58.0
Residence - 4833 Rubio Ave.	GF		48.8
Construction Site		-	48.8
Residences - Lauren Way	GF		48.7
Construction Site		-	48.7


16610 Ventura Boulevard
1 48.8
1 58.0
1 48.7
Signs and symbols
Building
Analyzed Sensitive Receptor
Construction Site
1 : 137
0 25 50 100 150 200
feet
DouglasKim+Associates,LLC


16610 Ventura Boulevard
Signs and symbols
Building
Construction Site
Levels in dB(A)
< 20
20 - 25
25 - 30
30 - 35
35 - 40
40 - 45
45 - 50
50 - 55
55 - 60
60 - 65
65 - 70
70 - 75
75 - 80
>= 80
1 : 137
0 25 50 100 150 200 feet
N
DouglasKim+Associates,LLC

Construction Noise Impacts



Reference	15.24	meter
Sound Pressure Level (Lp)	75.0	dBA
Sound Power Level (Lw)	109.7	dB

Receptor	Existing Leq	Noise	New Leq	Difference Leq	Significant?
Medical Center - 16550 Ventura Bl.	66.7	58.0	67.2	0.5	**No**
Residences - 4833 Rubio Ave.	60.8	48.8	61.1	0.3	**No**
Residences - Lauren Way	56.6	48.7	57.3	0.7	**No**

OFF-SITE CONSTRUCTION-RELATED TRAVEL VOLUMES 

Construction Phase	Worker Trips	Vendor Trips	Haul Trips	Total	% of Traffic Volumes
Demolition	10	0	35	45	1.1%
Grading	8	0	343	351	8.4%
Trenching	3	0		3	0.1%
Building Construction	47	39		86	2.1%
Architectural Coatings	9	0		9	0.2%

Haul trips represent heavy-duty truck trips with a 19.1 Passenger Car Equivalent applied; Vendor trips are an even split of medium- and heav

4,177 Traffic Volumes on Ventura Boulevard at Hayvenhurst Avenue in the peak A.M. hou



DouglasKim+Associates,LLC

DEMOLITION ANALYSIS

DouglasKim+Associates,LLC

CONSTRUCTION BUILDING DEBRIS

Materials	Total SF	Height	Cubic Yards	Pounds per Cub	Tons	Truck Capacity (CY)	Truck Trips	Source
Construction and Debris	0	0	-	484	-	10	-	Florida Department of Environmental Protection A Fact Sheet for C&D Debris Facility Operators
General Building	8,611	12	1,263	1,000	631	10	253	*Federal Emergency Management Agency, Debris Estimating Field Guide (FEMA 329), September 2010. General Building Formula*
Single Family Residence	-	12	-	1,000	-	10	-	Federal Emergency Management Agency. Debris Estimating Field Guide (FEMA 329), September 2010. Single Family Residence Formula, assumes 1 story, Medium vegetative cover multiplier (1.3)
Multi-Family Residence		12	-	1,000	-	10	-	
Mobile Home				1,000	-	10	-	
Mixed Debris			-	480	-	10	-	Florida Department of Environmental Protection A Fact Sheet for C&D Debris Facility Operators
Vegetative Debris (Hardwoods)			-	500	-	10	-	
Vegetative Debris (Softwoods)			-	333	-	10	-	
Asphalt or concrete (Constructior	12,000	0.5	222	2,400	267	10	44	
TOTAL			1,485		898		297	



DouglasKim+Associates,LLC

TRAFFIC NOISE CALCULATIONS

City Of Los Angeles

Department Of Transportation

MANUAL TRAFFIC COUNT SUMMARY

STREET:

North/South Hayvenhurst Ave

East/West Ventura Blvd

Day: Wednesday Date: 10/25/2017 Weather: SUNNY

Hours: 7-10AM 3-6PM Chekrs: NDS

School Day: Yes District: 0 I/S CODE 0

	N/B	S/B	E/B	W/B
DUAL-WHEELED	34	86	99	109
BIKES	0	0	0	0
BUSES	0	8	70	73

	N/B	TIME	S/B	TIME	E/B	TIME	W/B	TIME
AM PK 15 MIN	110	8.15	377	7.45	562	7.00	247	9.45
PM PK 15 MIN	203	4.15	190	3.30	386	5.45	578	5.15
AM PK HOUR	386	7.45	1475	7.15	2010	7.00	837	9.00
PM PK HOUR	745	4.15	697	3.00	1411	3.15	2238	4.45

NORTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	92	170	44	306
8-9	117	205	61	383
9-10	118	183	60	361
3-4	213	392	78	683
4-5	214	443	72	729
5-6	241	433	66	740
TOTAL	995	1826	381	3202

SOUTHBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	887	445	110	1442
8-9	917	392	100	1409
9-10	822	468	125	1415
3-4	244	178	275	697
4-5	206	162	251	619
5-6	221	143	269	633
TOTAL	3297	1788	1130	6215

TOTAL

N-S
1748
1792
1776
1380
1348
1373
9417

XING S/L

Ped	Sch
17	0
47	0
53	0
58	0
57	0
49	0
281	0

XING N/L

Ped	Sch
38	0
60	0
87	0
101	0
69	0
33	0
388	0

EASTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	96	1818	96	2010
8-9	105	1626	112	1843
9-10	134	1162	129	1425
3-4	213	1002	125	1340
4-5	213	1042	103	1358
5-6	211	1067	125	1403
TOTAL	972	7717	690	9379

WESTBOUND Approach

Hours	Lt	Th	Rt	Total
7-8	51	427	121	599
8-9	44	463	112	619
9-10	57	616	164	837
3-4	52	1319	566	1937
4-5	50	1395	689	2134
5-6	44	1481	700	2225
TOTAL	298	5701	2352	8351

TOTAL

E-W
2609
2462
2262
3277
3492
3628
17730

XING W/L

Ped	Sch
9	0
45	0
48	0
72	0
53	0
38	0
265	0

XING E/L

Ped	Sch
0	0
0	0
2	0
1	0
0	0
0	0
3	0

(Rev Oct 06)

