April 14, 2025

Councilwoman Heather Hutt
Office of Council District 10
200 N. Spring Street, Room 420
Los Angeles, CA 90012

Re: 1904 & 1906 S Preuss Road, VTT-84089-SL-HCA-2A

Dear Councilwoman:

Brian Silveira & Associates is providing responses to your letter (undated) in which you express concerns about our client's proposed project at 1904 and 1906 S Preuss Road.

Our office has taken time to carefully analyze each of the concerns laid out in the letter submitted into Council File No. 24-1136 to the PLUM Committee supporting the appeal of the Vesting Tentative Tract Map No. VTT-84089-SL-HCA-2A. Further, our office has consulted with legal experts about the California Environmental Quality Act (CEQA) and the Housing Accountability Act, as they relate to this project, to ensure that we are following the correct legal process for housing development project review and approval.

In direct response to questions raised about potential environmental issues, our office has voluntarily completed the *Housing Element Streamlining Checklist Form* in order to demonstrate that the project falls within the scope of the previously-approved EIR, which was completed and certified as part of the City of Los Angeles' Housing element update.

The *Housing Element Streamlining Checklist Form* uses screening criteria and a series of mitigation measures from the program EIR mitigation monitoring program (MMP). Based on the checklist criteria, we found that several mitigation measures from the MMP required further study, including:

(1) A Tree Report
(2) A VMT Analysis
(3) An Operational Noise Study
(4) A Native Tribal, Archeological, Paleontological Resource Analysis

We hope this additional environmental analysis, along with our responses to each of the issues presented in your letter, demonstrate our commitment to following CEQA and Statewide housing laws, as well as our strong desire to address Los Angeles' well-documented housing shortage.

Issue #1: Project Consistency with the Community Plan

This is a CEQA issue

The project, as proposed, is inconsistent with the West Adams-Baldwin Hills-Leimert Community Plan, including the Design Guidelines, and is not physically suitable in context with the surrounding area. (Paragraph 1)

The project's consistency with the West Adams-Baldwin Hills-Leimert Community Plan and Design Guidelines are detailed below.

West Adams-Baldwin Hills-Leimert Community Plan

Goal LU7: A community that promotes an environment of safe, inviting, secure and high-quality multi-family neighborhoods for all segments of the community.

Policy LU7-1: Address Diverse Resident Needs. Strive for the conservation/ preservation of existing assisted affordable and non-assisted housing stock and in particular rent-stabilized units, and for the development of new housing, including restricted affordable housing, to address the diverse economic and physical needs of the existing residents and projected population of the Community Plan Area to the year 2030.

The proposed development's configuration as a small lot subdivision project encourages diversity of housing typology within this multifamily neighborhood. Many adjacent properties are single family homes on quarter-acre lots. As much of the cost of new housing comes from the cost of land, the reduced footprint of these new homes allows for a price point much lower than that of newly constructed homes on full-sized lots. Additionally, each small lot home contains an elevator, a feature not common among older homes, which will allow residents with physical mobility concerns to access the entirety of each multi-story house.

Policy LU7-3: Compliance with Design Guidelines. Recommend that new multi-family residential development be designed in accordance with the adopted Citywide Residential Design Guidelines.

The project was designed in accordance with the Citywide Design Guidelines as they pertain to pedestrian-first design, 360 degree design, and climate-adapted design.

Policy LU7-6: Community Engagement. Sponsors of new development projects should initiate early and frequent communication with community residents

The Project Team for the proposed development appeared before the South Robertson Neighborhood Council on two separate occasions, and has maintained sustained communication with several of the direct neighbors of the project regarding the project's design and parameters over the course of more than eight months before its public hearing, and the six months after it.

Goal LU9: A community of neighborhoods where social capital is promoted by ensuring the provision of adequate housing for all persons regardless of income, age, racial or ethnic background.

Policy LU9-1: Affordability. Prioritize housing that is affordable to a broad cross-section of income levels and that provides the ability to live near work and achieve homeownership.

Policy LU9-2: Mixed-income Neighborhoods. Strive to eliminate residential segregation and concentrations of poverty by promoting affordable housing that is integrated into mixed-income neighborhoods.

Policy LU9-5: Housing Near Schools. Strive to provide a range of housing types and affordable housing units around schools.

The project includes one unit reserved for Very Low Income Households, offering a rare home-ownership opportunity to a family that might not otherwise be able to find one. Additionally, the project is located in what the California Department of Housing and Community Development considers a "High Opportunity Area," meaning an area that features high quality schools, higher income residents, and significant numbers of jobs within several miles. Crescent Heights Elementary, Canfield Elementary, and Shenandoah Elementary schools and Hamilton High School are all nearby, as well as job centers associated with the Kaiser Permanente Medical Center.

Goal LU10: A community that supports cohesive neighborhoods and lifecycle housing to promote health, well-being and safety.

Policy LU10-5: Minimize Displacement. Encourage that new housing opportunities minimize displacement of existing residents, in particular extremely-low, very-low and low-income households.

Policy LU10-6: Increase Homeownership. Provide for development of townhouses and other similar condominium type housing units to increase homeownership options.

Policy LU10-9: Cluster Housing. Encourage clustering of housing units to help decrease the effective cost of land per dwelling unit and utilize the natural terrain to its best advantage.

Policy LU10-10: Moderate Income Homeownership. Allow for the creation of townhouse and condominium development through new construction, conversion or adaptive reuse in order to meet the demands of moderate income residents thereby increasing access to affordable, and moderate income homeownership opportunities.

The proposed development was reviewed by the Los Angeles Housing Department to ensure compliance with SB 330 and SB 8, legislation which, among other objectives, are designed to prevent displacement of lower income individuals. The project will provide eleven market rate for-sale units and one Very-Low-Income affordable unit. The creation of both the market rate units and the affordable unit will represent twelve new homeownership opportunities within the West Adams-Baldwin Hills-Leimert Community Plan, an area with considerable demand for new housing. The Affordable unit will allow a family which may otherwise have never had the opportunity to purchase a home the chance to do so. The market rate units, developed on lots a fraction of the size typical of new single family home construction, will allow for homeownership opportunities at a price point much lower than what is typical of new construction in the area.

Goal LU11: A community where new housing is located in a manner which reduces vehicular trips and makes it accessible to services and facilities.

Policy LU11-1: Higher Density Residential Near Transit. Encourage higher residential densities near commercial centers, light rail transit stations and major bus routes where public service facilities, utilities and topography will accommodate this development.

The proposed development is located within a mile or less of multiple public transportation options, including Metro Bus Line 617 at Robertson Blvd and Sawyer St approximately 375 feet away, providing direct linkages to multiple major employment and commerce centers including downtown Culver City, the Culver City E Line Station, Beverly Grove, Cedar Sinai, as well as other lines within the Metro Rail system. The project would be located within a mile of Metro Bus Line 17 with service to West Los Angeles VA Medical Center and UCLA and within a mile and a half of the future Metro Purple Line Station.