TRAFFIC VOLUME ADJUSTMENTS



North/South	Hayvenhurst Avenue
East/West	Ventura Boulevard
Year	2017
Hour	8:00-9:00 A.M.
Source	https://navigatela.lacity.org/dot/traffic_data/manual_counts/HAYVENHURST.VENTURA.171025-NDSMAN.pdf

	NB Approach	SB Approach	EB Approach	WB Approach		
LT						
TH						
RT						
Total	383	1409	1843	619		1.07%

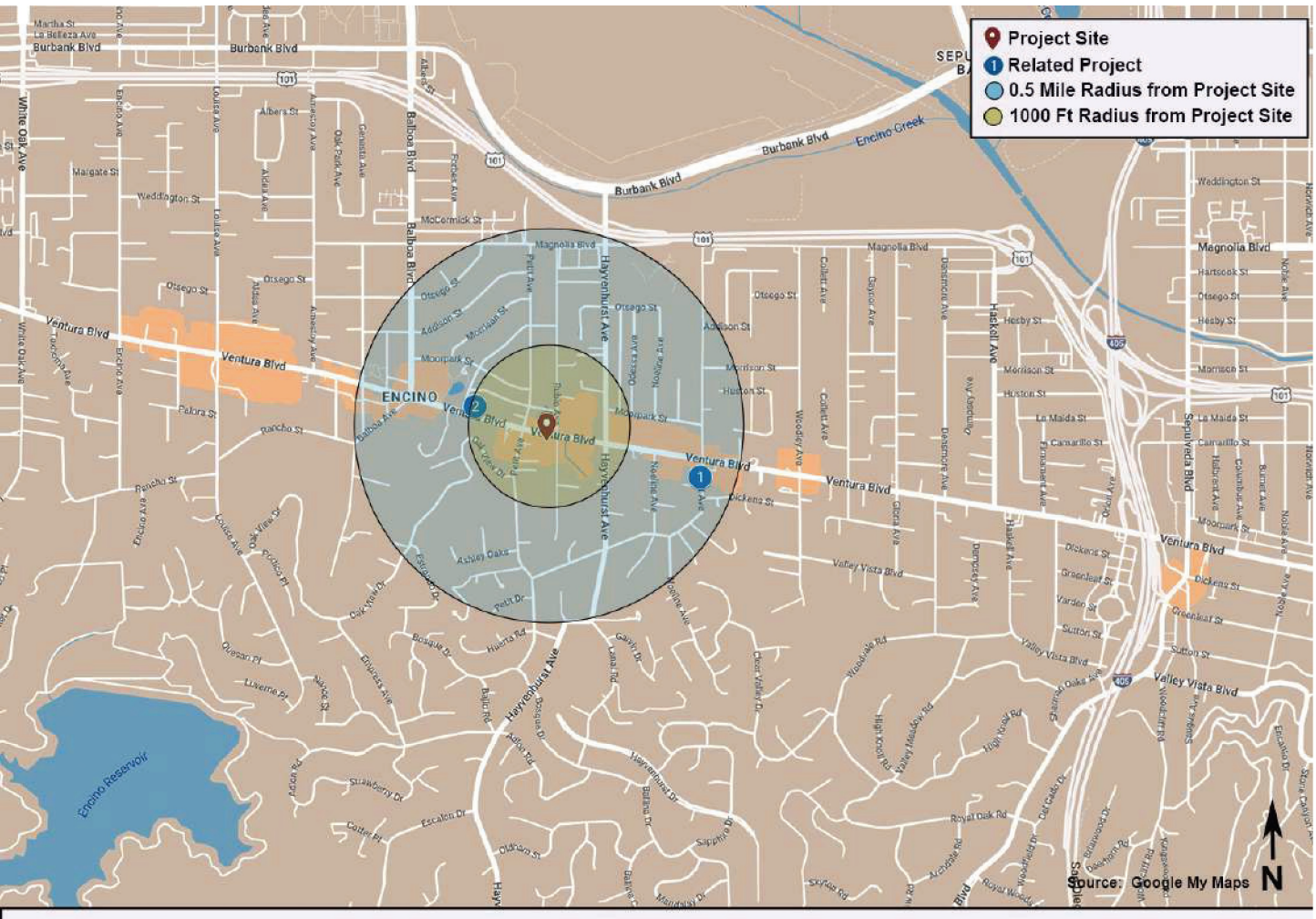
2017	383	1,409	3,277	619	5,688
2018	387	1,423	3,310	625	5,745
2019	391	1,437	3,343	631	5,802
2020	395	1,452	3,376	638	5,860
2021	399	1,466	3,410	644	5,919
2022	403	1,481	3,444	651	5,978
2023	407	1,496	3,479	657	6,038
2024	**411**	**1,511**	**3,513**	**664**	**6,098**

	NB Approach	SB Approach	EB Approach	WB Approach		
Auto	332	1,221	2,841	537	6,048,810	82.5%
MDT	52	190	441	83	940,092	12.8%
HDT	1	5	12	2	25,348	0.3%
Buses	1	2	4	1	9,386	0.1%
MCY	9	34	79	15	167,287	2.3%
Aux	8	29	67	13	142,856	1.9%
Total	403	1,481	3,444	651	7,333,779	100.0%



DouglasKim+Associates,LLC

CUMULATIVE PROJECTS


Project Site
1 Related Project
0.5 Mile Radius from Project Site
1000 Ft Radius from Project Site
Burbank Blvd
Encino Creek
Ventura Blvd
ENCINO
Balboa Blvd
Haynehurst Ave
Encino Reservoir
Source: Google My Maps
N