A vast amount of research–including a recent policy white paper published by Sunrise Movement LA and several Los Angeles-based nonprofit

organizations–shows that densification of existing developed areas can have an enormous impact on a city's aggregate greenhouse gas emissions. It states "infill housing is one of the best tools that cities and counties have to fight climate change. Building compact, walkable, and transit-oriented housing greatly reduces greenhouse gas emissions and prevents the low-density sprawl that destroys wild habitat.

UC Berkeley's CoolClimate Network emphatically states that " infill housing is probably the single most impactful measure that cities could take to reduce their emissions," and "Compact communities produce less greenhouse gas emissions by allowing people to choose from an abundance of transportation options, including public transit, lessening their dependence on cars. Communities dominated by single-family homes require driving—even for the most mundane daily errand—because destinations are spread far apart. In contrast, location-efficient multifamily housing allows people to live closer to schools, jobs, and places of worship, encouraging walking, biking, or public transit use, drastically reducing their carbon emissions. This isn't theoretical either: research shows that every 1% increase in urban population density cuts per capita CO2 emissions by 0.8%."

West Adams-Baldwin Hills-Leimert Community Plan Multifamily Residential Design Guidelines

Site Planning G55. Main pedestrian entrances should be provided where they can be seen immediately from the primary street(s) of approach. In this regard, main pedestrian entrances should be prominent to the front of the building, providing views into an interior court- yard or focal within a landscaped front open space area. The entrance approach should further be emphasized by employing the use of specialized paving treatments such as brick, tile or other high quality materials preferably set in sand or other pervious bedding.

The proposed project includes twelve small lot homes surrounding a central driveway. The two homes with frontage along Preuss Road have main entrances oriented toward the primary street of approach and decorated with finished cedar around the doorway and natural stones at the entryway. All other homes in the project orient their main entrances toward the common pedestrian walkways along the northernmost and southernmost boundaries of the project site.
An exhibit showing the primary entrance orientation along with the materials used to emphasize them is included with this submission. The front yard is landscaped with fraiser, box-leaved holly, and St. John's Wort bushes as well as Yoshino cherry trees and paved with permeable concrete.

G56: The design of all buildings should strive to be of a quality and character that improves community appearance by avoiding excessive variety and monotonous repetition. To achieve this, the volume of all buildings should be

composed of a vocabulary of form and shapes that employ attractive and complementary building materials and architectural features.

G57. All exterior building walls should try to provide a break in the plane, or a change in material at least every 20 feet in length and every 15 feet in vertical height. This may be achieved through simple articulation or the introduction of an architectural detail.

G58. In general, plaster or stucco finishes should not occupy more than 60% of the surface area of any exterior elevation.

G59. All buildings should feature at least three types of complimentary building materials to exterior building facades.

> The project's design employs a varied facade that features dark grey ribbed metal paneling, light grey stucco, and vertical and horizontal cedar paneling, punctuated by black metal-framed articulated windows, including large three-story windows on the street-facing side of the project. The design allows for regular breaks in plane while avoiding excessive variety.

G60. Stand alone trash enclosures that are not located within the parking garage of the building should be designed to be compatible with the architectural vocabulary of the building and enclosed by a minimum five foot high, decorative masonry wall.

G61. All projects should provide a minimum of one trash area for every ten units.

G62. Each trash area should have a separate area for the containment of trash receptacles.

G63. Any trash area should be located no more than 200 feet from the most remote unit it serves.The trash and recycling receptacles serving the proposed development are located within an enclosed area at the rear of the property adjacent to the alleyway. The enclosure is designed with materials that are compatible with the architectural vocabulary of the building and enclosed by a minimum five foot high, decorative masonry wall. The development provides one trash area for every ten units based on its provision of 12 units (i.e. 0.1 x 12 = 1.2 which rounds down to one trash area provided). The furthest unit served by the trash receptacle area is approximately 160 feet away from it.

G64. All freestanding walls should be designed to be compatible with the overall architecture of the site and preferably provide architectural interest either through a break in the plane, or a change in material, or an opening in the

surface of the wall; in general at least every 20 feet in linear length, or, through articulation or architectural detailing, or other means.

The proposed development does not include any freestanding walls.

G65. Wherever above grade parking is provided, architectural perforations or other wall openings should be provided to allow sunlight to penetrate the interior parking area and to break up the exterior plane of the parking wall. In general, at least 10% of the exterior wall surface should consist of openings, windows, doors, etc.

The proposed project provides two parking spaces per dwelling unit in a garage situated on the ground floor of each dwelling unit. The garages all contain window openings to allow sunlight to penetrate the interior parking area and to break up the exterior plane of the parking wall.

G66. Wherever above grade parking abuts any public street, a minimum 5 foot landscaped setback should be provided along the exterior walls of the parking.

The project's proposed parking garages do not abut any public streets.

Issue #2: Project Consistency with Existing Community Character

This is not a CEQA issue

The project fails to provide architectural compatibility that is contextually sensitive to the prevailing neighborhood character and is designed with little regard for the existing community. Single-family homes and modest two-story multi-family residential housing largely surround the project, yet its design completely fails to follow the residential design guidelines of the community plan by providing for three story dwellings with habitable rooftops and mechanical structures that extend into the fourth story. (Paragraph 2)

The project site is situated within a neighborhood of mostly single-family homes generally built between 1926 and 1941. The subject property was improved with single-family dwellings in 1941 and 1933. Since the time in which the neighborhood was built, the subject site as well as other properties along the block have been re-zoned to RD1.5 which allows for Low Medium Residential development. The proposed project is part of a redevelopment of the neighborhood that includes more dense dwellings for fee simple ownership, including small lot subdivisions and larger single-family homes.



A newer single-family home (located at 1930 S Preuss Road) built in 2012 that, at 33 feet in height, is clearly taller than the older single-family home beside it.



A newly constructed small lot subdivision containing six homes at 1959 Preuss Road that is consistent with the 45-foot height limit and clearly taller than the older single-family home beside it. Also pictured is a 5-unit small lot subdivision project at 1973 S Preuss Road that is planned to reach 45 feet in height and a 6-unit, four-story small lot subdivision project at 1953 S Preuss Road.

In the last thirteen years, several projects have been approved and permitted along the block between Sawyer Street and Guthrie Avenue that are taller than the older residential structures on lots adjacent to them. These projects and their heights (in some cases approximate) are listed below:

(1) 1901 Preuss Road - A three-story, five-unit condominium project currently under construction

(2) 1930 Preuss Road - A 33-foot tall single-family home constructed in 2012

(3) 1931 Preuss Road - A third-story (and roof deck) addition to an existing two-story home completed in 2021

(4) 1934 Preuss Road - A new 33-foot tall single-family home constructed in 2012

(5) 1953 Preuss Road - A 6-unit, 4-story (44 feet tall) small lot subdivision currently under construction

(6) 1959 - A new 45-foot tall 6-unit small lot subdivision that was recently completed

(7) 1967 Preuss Road - A recently permitted 4-story duplex

(8) 1973 Preuss Road - A 4-story, 45-foot tall 6-unit small lot subdivision project currently under construction

Issue #3: Project Transportation Impacts

This is a CEQA issue

The project also includes an introduction of an inappropriate number of new vehicles, many of which are proposed to access the development through an alley by creating a new through street from Pruess Road through the alley to the detriment of adjacent properties owners. This vehicular circulation would create a hazard to the existing property owners.

Adding 12 housing units, each with a two-car garage, will significantly increase traffic on Preuss Road. This narrow street already experiences congestion, and the additional traffic will further exacerbate this issue, impacting the quality of life for existing residents and potentially hindering emergency vehicle access.

The Los Angeles Department of Transportation has reviewed the proposed project, including its vehicular circulation plan, and did not find that the ingress and egress of vehicles through the alley would create a hazard to any properties or road users along the streets. However, the Applicant is willing to work with CD 10 to address any perceived issues with alley access.

The project's proposed addition of twelve dwelling units replacing two existing single-family homes would produce a net increase of 38 average daily trips (ADT) and 261 daily vehicle miles traveled (VMT). According to the Los Angeles Transportation Assessment Guidelines (TAG) a project's transportation impacts are considered

potentially significant if its operational land use would generate an increase of 250 ADT or more *and* a net increase in daily VMT. Senate Bill 743, which took effect in July 2020, changed the basis for evaluating projects' transportation effects to the overall amount that people drive instead of a roadway's resultant level of service (LOS). By this measure, the proposed project's transportation impacts are not expected to cause potentially significant environmental impacts.

Issue #4: Project Consistency with the General Plan Designation, Policies, and Regulations

This is a CEQA issue

Under the California Environmental Quality Act ("CEQA"), Class 32 exemptions apply only if the project is consistent with the applicable general plan designation, all applicable general plan policies, as well as with applicable zoning designation and regulations. However, this project does not apply strict conformance to the general plan, the community plan, or the zoning designation.

The project site is zoned RD1.5-1 which allows for Low Medium Residential development of structures up to 45 feet in height at a density of one unit per 1,500 square feet of lot area. The subject site is 17,927.4 square feet (including the half-alley which is permitted to be included in the lot area for the purposes of calculating density per LAMC 12.22. C.16.) and, therefore, the base density of the lot is 11.95 units, or 12 units rounded up (17,927.4 / 1500 = 11.9516). According to LAMC 12.22. A.25. (c)(7), in calculating the number of units allowable (base density and bonus density, as well as required restricted affordable units), any number resulting in a fraction shall be rounded up to the next whole number. Therefore, the project complies in terms of use, density, and height.

The only deviation from the zoning code sought for the project, as proposed, is a reduction in front yard setback as one of the two lots constituting the project site contains a 20-foot building line setback (ORD-140304). As part of its Density Bonus, in exchange for providing 8% of its base units (1 unit of 12 base units) as a covenanted housing unit affordable to Very Low Income households, the project requests an off-menu waiver of development standard to provide a 10-foot front yard setback in lieu of the 20 feet required under ORD-140304. The request for a reduced setback is the only Density Bonus Waiver of Development Standard request included in the project. The Waiver of Development Standard was approved by the City Planning Commission at its meeting of August 8, 2024.

CEQA case law precedent establishes that, under CEQA, a project does not conflict with an applicable plan if it is consistent with the overall intent of the plan and would not preclude the attainment of its primary goals. A project does not need to be in perfect

conformity with each and every policy. Any conflict with an applicable policy, plan, or regulation is only a significant impact under CEQA if the policy, plan, or regulation was adopted for the purpose of avoiding or mitigating an environmental effect, and if the conflict itself would result in a direct physical impact on the environment. (*Sequoyah Hills Homeowners Assn. v. City of Oakland* (1993) 23 Cal.App.4th 704, 719.)

The proposed project largely conforms with the policies, programs, goals, and intent of the General Plan Housing Element and its respective Community Plan (see Issue #1 above for more details of the project's compliance with the West Adams-Baldwin Hills-Leimert Park Community Plan).

Furthermore, according to California Government Code Section 65589.5 states "A local agency shall not disapprove a housing development project…for very low, low-, or moderate-income households…or condition approval in a manner that renders the housing development project infeasible for development for the use of very low, low-, or moderate-income households, including through the use of design review standards, unless it makes written findings, based upon a preponderance of the evidence in the record, as to one of the following…The housing development project or emergency shelter as proposed would have a specific, adverse impact upon the public health or safety, and there is no feasible method to satisfactorily mitigate or avoid the specific adverse impact without rendering the development unaffordable to low- and moderate-income households or rendering the development of the emergency shelter financially infeasible.

As used in the paragraph above, a 'specific, adverse impact' means 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. **Inconsistency with the zoning ordinance or general plan land use designation shall not constitute a specific, adverse impact upon the public health or safety"** (emphasis added).

The Section goes on to specify "…the receipt of a density bonus pursuant to Section 65915 shall not constitute a valid basis on which to find a proposed housing development project is inconsistent, not in compliance, or not in conformity, with an applicable plan, program, policy, ordinance, standard, requirement, or other similar provision specified in this subdivision." In this case, the applicant is not proposing a density bonus beyond the subject site's base density (as defined in LAMC 12.22. A.25.) and is requesting one off-menu waiver of development standard that supports the physical feasibility of constructing the proposed Very Low Income dwelling unit.

<u>Issue #5: Project Analysis of VMT Impacts During Construction</u>

This is CEQA issue

The City's analysis does not include a VMT calculation that includes the construction and haul route phases of the project. Under CEQA, the whole of the project must be assessed. (Paragraph 5)

> According to the Los Angeles Department of Transportation's (LADOT) Transportation Assessment Guidelines (TAG), *"a project is required to analyze transportation impacts during its construction phase if the construction activities are expected to cause significant disruptions to the surrounding transportation network. This includes potential impacts such as lane closures, street parking removal, sidewalk closures, or detours that could affect vehicular, pedestrian, or bicycle traffic.*" The proposed project does not involve lane or sidewalk closures, street parking removal, or detours affecting vehicular, pedestrian, or bicycle traffic. Therefore, an analysis of the project's transportation impacts during construction is not warranted nor required.

Instead, this project sought concurrent concessions to exceed the development standards, design guidelines, and the zoning limits, in as much a CE 32 is not fitting for the project. (Paragraph 5)

> As stated above in response to Issue #4: The project requests one Wavier of Development Standard to support the physical feasibility of constructing the proposed twelve units, including the unit reserved for Very Low Income Households. The Waiver was approved by the City Planning Commission. According to the state's Housing Accountability Act, the granting of a Density Bonus, including associated waivers and incentives necessary to support the physical and financial feasibility of constructing the bonus and affordable units shall not constitute a valid basis on which to find a proposed housing development project is inconsistent, not in compliance, or not in conformity, with an applicable plan, program, policy, ordinance, standard, or requirement.
>
> Issue #6: Geotechnical Design Hazard
>
> *This is CEQA issue*

The project will also increase hazards due to geotechnical design features being that the site is a hillside which will exacerbate the urban runoff to adjacent properties. The proposed development is on a hillside with known stability issues. The increased weight and disturbance from construction and habitation could exacerbate these issues, potentially leading to landslides or erosion, endangering both the new residents and existing homes. The sloping nature of the site raises serious concerns about water runoff and drainage. Increased impervious surfaces from the development could overwhelm existing drainage systems, lead to soil infiltration and instability, leading to flooding, erosion, and potential damage to neighboring properties. (Paragraph 6)

Soils engineering explorations were completed by a Geotechnical Engineer at the proposed project site on April 8, 2017 and January 24, 2022. A subsequent Soils Engineering Exploration Report was prepared for the property on March 24, 2023.