DouglasKim+Associates,LLC

CUMULATIVE CONSTRUCTION NOISE IMPACTS

Noise emissions of industry sources

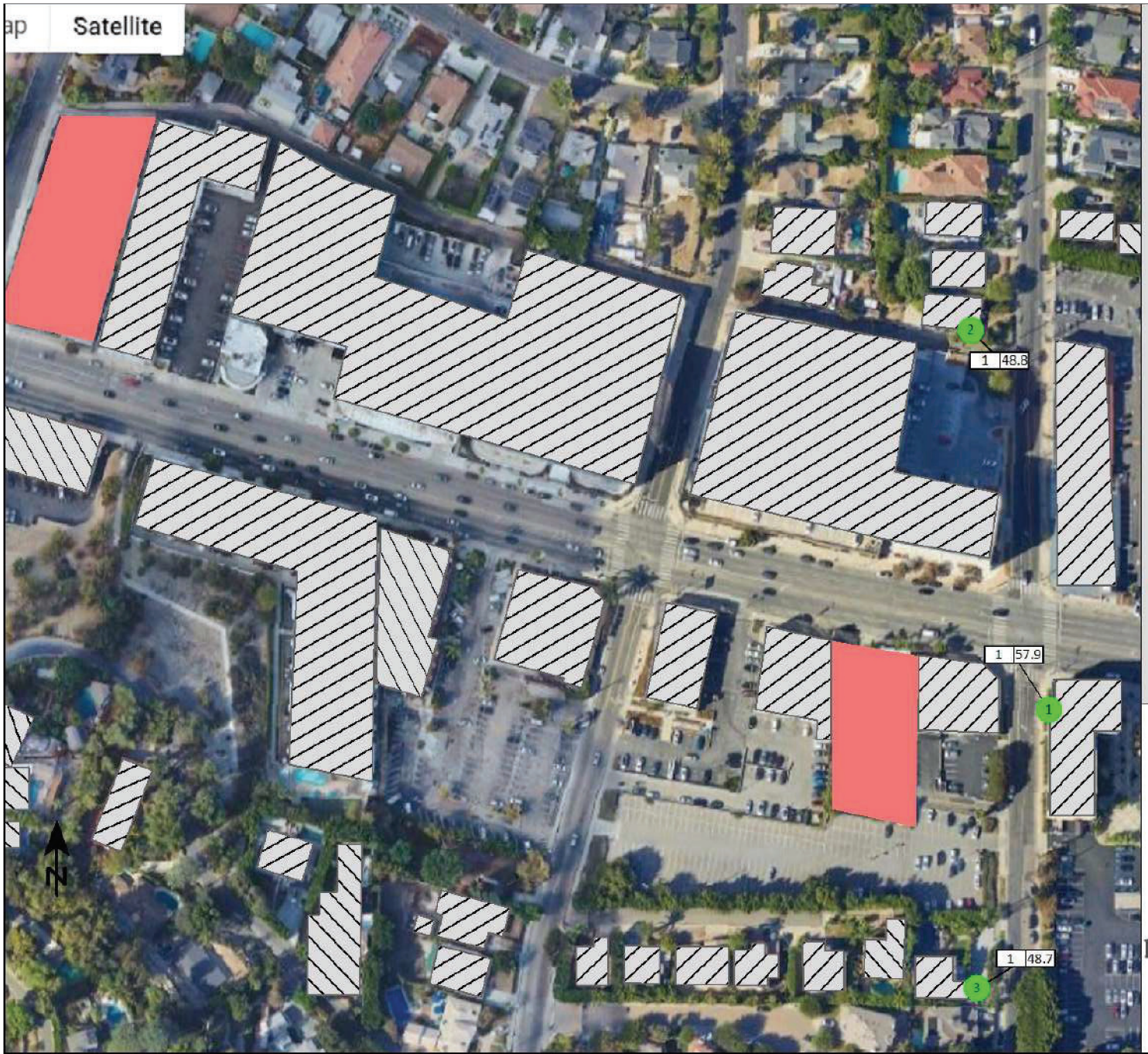
Source name	Size m/m²	Reference	Level Day dB(A)	Corrections Cwall dB	 CI dB	 CT dB
Construction Site	1946 m²	Lw/unit	109.7	-	-	-
Related Proejct - 16747 Ventura Bl.	2847 m²	Lw/unit	109.7	-	-	-

Receiver list

No.	Receiver name	Coordinates X in meter	Coordinates Y in meter	Building side	Floor	Height abv.grd. m	Limit Day dB(A)	Level Day dB(A)	Conflict Day dB
1	Medical Center - 16550 Ventura Bl.	11362240.85	3780640.42	West	GF	230.84	-	57.9	-
2	Residence - 4833 Rubio Ave.	11362212.15	3780779.71	South	GF	229.37	-	48.8	-
3	Residences - Lauren Way	11362214.36	3780538.32	East	GF	233.46	-	48.7	-

Contribution levels of the receivers

Source name		Traffic lane	Level Day dB(A)
Medical Center - 16550 Ventura Bl.	GF		57.9
Construction Site		-	57.9
Related Proejct - 16747 Ventura Bl.		-	35.3
Residence - 4833 Rubio Ave.	GF		48.8
Construction Site		-	48.7
Related Proejct - 16747 Ventura Bl.		-	31.4
Residences - Lauren Way	GF		48.7
Construction Site		-	48.7
Related Proejct - 16747 Ventura Bl.		-	23.5



16610 Ventura Boulevard

Signs and symbols

Building

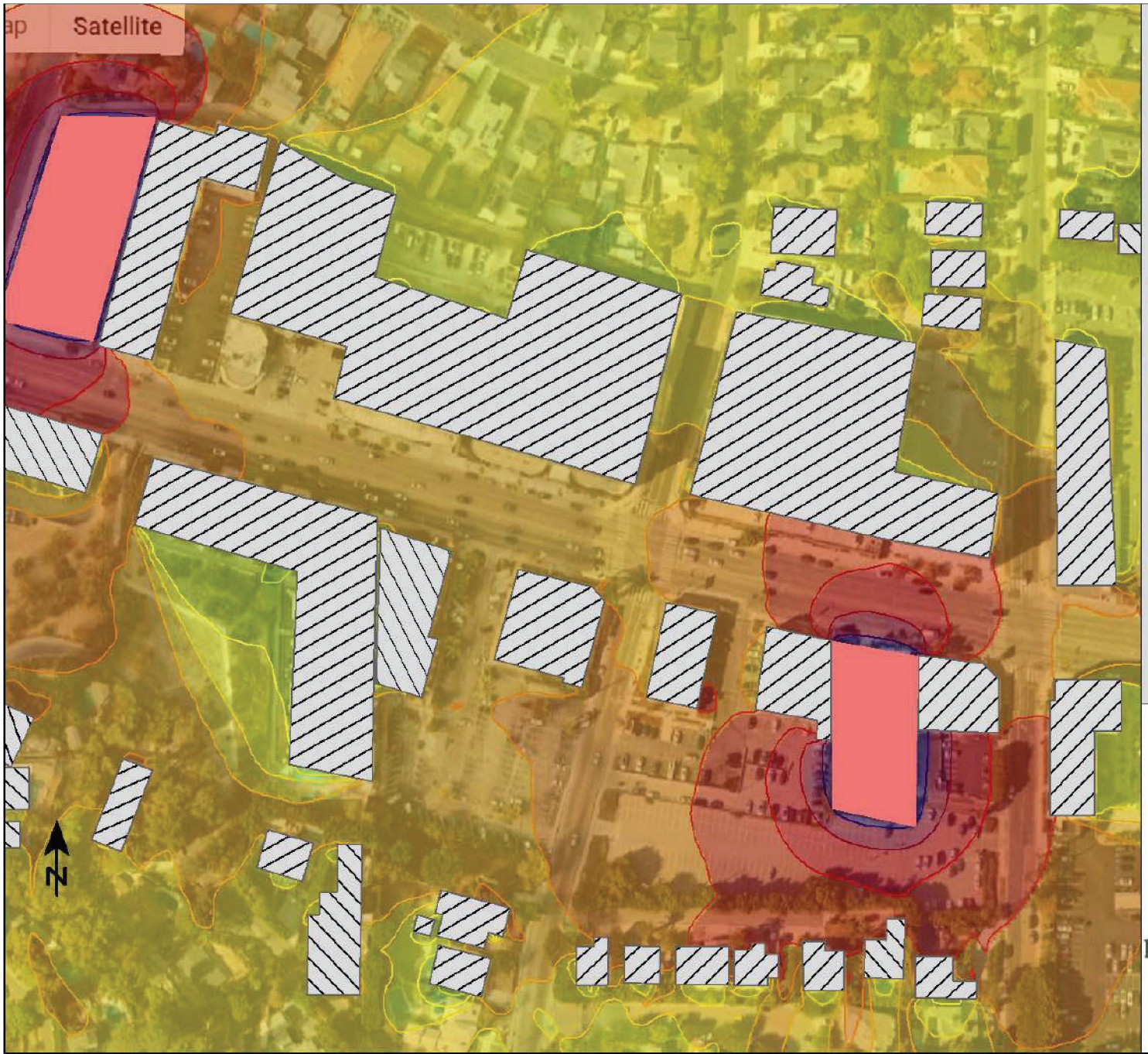
Analyzed Sensitive Receptor

Construction Site

1 : 153

0 30 60 120 180 240 feet

DouglasKim+Associates,LLC



16610 Ventura Boulevard

Signs and symbols

Building

Construction Site

Levels in dB(A)

< 20
20 - 25
25 - 30
30 - 35
35 - 40
40 - 45
45 - 50
50 - 55
55 - 60
60 - 65
65 - 70
70 - 75
75 - 80
>= 80

1 : 153

0 30 60 120 180 240 feet

DouglasKim+Associates,LLC

Cumulative Construction Noise Impacts

DouglasKim+Associates,LLC

Reference	15.24	meter
Sound Pressure Level (Lp)	75.0	dBA
Sound Power Level (Lw)	109.7	dB

Receptor	Existing Leq	Noise	New Leq	Difference Leq	Significant?
Medical Center - 16550 Ventura Bl.	66.7	57.9	67.2	0.5	**No**
Residences - 4833 Rubio Ave.	60.8	48.8	61.1	0.3	**No**
Residences - Lauren Way	56.6	48.7	57.3	0.7	**No**

Note: Sound Power Level (Lw) assumes full sphere propagation

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

16610 W. Ventura Blvd
LADOT Case No. VEN 23-114996
Project ID No. 55311

Date: April 22, 2025

To: Adrineh Melkonian, City Planner
Department of City Planning

VicenteCordero

From: Vicente Cordero, Transportation Engineer
Department of Transportation

Subject: **VENTURA-CAHUENGA BOULEVARD CORRIDOR SPECIFIC PLAN ASSESSMENT FOR THE PROPOSED MIXED-USE PROJECT LOCATED AT 16610 WEST VENTURA BOULEVARD**

According to the Ventura-Cahuenga Boulevard Corridor Specific Plan, Ordinance Number 174,052 (Specific Plan), the Los Angeles Department of Transportation (LADOT) has completed its assessment of the proposed mixed-use project located at 16610 West Ventura Boulevard in the Encino Community.

DISCUSSION AND FINDINGS

The proposed project will demolish an existing 6,584 square-foot restaurant and 2,027 square-foot retail building and construct a 3,400-square-foot retail and 47,410 square-foot residential building. It will result in a net decrease of 464 daily vehicle trips. The trip generation estimates are based on the City of Los Angeles Vehicle Miles Traveled (VMT) Calculator 1.5 tool, which draws upon trip rate estimates published in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition, as well as applying trip generation adjustments when applicable, based on sociodemographic data and the built environment factors of the project's surroundings. A copy of the VMT calculator-screening pages is provided in **Attachment A**.

It was determined that the project does not exceed the net 250 daily vehicle trips threshold and would not generate additional trips once constructed. It would not impact the area's surrounding roadways, intersections, or pedestrian and bicycle facilities. However, this project falls within the area governed by the Ventura-Cahuenga Boulevard Corridor Specific Plan; therefore, this development must abide by its requirements below under Project Requirements.

PROJECT REQUIREMENTS

A. Highway Dedication and Improvements

According to Section 10 of the Specific Plan, the applicant shall make certain street and highway dedications and improvements to the satisfaction of LADOT and the Department

of Public Works, Bureau of Engineering. The dedications and improvements, as indicated below, are required for this project.

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

Rubio Avenue is a Local Street in the Street and Highways Element of the City's Mobility Plan. The west side of Rubio Avenue currently consists of a 30-foot half-right-of-way with an 18-foot half roadway and a 12-foot sidewalk. The standard cross-section for a Local Street is a 30-foot half right-of-way with an 18-foot half roadway and a 12-foot sidewalk.