Geotechnical explorations of the site included excavating 5 hand-dug test pits up to 20 feet deep and field mapping. Samples of the earth materials encountered were returned to the laboratory for testing and analysis. Downhole observation of the earth materials was performed by the project geologist.

The report concludes that no trace of a fault is located on the site nor is the site located within a zone with potential for liquefaction or landsliding. It goes on to state “Due to the nature and density of the earth materials underlying the subject property and the depth to groundwater, earthquake-induced liquefaction, consolidation, and differential settlement are not likely to occur on the site.” Furthermore, the report, completed by Schick Geotechnical, Inc., concludes “Based upon the referenced exploration, it is the finding of SGI that the proposed structures is <sic> feasible from a soils engineering standpoint provided the advice and recommendations contained in this report are included in the plans and are properly implemented during construction.”

The Soils Engineering Exploration Report was submitted to the Los Angeles Department of Building and Safety (LADBS) Grading Division and approved by the same on May 5, 2023 (Log # 125722). The LADBS approval letter contains requirements upon which the acceptability of the referenced reports are conditioned. Among those requirements are conditions that will assure the site’s geological stability including:

2. The project engineering geologist shall observe all final removal excavations to verify that the conclusions of the current fault investigation are correct and that no fault trace or evidence of ground deformation are exposed in the excavation. Each panel of the shoring excavation shall be logged prior to the installation of lagging and a field memo documenting the panel has been logged shall be prepared for review by the Deputy Grading Inspector and Building Inspector(s). A supplemental report that summarizes the geologist’s observations shall be submitted to the Grading Division of the Department upon completion of the excavations. If evidence of faulting is observed, the Grading Division shall be notified and a site meeting scheduled.

4. Approval shall be obtained from the Department of Public Works, Bureau of Engineering, Development Services and Permits Program for the proposed removal of support and/or retaining slopes adjoining the public way (3307.3.2).

10. All man-made fill shall be compacted to a minimum of 90 percent of the maximum dry density of the fill material per the latest version of ASTM D 1557. Where cohesionless soil having less than 15 percent finer than 0.005 millimeters is used for fill,

it shall be compacted to a minimum of 95 percent relative compaction based on maximum dry density…

11. Existing uncertified fill shall not be used for support of footings, concrete slabs, or new fill.

12. Drainage in conformance with the provisions of the Code shall be maintained during and subsequent to construction.

13. Grading shall be scheduled for completion prior to the start of the rainy season, or detailed temporary erosion control plans shall be filed in a manner satisfactory to the Grading Division of the Department and the Department of Public Works, Bureau of Engineering, B-Permit Section, for any grading work in excess of 200 cubic yards.

14. All loose foundation excavation material shall be removed prior to commencement of framing. Slopes disturbed by construction activities shall be restored.

16. Temporary excavations that remove lateral support to the public way, adjacent property, or adjacent structure shall be supported by shoring, as recommended.

18. The soils engineer shall review and approve the shoring plans prior to the issuance of the permit.

19. Prior to the issuance of the permits, the soils engineer and or the structural designer shall evaluate the surcharge loads used in the report calculations for the design of the retaining walls and shoring. If the surcharge loads used in the calculations do not conform to the actual surcharge loads, the soil engineer shall submit a supplementary report with revised recommendations to the department for approval.

20. Shoring shall be designed for a minimum EFP of 67 PCF; All surcharge loads shall be included into the design as recommended.

21. shoring shall be designed for a maximum lateral deflection of 0.5 inch, as recommended.

22. A shoring monitoring program shall be implemented to the satisfaction of the soils engineer.

23. All foundations shall derive entire support from native undisturbed alluvial terrace soils, as recommended and approved by the geologist and soils engineer by inspection.

24. Foundations adjacent to a descending slope steeper than three to one (horizontal to vertical, closed parentheses, and gradient shall be a minimum distance of 1/3 the vertical

height of the slope, but need not exceed 40 feet measured horizontally from the. Bottom to the face of the slope.

25. Buildings adjacent to ascending slopes steeper than 3H:1V in gradient shall be set back from the toe of the slope a level distance measured perpendicular to slope contours equal to one-half the vertical height of the slope, but need not exceed 15 feet.

26. Footings supported on approved compacted fill or expansive soil shall be reinforced with a
minimum of four (4), ½-inch diameter (#4) deformed reinforcing bars. Two (2) bars shall be placed near the bottom and two (2) bars placed near the top of the footing.

27. The foundation/slab design shall satisfy all requirements of the Information Bulletin P/BC 2017-116 "Foundation Design for Expansive Soils."

29. Concrete floor slabs placed on expansive soil shall be placed on a 4-inch fill of coarse aggregate or on a moisture barrier membrane. The slabs shall be at least 4 inches thick, as recommended, and shall be reinforced with ½-inch diameter (#4) reinforcing bars spaced a maximum of 16 inches on center each way.

30. The seismic design shall be based on a Site Class D, as recommended. All other seismic design parameters shall be reviewed by LADBS building plan check.

31. Retaining walls shall be designed for the lateral earth pressures specified in the section titled 'Retaining Walls" starting on page 9 of the 03/24/2023 report. All surcharge loads shall be included into the design.

32. Retaining walls higher than 6 feet shall be designed for lateral earth pressure due to earthquake motions as specified on the wall pressure analysis of the reference report.

33. All retaining walls shall be provided with a standard surface backdrain system and all drainage shall be conducted in a non-erosive device to the street in an acceptable manner.

34. With the exception of retaining walls designed for hydrostatic pressure, all retaining walls shall be provided with a subdrain system to prevent possible hydrostatic pressure behind the wall. Prior to issuance of any permit, the retaining wall subdrain system recommended in the soils report shall be incorporated into the foundation plan which shall be reviewed and approved by the soils engineer of record.

35. Installation of the subdrain system shall be inspected and approved by the soils engineer of record and the City grading/building inspector.

39. All roof, pad and deck drainage shall be conducted to the street in an acceptable manner in non-erosive devices or other approved location in a manner that is acceptable to the LADBS and the Department of Public Works; water shall not be dispersed on to descending slopes without specific approval from the Grading Division and the consulting geologist and soils engineer.

40. All concentrated drainage shall be conducted in an approved device and disposed of in a manner approved by the LA DBS.