Additional street improvements may be required. The applicant should contact the Bureau of Engineering, Department of Public Works, to determine other requirements. Any street dedication shall be completed through the Department of Public Works, Bureau of Engineering, and Land Development Group before the issuance of any building permit for this project. Since the dedication procedure may be lengthy, the process should be commenced soon.

B. Project Impact Assessment (PIA) Fee

According to Section 11 of the Specific Plan, the applicant shall pay or guarantee to pay a PIA fee to DOT before the issuance of any building permit. The gross PIA fee for this project is calculated below and can be paid either as a single payment or through a deferred payment plan. The gross PIA fee has been reduced based upon evidence provided by the applicant that a legally permitted use existed for at least one year between November 9, 1985, and the date of this letter. The PIA Fee shall be indexed annually; therefore, the PIA Fee may change depending on the actual date when payment is made.

Proposed Project: Land Use (PIA Fee in Encino)

Retail Floor Area	3,400 square feet
PIA Fee Rate (Category C)	$9.14 per square foot of floor area
Project PIA Fee	3,400 x $9.14 = $31,076
Residential Floor Area	47,410 square feet
PIA Fee Rate (Category A)	$2.68 per square foot of floor area
Project PIA Fee	47,410 x $2.68 = $127,059
Total PIA Fee	**$31,076 + $127,059=$158,135**

Existing Use Credit

Restaurant Floor Area	6,584 square feet
PIA Fee Rate (Category D)	$10.32 per square foot of floor area 6,584 x $10.32=$67,947
Retail Floor Area	2,027 square feet
PIA Fee Rate (Category C)	$9.14 per square foot of floor area
Project PIA Fee	2,027 x $9.14 = $18,527
Total Existing PIA Fee Credit	**$67,947 + $18,527=$86,474**
Total PIA Fee	**$158,135-$86,474=$71,661**

C. Site Access and Internal Circulation

This determination does not include approval of the project's driveways, internal circulation, or parking scheme. Final LADOT approval shall be obtained before the issuance of any building permits. This should be accomplished by submitting detailed site and driveway plans, with a minimum scale of 1"=40', to LADOT's Valley Development Review Section at 6262 Van Nuys Boulevard, Suite 320, Van Nuys, CA 91401.

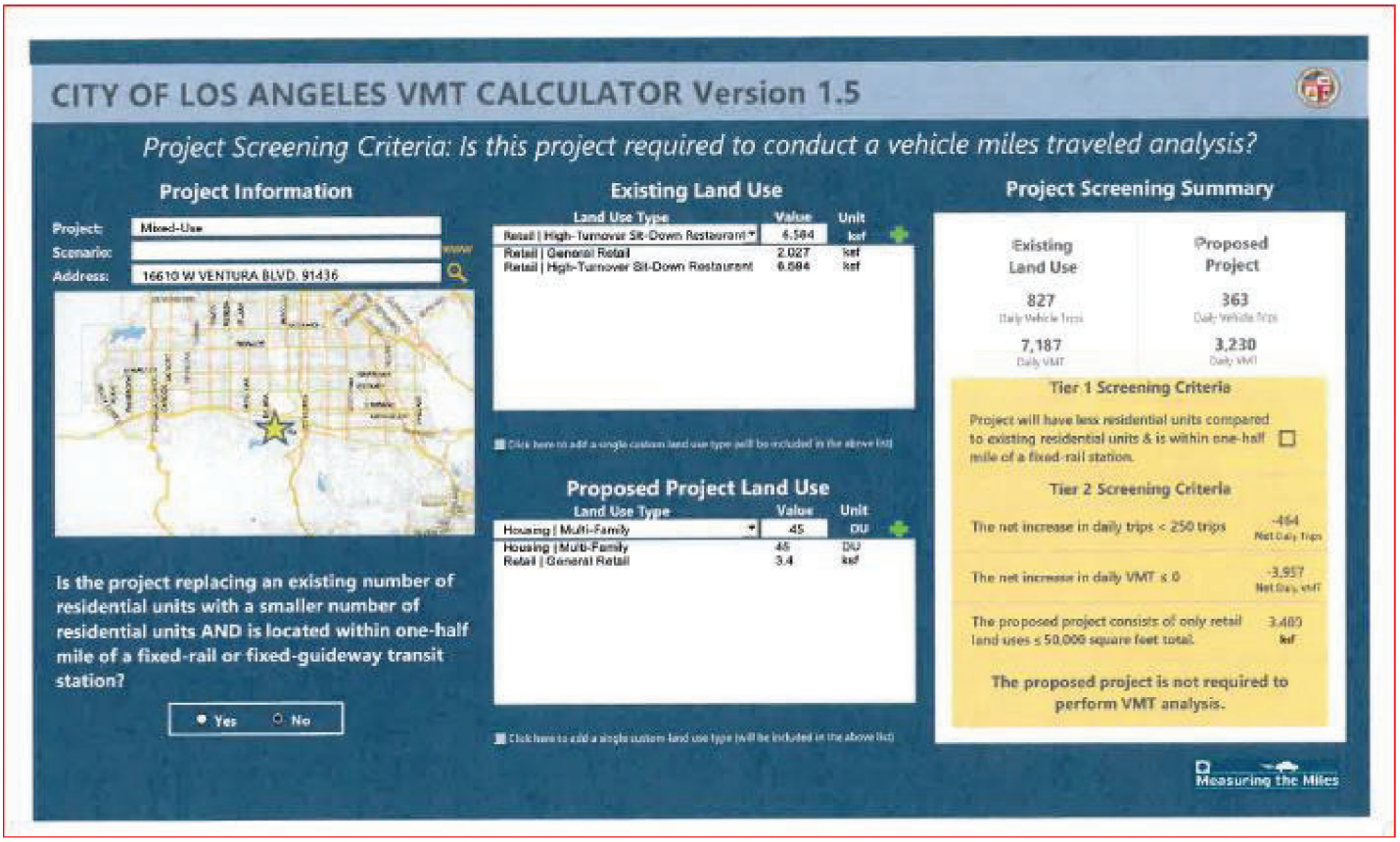
If you have any questions, please contact Albert Isagulian of my staff at (818) 374-4691.