43. Prior to pouring concrete, a representative of the consulting soils engineer shall inspect and approve the footing excavations.

45. Installation of shoring shall be performed under the inspection and approval of the soils engineer and deputy grading inspector.

46. Prior to the placing of compacted fill, a representative of the soils engineer shall inspect and approve the bottom excavations.

47. No footing/slab shall be poured until the compaction report is submitted and approved by the grading division of the Department.

Furthermore, several new developments have been built on the same slope in the past thirteen years (see 1920 and 1934 Preuss Road above under Issue #2) and none have exacerbated urban runoff or caused landslides or erosion.

Issue #7: Affordable Housing Supply

This is not a CEQA issue

In addition, the project will contain only one affordable townhome-style condominium, which is unlikely to be feasible without a high degree of subsidy from the government. This is unacceptable in a city where affordable housing is already in short supply.

The proposed project is one of very few small lot subdivisions that includes an affordable unit. The Applicant is proposing one home reserved for Very Low Income households creating an otherwise unavailable affordable homeownership opportunity in a Higher Resource neighborhood.

In consultation with the Housing Department, the likely price of the Very Low Income unit would be approximately $123,000 if sold today. Other single-family homes in the neighborhood sell for $1.5 to $3 million, creating an inaccessible and inequitable housing supply which this development aims to help alleviate. Even when compared with other condominium- and townhome-style homeownership opportunities, which have sold for

between $1.2 and $1.5 million (averaging a $1,328,900 sales price), the proposed Very Low Income unit will be sold for a significantly lower price.

The standard covenant used by the Housing Department will also be extended to include very-low-income renters. If the unit is rented, the tenant must be an eligible household at a qualifying monthly price, which is currently a maximum of $1,161 per month. Other comparable three-bedroom units in the neighborhood rent for between $4,000 and $7,000.

The Applicant is able to provide this Very Low Income unit without direct government subsidy because of the state and local Density Bonus laws which allow the project to deviate from strict application of the development standards to support the physical feasibility of the affordable and market rate units.

The small lot subdivision development typology was created by local ordinance in Los Angeles to create lower-priced homeownership opportunities since, in urbanized areas like the one in which the project is proposed, the land itself is often the inflationary factor.

Issue #8: Neighborhood Council Opposition

This is not a CEQA issue

The South Robertson Neighborhoods Council (SORO NC), the Neighborhood Council that covers the Project Site, rejected this development and opposed any further approvals. The Department of City Planning disregarded the voice of the stakeholders in the community.

The City's neighborhood councils are valuable advisory bodies made up of dedicated volunteers who advocate for their communities on important issues.

Inevitably, neighborhood council members find themselves in opposition to State and local laws which encourage more and denser housing as a response to our housing crisis, and, as a result, some neighborhood councils vote to oppose projects which utilize those laws and ordinances, even when the project does not seek relief outside of what is customary allowed for projects under State and local law. While it is a Neighborhood Council's right to oppose a project, their position should not be interpreted as superseding larger policy efforts by the State and local government to address a housing crisis.

Since the start of 2022, the South Robertson Neighborhood Council has been presented with four housing development projects (including the subject project) and has failed to pass support motions on all four of them. In total, 186 housing units, including 31

affordable units, have been presented to the Neighborhood Council since the start of 2022.

A list of the housing projects presented to SORO NC, along with the outcome of the body's deliberations, is included below:

(1) 8521 Horner Street - Presented and opposed on December 15, 2022 included 29 units with 6 affordable
(2) 8787 Venice Blvd - Presented and support motion failed on March 16, 2023 included 73 units with 12 affordable
(3) 1904-1906 Preuss Road - Presented and opposed on December 21, 2023 included 12 units with 1 affordable
(4) 8931-8945 Helms Place - Presented and opposed on January 8, 2025 included 72 units with 12 affordable

Despite the neighborhood council's opposition to our project, the Applicant has made several changes to the project in direct response to the concerns of the community members, including but not limited to: (1) changing the size and location of windows in the rear units, (2) reducing the height of all of the units to 45 feet, (3) increasing the setbacks around the roof decks and adding landscaping to ensure privacy, (4) adding trim and articulation around the windows to create more depth and visual appeal, and (5) adding large windows to and altering the facade materials and colors of the front units to enhance the design aesthetics.

As demonstrated, the Applicant has shown a willingness to respond to the neighbors' concerns which should be recognized when evaluating this project.

The project's design before and after receiving feedback from the neighbors is shown below.

Before:

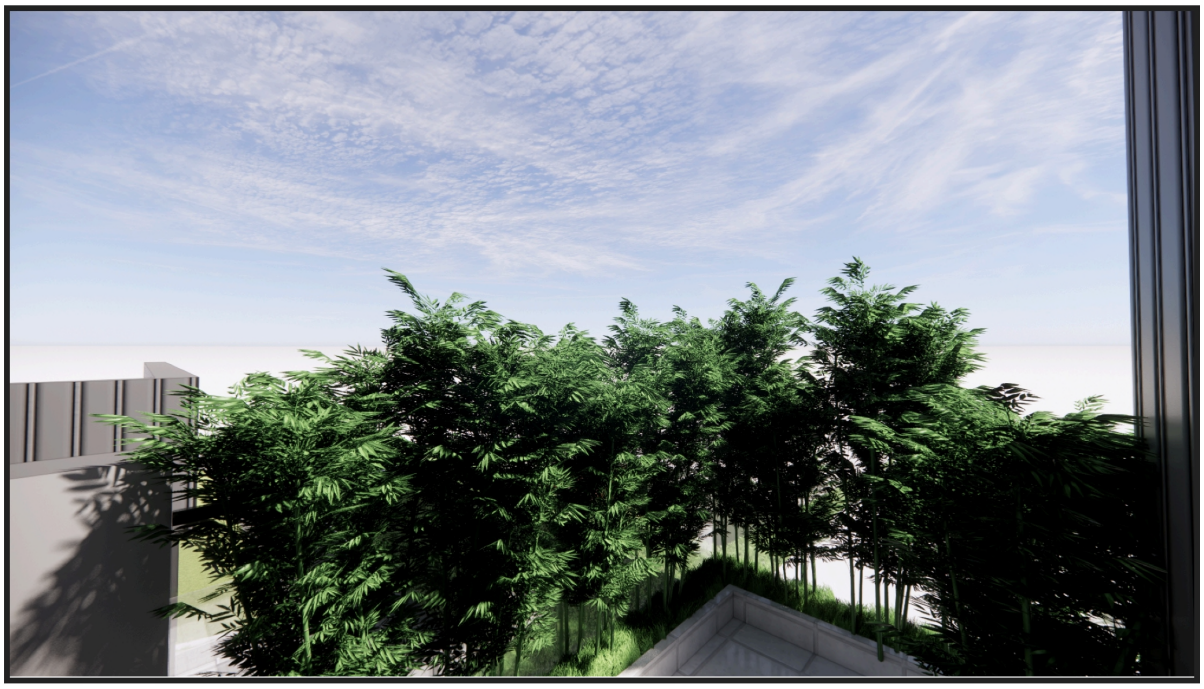




After:







Additionally, as a condition of approval added by the City Planning Commission on August 8th, 2024, the project will coordinate with the Urban Design Studio once the project's approval is finalized in order to ensure that the neighbor's concerns about the project's design are properly addressed.

Thank you for your diligent review and consideration.

Respectfully,

Jesi Harris, Brian Silveira & Associates

List of Attachments

1. Geotechnical Report (Addendum Soils Engineering Exploration) dated March 24, 2023

2. Geology and Soils Report Approval Letter from the Los Angeles Department of Building and Safety dated May 5, 2023

3. Transportation Study Assessment from the Los Angeles Department of Transportation

ADDENDUM SOILS ENGINEERING EXPLORATION

Proposed Twelve Structures

Lots 24 Tract 12110, and Lot 44, TR1250

1904 and 1906 South Preuss Road

Los Angeles, California 90034

for

Dr. and Mrs. Dauer

SG 9402-W **March 24, 2023**

SCHICK GEOTECHNICAL, INC.
7650 Haskell Avenue, Suite D, Van Nuys, California 91406 (818) 905-8011

ADDENDUM SOILS ENGINEERING EXPLORATION

Proposed Twelve Structures

Lots 24 Tract 12110, and Lot 44, TR1250

1904 and 1906 South Preuss Road

Los Angeles, California 90034

INTRODUCTION

The following report summarizes the findings of our addendum soils engineering exploration with respect to a revised development plan to include both lots. The purpose of this report is to evaluate the nature, distribution, engineering properties, and geologic structure of the earth materials underlying the site and is limited to the area of the proposed structures.

Intent

It is the intent of this report only to aid in the design and completion of the proposed project. Implementation of the "Conclusions and Recommendations" section of this report is intended to reduce certain risks associated with construction projects. The professional opinions and geotechnical advice contained in this report are subject to the general conditions described in the "Notice" section of this report.

EXPLORATION

The scope of this exploration is based on the plan provided by your architect. It is limited to the area of the proposed structures on each of the contiguous lots, as shown on the enclosed Map. The field exploration for 1904 Preuss Road was conducted on April 8, 2017, with the aid of hand labor and

field mapping. It included excavating 5 hand-dug test pits up to 20 feet deep and field mapping. Samples of the earth materials encountered were returned to the laboratory for testing and analysis. Downhole observation of the earth materials was performed by the project geologist. Office tasks included laboratory testing, engineering analysis, and the preparation of this report. Procedures and results of the laboratory testing are presented in Appendix I. The test pit logs are shown on the enclosed Table I. Surface conditions and the location of the test pits are shown on the enclosed Map. Additional field exploration was performed on 1906 Preuss on January 24, 2022 with the test pit logs included.

PROPOSED PROJECT

The previously proposed structure for 1904 Preuss was approved by the City of Los Angeles Department of Building and Safety Grading Division. The plan has been revised to include the contiguous site, 1906 Preuss Road. The required Fault Study was performed and approved for 1904 Preuss Road ("*Fault Rupture Hazard Investigation, Proposed New Residential Development, Lot 24, Tract TR 12110, 1904 Preuss Road, Los Angeles, California,*" dated, June 14, 2018). The scope of the proposed work has been revised is to include the contiguous development on 1906 Preuss Road.

REFERENCES

Previous work performed on the site includes:

"Soils Engineering Exploration, Proposed Apartment with Basement, Lot 24, Tract TR 12110, 1904 Preuss Road, Los Angeles, California," prepared by Schick Geotechnical, Inc., dated November 15, 2017;

City of Los Angeles Department of Building and Safety, Grading Division, Review Letter, Log #101108, dated December 21, 2017;

"Fault Rupture Hazard Investigation, Proposed New Residential Development, Lot 24, Tract TR 12110, 1904 Preuss Road, Los Angeles, California," dated, June 14, 2018;

"Response to City Review Letter, Lot 24, Tract TR 12110, 1904 Preuss Road, Los Angeles, California," prepared by Schick Geotechnical, Inc., dated June 18, 2018;

City of Los Angeles Department of Building and Safety, Grading Division, Review Letter, Log #101108-01, dated July 12, 2018;

"Response #2 to City Review Letter, Lot 24, Tract TR 12110, 1904 Preuss Road, Los Angeles, California," prepared by Schick Geotechnical, Inc., dated July 17, 2018;

City of Los Angeles Department of Building and Safety, Grading Division, Review Letter, Log #101108-02, dated August 21, 2018;

"Response #3 to City Review Letter, Lot 24, Tract TR 12110, 1904 Preuss Road, Los Angeles, California," prepared by Schick Geotechnical, Inc., dated August 23, 2018;

City of Los Angeles Department of Building and Safety, Grading Division, Approval Letter, Log #101108-03, dated August 28, 2018;

Email from BOE Central District, Excavation Counter, dated December 7, 2018;

"Response to BOE Review Letter, Lot 24, Tract TR 12110, 1904 Preuss Road, Los Angeles, California," prepared by Schick Geotechnical, Inc., dated January 23, 2019;

"Addendum Soils Engineering Exploration, Proposed Two Structures with Basement, Lot 24, Tract 12110, 1904 S. Preuss Road, Los Angeles, California 90034, dated March 1, 2021;

City of Los Angeles Department of Building and Safety, Grading Division, Approval Letter, Log #117724, dated August 3, 2021 (1904 Preuss).

SITE DESCRIPTION

The gently sloping sites are located on the east side of the street, in the City of Los Angeles, California. The existing sites are developed with a single family residence with s detached garage. Past grading associated with the construction of the existing developments consisted of placing approximately 1 to 3 feet of uncertified fill over the natural grade. Seeps, springs, and ground water were not encountered in the test pits to a depth of 20 feet.

EARTH MATERIALS

Fill

Fill blankets the sites and was encountered in the test pits to an observed depth of 1 to 3 feet. The uncertified fill consists of sandy silt which is medium brown, slightly moist, and medium dense.

Soil

The alluvial terrace is blanketed with a 2 to 3-foot thick layer of natural soil. The soil consists of sandy silt with clay binder which is dark brown, slightly moist, and medium dense.

Alluvial Terrace

Alluvial terrace encountered in the test pits consists of silty clayey sand which is light brown, moist, and stiff.