Attachments

C: 16610VenturaBlvd2025.wpd

C: Ricky Angel, Council District 3
Silva Abramian, LADOT West Valley District
Sue Chen, LADOT Accounting
Ali Nahass, BOE Valley District
Quyen Phan, BOE Land Development Group
GA Engineering Inc.

Attachment A
City of LA VMT Calculator Results



REFERRAL FORMS:

TRANSPORTATION STUDY ASSESSMENT

DEPARTMENT OF TRANSPORTATION - REFERRAL FORM

RELATED CODE SECTION: Los Angeles Municipal Code Section 16.05 and various code sections.

PURPOSE: The Department of Transportation (LADOT) Referral Form serves as an initial assessment to determine whether a project requires a Transportation Assessment.

GENERAL INFORMATION

- Administrative: Prior to the submittal of a referral form with LADOT, a Planning case must have been filed with Los Angeles City Planning.
- All new school projects, including by-right projects, must contact LADOT for an assessment of the school's proposed drop-off/pick-up scheme and to determine if any traffic controls, school warning and speed limit signs, school crosswalk and pavement markings, passenger loading zones and school bus loading zones are needed.
- Unless exempted, projects located within a transportation specific plan area may be required to pay a traffic impact assessment fee regardless of the need to prepare a transportation assessment.
- Pursuant to LAMC Section 19.15, a review fee payable to LADOT may be required to process this form. The applicant should contact the appropriate LADOT Development Services Office to arrange payment.
- LADOT's Transportation Assessment Guidelines, VMT Calculator, and VMT Calculator User Guide can be found at **http://ladot.lacity.org**.
- A transportation study is not needed for the following project applications:
    - Ministerial / by-right projects
    - Discretionary projects limited to a request for change in hours of operation
    - Tenant improvement within an existing shopping center for change of tenants
    - Any project only installing a parking lot or parking structure
    - Time extension
    - Single family home (unless part of a subdivision)
- This Referral Form is not intended to address the project's site access plan, driveway dimensions and location, internal circulation elements, dedication and widening, and other issues. These items require separate review and approval by LADOT.

SPECIAL REQUIREMENTS

When submitting this referral form to LADOT, include the completed documents listed below.

☐ Copy of Department of City Planning Application (CP-7771.1).

☐ Copy of a fully dimensioned site plan showing all existing and proposed structures, parking and loading areas, driveways, as well as on-site and off-site circulation.

☐ If filing for purposes of Site Plan Review, a copy of the Site Plan Review Supplemental Application.

☐ Copy of project-specific VMT Calculator analysis results.

TO BE VERIFIED BY PLANNING STAFF PRIOR TO LADOT REVIEW

LADOT DEVELOPMENT SERVICES DIVISION OFFICES: Please route this form for processing to the appropriate LADOT Development Review Office as follows (see this map for geographical reference):

Metro	**West LA**	**Valley**
213-972-8482	*213-485-1062*	*818-374-4699*
100 S. Main St, 9th Floor	7166 W. Manchester Blvd	6262 Van Nuys Blvd, 3rd Floor
Los Angeles, CA 90012	Los Angeles, CA 90045	Van Nuys, CA 91401

1. PROJECT INFORMATION

Case Number: _____

Address: 16610-16618 W VENTURA BLVD., LOS ANGELES, CA 91436

Project Description: NEW MIXED COMMERCIAL RESIDENTIAL BUILDING 45 UNITS 6 STORIES,2 basemet

Seeking Existing Use Credit (will be calculated by LADOT): Yes _____ No _____ Not sure ✓

Applicant Name: GA ENGINEERING INC

Applicant E-mail: GAPLANNINGCASE@GMAIL.COM Applicant Phone: (818) 758-0018

Planning Staff Initials: AM **Date:** 02/23/24

2. PROJECT REFERRAL TABLE

	Land Use (list all)	**Size / Unit**	**Daily Trips**[1]
Proposed[1]	45 UNITS	800	233
	COMMERCIAL RETAIL	3400	126
	Total trips[1]*:*		

a. Does the proposed project involve a discretionary action? **Yes** ☑ **No** ☐

b. Would the proposed project generate 250 or more daily vehicle trips[2]? **Yes** ☑ **No** ☐

c. If the project is replacing an existing number of residential units with a smaller number of residential units, is the proposed project located within one-half mile of a heavy rail, light rail, or bus rapid transit station[3]? **Yes** ☐ **No** ☑

If **YES** to **a.** and **b.** or **c.**, or to **all** of the above, the Project must be referred to LADOT for further assessment.

Verified by: Planning Staff Name: Adrineh Melkonian Phone: 213 978 1301

Signature: Adrineh Melkonian Date: 02/23/24

[1] Qualifying Existing Use to be determined by LADOT staff on following page, per LADOT's Transportation Assessment Guidelines.

[2] To calculate the project's total daily trips, use the VMT Calculator. Under 'Project Information', enter the project address, land use type, and intensity of all proposed land uses. Select the '+' icon to enter each land use. After you enter the information, copy the 'Daily Vehicle Trips' number into the total trips in this table. Do not consider any existing use information for screening purposes. For additional questions, consult LADOT's VMT Calculator User Guide and the LADOT Transportation Assessment Guidelines (available on the LADOT website).

[3] Relevant transit lines include: Metro Red, Purple, Blue, Green, Gold, Expo, Orange, and Silver line stations; and Metrolink stations.