SEISMIC CONDITIONS

The Southern California region is located within a tectonically active portion of the earth's crust which has produced both small and sizeable earthquakes throughout recorded history and before. As the earth's crust continuously adjusts itself, stresses and strains are built up along discontinuities, referred to as faults. Faults can be generally classified as active, potentially active, or inactive. Faults are considered active if they have produced seismic activity within the past 11,000 years. Faults are considered potentially active if there has been seismic activity along the fault between 11,000 and 1,000,000 years. Inactive faults have not produced any seismic activity within the past 1,000,000 years.In an effort to better inform the public regarding seismic risk, the State of California passed the Alquist-Priolo Special Studies Act in 1972 following the 1971 San Fernando Earthquake. Active faults within the state were identified and zones were established limiting construction within

the zones. Following the damaging 1989 Loma Prieta Earthquake, the state enacted the Seismic Hazard Mapping Act (SHMA) in 1990. The Department of Conservation was empowered to prepare a set of maps designating areas within Los Angeles and a portion of Ventura Counties which are susceptible to seismic slope instability and liquefaction. Recently, real estate disclosure laws have been modified to require disclosure if a property is affected by the Alquist-Priolo Earthquake Fault Zoning Act and the Seismic Hazard Mapping Act. As of March 1, 1998, either the Local Option Real Estate Transfer Disclosure Statement or The Natural Hazard Disclosure Statement is required for disclosures. The subject property is not located within any special studies zone (Alquist-Priolo Act, 1972) and no known active fault crosses the site.

Following the 1994 Northridge Earthquake, the Department of Conservation, Division of Mines and Geology established areas which are considered to be susceptible to seismically-induced slope failure and liquefaction. These seismic safety zones were published as a series of maps, initially released in 1996. Liquefaction is a process in which seismic energy causes pore pressure within an area underlain by shallow groundwater (less than 40 feet deep) to exceed the overburden pressure of the soil. The result is a temporary loss of bearing capacity, causing structures to sink into the ground. This process is considered hazardous since liquefaction can result in significant structural failure.

The L.A.D.B.S. Parcel Profile Report indicates that the site is not located within a zone potential liquefaction or landsliding.

The site is located within an Alquist-Priolo Fault Study Zone. Based upon the referenced approved Fault Study and referenced approved SGI report, a trace of the fault is not located onsite. Should a nearby segment of the fault experience movement, very strong ground motion will occur. The site

is located within a methane buffer zone.

Seismic Design

The following seismic factors were obtained from the latest ASCE 7-16 website.

Seismic Factors	Value	Reference
Site Class	D	Chapter 20 of ASCE 7
Mapped Spectral Response Acceleration at 0.2 second Period (Ss)	2.06g	Figure 1613.3.1(1)/ CBC
Mapped Spectral Response Acceleration at 1.0 second Period (S_1)	0.733g	Figure 1613.3.1(2)/ CBC
Site Coefficient Fa	1.0	Table 1613.3.3(1)/CBC
Site Coefficient Fv	1.7	Table 1613.3.3(2)/CBC
Maximum Considered Earthquake Spectral Response Acceleration at 0.2 second Period (Sms)	2.06g	Equation 16-37/CBC
Maximum Considered Earthquake Spectral Response Acceleration at 1.0 second Period (Sm_1)	1.256g	Equation 16-38/CBC
Design Spectral Response Acceleration at 0.2 second Period (Sds)	1.373g	Equation 16-39/CBC
Design Spectral Response Acceleration at 1.0 second Period (Sd_1)	0.838g	Equation 16-40/CBC
Seismic Design Category	E	Chapter 20 of ASCE 7

Due to the nature and density of the earth materials underlying the subject property and the depth to groundwater, earthquake induced liquefaction, consolidation and differential settlement are not likely to occur on the site.

CONCLUSIONS AND RECOMMENDATIONS

Based upon the referenced exploration, it is the finding of SGI that the proposed structures is feasible from a soils engineering standpoint provided the advice and recommendations contained in this report are included in the plans and are properly implemented during construction.

The recommended bearing material is the dense natural alluvial terrace encountered in the test pits

at approximately 3 to 5 feet below existing grade. The following recommendations which are from the referenced approved report, remain applicable. The referenced SGI report indicates that a fault trace is not located on 1904 Preuss Road. Based upon the orientation of the fault zone shown in the approved report, 1906 Preuss Road is a greater distance from the fault. The setback from the west limit of the zone is shown on the enclosed Geologic Map. The referenced approved Fault Study is applicable for both of the sites.

FOUNDATION DESIGN

Spread/Pad Footings

Deepened continuous and/or pad footings may be used for support provided they are founded into the alluvial terrace. Continuous footings should be a minimum of 12 inches in width. Pad footings should be a minimum of 24 inches square.

The following chart contains the recommended design parameters.

Bearing Material	Minimum Embedment Depth of Footing (Inches)	Vertical Bearing (pcf)	Coefficient of Friction	Passive Earth Pressure (pcf)	Maximum Passive Earth Pressure (psf)
Alluvial Terrace	24	2,000	0.3	300	1,500

For bearing calculations, the weight of the concrete in the footing may be neglected. The bearing value shown above is for the total of dead and frequently applied live loads and may be increased by one third for short duration loading, which includes the effects of wind or seismic forces. When

combining passive and friction for lateral resistance, the passive component should be reduced by one third. All continuous footings must be reinforced with four #4 steel bars; two placed near the top and two near the bottom of the footings. Footings should be cleaned of all loose materials and approved by the geologist prior to placing forms, steel or concrete.

RETAINING WALLS

The proposed development will utilized a series of 'stepped' retaining walls up to 10 feet high. Retaining walls up to 10 feet high should be designed to resist an active earth pressure such as that exerted by the future compacted backfill. The 'active' pressure assumes that the retaining wall will be allowed to deflect 0.01H to 0.02H. If the retaining wall is not allowed to deflect it should be designed by the structural engineer for a restrained condition.

The recommended equivalent fluid pressure for basement retaining walls up to 10 feet high may utilize an at-rest earth pressure of 40pcf plus an induced seismic pressure of 55pcf. Perimeter retaining walls, with a zero property line condition may be designed for at-rest pressure of 67pcf, with an additional seismic induced pressure of 31pcf. A swelling surcharge should be applied from the base of the wall for the full height. Additional adjacent surcharges shall be applied by the structural engineer where they occur (see calculation for scaled surcharge) The shoring piles may be incorporated into the final wall design with shotcrete panels.

Basement walls which have horizontal movement restricted at the top shall be designed for earthquake load, taken as equivalent to the pressure exerted by a fluid plus seismically-induced earth pressure. The wall pressure stated assumes that the wall has been backfilled as outlined in the Retaining Wall Backfill section. Foundation design parameters, as given in the preceding section,

may be used for retaining walls. All loose material shall be cleared from the foundation excavations. Water shall not be allowed to pond or drain into or through the footing trench excavations.

SHORING PILES

It is anticipated that cantilevered shoring piles will be utilized to provide support for the north and south basement excavations where lateral support is removed from the adjoining sites. The shoring piles will be incorporated into the final wall design with shotcrete panels. The structural engineer should design the shoring system for a maximum deflection of ½ inch. The Geotechnical Engineer of Record should review and approve the shoring plans.