TO BE COMPLETED BY LADOT

3. PROJECT INFORMATION

	Land Use (list all)	**Size / Unit**	**Daily Trips**
Proposed	General Retail	3400 sf	
	Multi-fam residential	47,410 sf	
	Total new trips:		359
Existing	Restaurant	6584 sf	
	General Retail	2027 sf	
	Total existing trips:		607
	Net Increase / Decrease (+ or -)		-248

a. Is the project a single retail use that is less than 50,000 square feet? **Yes** ☐ **No** ☑

b. Would the project generate a net increase of 250 or more daily vehicle trips? **Yes** ☐ **No** ☑

c. Would the project generate a net increase of 500 or more daily vehicle trips? **Yes** ☐ **No** ☑

d. Would the project result in a net increase in daily VMT? **Yes** ☐ **No** ☑

e. If the project is replacing an existing number of residential units with a smaller number of residential units, is the proposed project located within one-half mile of a heavy rail, light rail, or bus rapid transit station? **Yes** ☐ **No** ☑

f. Does the project trigger Site Plan Review (LAMC 16.05)? **Yes** ☑ **No** ☐

g. Project size:

i. Would the project generate a net increase of 1,000 or more daily vehicle trips? **Yes** ☐ **No** ☑

ii. Is the project's frontage 250 linear feet or more along a street classified as an Avenue or Boulevard per the City's General Plan? **Yes** ☐ **No** ☑

iii. Is the project's building frontage encompassing an entire block along a street classified as an Avenue or Boulevard per the City's General Plan? **Yes** ☐ **No** ☑

VMT Analysis (CEQA Review)
If **YES** to **a.** and **NO** to **e.** a VMT analysis is **NOT** required.
If **YES** to both **b.** and **d.**; or to **e.** a VMT analysis **is** required.

Access, Safety, and Circulation Assessment (Corrective Conditions)
If **YES** to **c.**, a project access, safety, and circulation evaluation may be required.
If **YES** to **f.** and either **g.i.**, **g.ii.**, or **g.iii.**, an access assessment may be required.

LADOT Comments:
No Analysis Required.

Please note that this form is not intended to address the project's site access plan, driveway dimensions and location, internal circulation elements, dedication and widening, and other issues. These items require separate review and approval by LADOT. Qualifying Existing Use to be determined per LADOT's Transportation Assessment Guidelines.

4. Specific Plan with Trip Fee or TDM Requirements: **Yes** ☑ **No** ☐

Fee Calculation Estimate: $66,462.89

VMT Analysis Required (Question b. satisfied): **Yes** ☐ **No** ☑

Access, Safety, and Circulation Evaluation Required (Question c. satisfied): **Yes** ☐ **No** ☑

Access Assessment Required (Question c., f., and either g.i., g.ii. or g.iii satisfied): **Yes** ☐ **No** ☑

Prepared by DOT Staff Name: Brandon Wilson Phone: (818) 374-4691

Signature: Brandon Wilson Date: 04/12/23

CITY OF LOS ANGELES VMT CALCULATOR Version 1.3

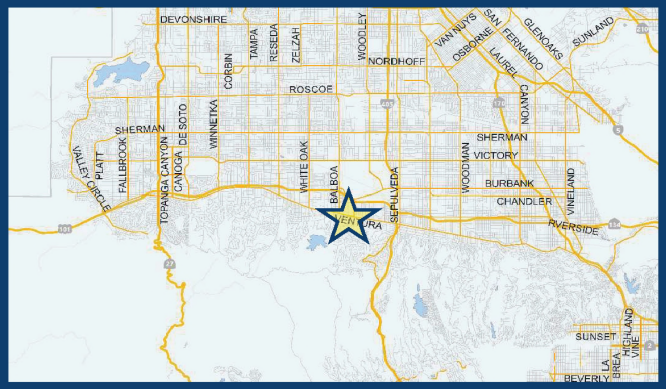
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project: 16610-16618 W VENTURA BLVD

Scenario:

Address: 16610 W VENTURA BLVD, 91436



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
Retail | General Retail	0.896	ksf
Retail | General Retail	1.131	ksf
Retail | Quality Restaurant	6.584	ksf
Retail | General Retail	0.896	ksf

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

Proposed Project Land Use

Land Use Type	Value	Unit
Retail | General Retail	3.4	ksf
Housing | Multi-Family	37	DU
Retail | General Retail	3.4	ksf
Housing | Affordable Housing - Family	8	DU

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

Project Screening Summary

Existing Land Use	Proposed
607 Daily Vehicle Trips	359 Daily Vehicle Trips
5,279 Daily VMT	3,195 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	-248 Net Daily Trips
The net increase in daily VMT ≤ 0	-2,084 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	3.400 ksf

The proposed project is not required to perform VMT analysis.

Measuring the Miles

4/7/2023

Adrineh Melkonian <adrineh.melkonian@lacity.org>

Re: 16610 Ventura Blvd

1 message

Armida Reyes <armida.reyes@lacity.org> Wed, Apr 2, 2025 at 10:33 AM
To: Mehmet Berker <mehmet.berker@lacity.org>, Adrineh Melkonian <adrineh.melkonian@lacity.org>
Cc: Jesus Serrano <jesus.serrano@lacity.org>, Vicente Cordero <vicente.cordero@lacity.org>

Hi All-

I believe the address is 16610 Ventura Blvd. I am adding the Planner assigned to the DB case CPC-2023-3134-DB-SPP-HCA. @Adrineh Melkonian- I don't see a letter of determination, is that still being worked on? Please share any information you have regarding this proposed project. Thanks in advance.

Best,
--
Armida Reyes (she/her)
Housing and Planning Deputy
Work Phone: 213-500-6903
District Line: 213-473-7004

NITHYA RAMAN | Los Angeles City Councilmember 4th District

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DISCLOSURE: All emails sent to or from this account are subject to the California Public Records Act and may be released upon request.

On Tue, Apr 1, 2025 at 5:12 PM Mehmet Berker <mehmet.berker@lacity.org> wrote:

> Hi Jesus and Vicente, I can ask for an address for this comment if this description of Rubio and Ventura is not ringing a bell.
>
> Thanks
>
> ---------- Forwarded message ---------
> From: **Laurie** <pkelsondds@aol.com>
> Date: Fri, Mar 28, 2025 at 11:05 AM
> Subject: 16610 Ventura Blvd
> To: Silva Abramian <silva.abramian@lacity.org>, Mehmet Berker <mehmet.berker@lacity.org>
> Cc: Kelvin Tolbert <ktolbert1@yahoo.com>, Matthew May <matthew@mra.la>
>
> Good morning,
> The neighbors on Rubio are very concerned about a mixed use project proposed for the above address.
> The proposal has all the entrance and egress thru a narrow alley.
> Has a traffic study been done?
> The best would be to keep the driveway on Ventura Blvd to the West of the proposed project for entrance and egress should be thru the alley to Rubio with a mandatory left turn only to exit to Ventura Blvd at a traffic light.
> Thank you,
> Laurie Kelson
>
> Sent from the all new AOL app for iOS

Adrineh Melkonian <adrineh.melkonian@lacity.org>

Re: CPC-2023-3134-DB-SPP-HCA/16610 Ventura Blvd.

1 message

Jeff Gold <jeffgold99@yahoo.com> Fri, Apr 18, 2025 at 10:58 AM
To: Adrineh Melkonian <adrineh.melkonian@lacity.org>
Cc: Armin Gharai <agharai@sbcglobal.net>, Encino Property Owners <info@encinopoa.com>, Matthew May <matthew@mra.la>

Adrineh Melkonian:

Thank you. Does "under review" mean that a draft has been prepared and is being reviewed prior to submittal to the planning commission?

If we get you information within the next couple days (say by Monday, 4/21, which is still before the 4/22 date), would it be possible to potentially incorporate any applicable adjustments to the draft staff report?

I would think that the body of the staff report would potentially be more prominent than being in an appendix and would really prefer to have our full comments considered at a time when they could impact the staff report.

Thank you so much!

Jeff Gold
213-494-1000

On Friday, April 18, 2025 at 08:27:21 AM PDT, Adrineh Melkonian <adrineh.melkonian@lacity.org> wrote:

The staff report is under review right now. You can send your comments until the hearing date which is scheduled for May 22, 2025. They might or might not be included in the staff report. However, the comments will be included in the report as an appendix for the commissioners consideration.

On Thu, Apr 17, 2025 at 4:28 PM Jeff Gold <jeffgold99@yahoo.com> wrote:

> Adrineh Melkonian:
>
> I hope you're well. I, the Encino Neighborhood Council, the Encino Property Owners Association, and other neighbors have been trying to work with the applicant. We still have many unaddressed concerns and unanswered questions. Last I heard as to the CPC hearing schedule was a schedule for 5/22/2025 and that we could submit comments until you finalize your report (about 30 days before the hearing or about 4/22/2025).
>
> The applicant recently agreed to make a presentation and answer questions at the Encino Property Owners Association meeting next Thursday (4/24/2025) evening.
>
> Would it be possible to provide comments/information to you a few days after that meeting (say Monday, 4/28)? Would that still give you enough time to review our comments and (if appropriate) adjust your report to the Planning Commission?
>
> Thank you,
>
> Jeff Gold

213-494-1000

cc (all via e-mail): Armin Gharai (applicant)
Encino Property Owners Association
Matthew May (chair of the PLU Committe of the Encino Neighborhood Council)

On Wednesday, February 26, 2025 at 01:08:43 PM PST, Adrineh Melkonian <adrineh.melkonian@lacity.org> wrote:

Hello,
Please see my response below in blue to your 3 questions:

1) During the hearing, you mentioned that we could submit additional comments/information to you via email. Is there a timeframe/deadline for us to do so? You can submit your comments until the recommendation report is finalized which is usually a month before the CPC hearing.

2) I believe you said a hearing was scheduled for 5/22/2025. The applicant indicated an openness to (he may have even expressed agreement to) a hearing postponement. I am not sure exactly what was said. Can you please clarify the status of a potential postponement (and if not in progress, please point me in the right to direction to help understand when/how and by whom a request for postponement could be initiated)? The CPC hearing was originally scheduled for April 24. Representative has requested the hearing to be postponed to May 22 so he will have the opportunity to reach out to the community.

3) Some neighbors have asked...how can we please have access to the recording of yesterday's hearing? The recording is saved at the shared folder https://drive.google.com/drive/folders/14r5j6tjacetkKCyXcQsvE5b_DIMpD4zB

Let me know if you have additional questions.
Best

On Wed, Feb 26, 2025 at 12:03 PM Jeff Gold <jeffgold99@yahoo.com> wrote:

> Adrineh Melkonian:
>
> Thank you for your time at the hearing yesterday. I have 3 questions about the timing/process:
>
> 1) During the hearing, you mentioned that we could submit additional comments/information to you via email. Is there a timeframe/deadline for us to do so? Hopefully there will be sufficient time so we can try to meet with the community and the applicant and provide summarized comments (to hopefully avoid you from getting bombarded by excessive comments from many sources).
>
> 2) I believe you said a hearing was scheduled for 5/22/2025. The applicant indicated an openness to (he may have even expressed agreement to) a hearing postponement. I am not sure exactly what was said. Can you please clarify the status of a potential postponement (and if not in progress, please point me in the right to direction to help understand when/how and by whom a request for postponement could be initiated)?
>
> 3) Some neighbors have asked...how can we please have access to the recording of yesterday's hearing?
>
> [Armin, I would have preferred to address my comments, particularly about the errors in the submittals and the revised elevations on sheet A3.4, directly to you before yesterday's hearing so that I wouldn't catch you off-guard. Unfortunately, even though I walk or drive by the property multiple times almost every day, I was not aware of yesterday's hearing until I noticed the posting on 2/19 and that did not give me much time. When was it posted?]

Thank you very much!

Jeff Gold
(213) 494-1000

On Thursday, February 20, 2025 at 04:33:07 PM PST, Armin Gharai <agharai@sbcglobal.net> wrote:

Jeff

Thank you for the call and appreciate for letting me know the issue.

Please see attached.

Armin Gharai, PE
Principal Engineer
GA Engineering Inc.
6747 Odessa Ave. #204
Van Nuys, Ca, 91406
office : 818-758-0018
cell: 818-634-6327

--

LOS ANGELES CITY PLANNING

Adrineh Melkonian
City Planner
Los Angeles City Planning
6262 Van Nuys Boulevard, Room 430
Los Angeles, CA 91401
T: (213) 978-1301| Planning4LA.org
E-NEWS

*Please note that on **January 27, 2025** the New Zoning Code will become operative in the Downtown area. Applications filed in this area on or after this date are required to use the revised forms available on the Department's Forms page.*

--

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Adrineh Melkonian <adrineh.melkonian@lacity.org>

CPC-2023-3134-DB-SPP-HCA/16610 Ventura Blvd.

1 message

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Cc: Armin Gharai <agharai@sbcglobal.net>

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