Based on the plans, the maximum height of shoring is anticipated to be approximately 10 feet when measured from the top of the excavation to the bottom of the foundations. Where the surface of the retained grade is level, it may be assumed that drained soils for temporary conditions will exert a lateral pressure equal to that developed by a fluid with a density of 67 pcf, plus scaled surcharges (ref: enclosed calculations). For the design of shoring piles spaced at least 2.5 diameters on centers, the allowable lateral bearing value (passive value) of the soils below the bottom of the excavation may be assumed to be zero at the excavated surface, increasing at the rate of 300 psf of depth, to a maximum of 2,500 psf. To develop the full lateral value, provisions should be taken to assure firm contact between the piles and the undisturbed soils. The lower portion of each soldier pile should consist of structural concrete. That portion of the pile located above the excavation bottom may consist of lean-mix concrete. The concrete used in the lower portion of the shoring pile located below the planned excavation bottom should be of sufficient strength to adequately transfer the imposed loads to the surrounding alluvial terrace. That portion of the shoring pile located below the excavated level may be used to resist downward loads, provided that the portion of the pile consists

of structural concrete, as discussed in the preceding paragraph. The frictional resistance between the concrete soldier piles and the alluvial terrace below the excavated level may be taken as equal to 700 psf.

It is recommended that the following reduction factors as recommended in the Naval Facilities Engineering Command Design Manual 7.02 be used by the Project Structural Engineer in the calculations of allowable lateral bearing pressure in the design of piles, if the center-to center spacing between adjacent piles is less than 8 times of the pile diameters.

Ratio of Pile Center to Center Spacing	8D	6D	4D	3D
Reduction factor	1.0	0.75	0.4	0.25

D: Pile Diameter

It is recommended that the reduction factor calculated in accordance with the following equations be used by the Project Structural Engineer in the calculations of allowable vertical bearing pressure in the design of piles if the center-to center spacing between adjacent piles is less than 3 times of the pile diameters. The illustration of the reduction factors for pile group is shown on Figure 1.

$$RF = [2 (m + n - 2) s + 4 D] / m n \pi D$$
$$s = [1.57 D m n - 2D] / [m + n -2]$$

Where RF: reduction factor
m: number of pile columns
n: number of pile rows
D: pile diameter

LAGGING

It is anticipated that lagging will be required between the shoring piles for the full height of the proposed excavation. Lagging should consist of treated lumber and be backfilled with lean-mix concrete to ensure full contact between the excavated soils and lagging boards. The shoring piles should be designed for the full anticipated lateral pressure. The pressure on the lagging, however,

will be less due to arching in the earth materials. The lagging should be designed for the recommended earth pressure but limited to a maximum value of 400 psf.

DEFLECTION

It is difficult to accurately predict the amount of deflection of a shored embankment. Due to the proximity of the offsite structures, it is recommended that the structural engineer design the temporary shoring piles and the retaining walls to prevent any deflection. To reduce deflection of the shoring piles, a greater active pressure could be used in the shoring design. Survey control markers must be provided prior to any construction, and periodically monitored by the surveyor. A pre-construction 'survey' should be performed to photograph and document the surrounding structures and site conditions.

Lateral Loads

Lateral loads may be resisted by friction at the base of the conventional foundations and by passive resistance within the alluvium. A coefficient of friction of (0.3) may be used between the foundations and within the alluvial deposits. The passive resistance may be assumed to act as a fluid with a density of (300) pounds per cubic foot. A maximum passive earth pressure of (2,500) pounds per square foot may be assumed. For bearing calculations, the weight of the concrete in the footing may be neglected. The bearing value shown above is for the total of dead and frequently applied live loads and may be increased by one third for short duration loading, which includes the effects of wind or seismic forces. When combining passive and friction for lateral resistance, the passive component should be reduced by one-third. Footings should be cleaned of all loose materials and approved by the geologist prior to placing forms, steel or concrete.

Waterproofing

Walls located below grade are susceptible to moisture penetration and no waterproofing system can guarantee 100% protection. The most effective means of providing protection against moisture penetration is application of a waterproofing system on the backside of the retaining wall, prior to backfilling. Waterproofing paints, such as Drylok, which are applied to the face of walls can sometimes be effective, but should only be considered a temporary or remedial measure. Additional applications will likely be necessary and the long term effectiveness is difficult to predict. Bentonitic clay panels have also proven to be very effective. It is recommended that the foundation contractor provide recommendations for proven waterproofing systems to be utilized.

In addition to waterproofing, other precautions can be taken to reduce the possibility of future seepage problems. Implementing and maintaining proper surface drainage control on the site and around the retaining walls is very important. Surface water ponding must be completely eliminated on the site and behind retaining walls through the proper use of area drains, roof gutters and downspouts and surface drains which conduct drainage to an approved location. A subdrain behind the retaining walls which daylights to the atmosphere is required. The subdrain should be backfilled with 3/4-inch crushed gravel to facilitate the collection of water. Positive drainage away from the footings, waterproofing, compaction of trench backfill and subdrains can help to reduce moisture intrusion.

Retaining Wall Backfill

Retaining wall backfill should be compacted to a minimum dry density of 90 percent of the maximum dry density as determined by ASTM D 1557. If the earth materials contain less than 15 percent clay, the minimum compaction must be 95 percent. The placement of the fill will require

that the existing earth materials be completely removed to expose bedrock prior to the placement of fill. Where access between the retaining wall and the temporary excavation prevents the use of compaction equipment, retaining walls should be backfilled with 3/4-inch crushed gravel to within 2 feet of the ground surface. Where the area between the wall and the excavation exceeds 24 inches, the gravel must be vibrated or wheel-rolled, and tested for compaction. The upper 2 feet of backfill above the gravel should consist of a compacted fill blanket to the surface.

FLOOR SLAB

Decking, slabs and walkways are likely to experience cracking as the result of the curing process of the concrete. Shrinkage cracks are very difficult to prevent from occurring. Expansion joints are commonly installed within exterior decks in an effort to control the location of the inevitable cracks. The recommended steel reinforcement is intended to reduce the severity of cracking and must be properly installed to ensure proper performance. Rigid or brittle floor coverings, such as tile or marble may also experience cracking during the curing process of the concrete slab underneath and/or minor settlement. Providing a slip sheet between the slab and floor covering will help to reduce cracking of the floor covering.

Floor slabs must be cast over dense alluvium or a uniform thickness of approved compacted fill. The slab must be a minimum of 4 inches thick and reinforced with a minimum of #4 bars on 16 inch centers, each way. Slabs which will be provided with a floor covering should be protected by a minimum of a 10-mil polyethylene plastic vapor barrier. The vapor barrier should be either placed beneath the concrete slab and overlying 4 inches of gravel, or sandwiched between two 2-inch layers of gravel to protect the vapor barrier from punctures and to aid in the concrete curing. The vapor barrier should be properly sealed in the joint areas. If the vapor barrier is to be placed beneath the

concrete slab, a low slump concrete should be used to minimize possible damage of the barrier caused by curling of the concrete slab.

GRADING

The following guidelines may be used in preparation of the grading plan and job specifications for floor slab support. The slab should be supported by a uniform thickness of compacted fill. SGI would appreciate the opportunity of reviewing the plans to insure that these recommendations are included.

A. The areas to receive compacted fill shall be stripped of all fill and shall be observed by the soils engineer and/or geologist prior to placing compacted fill.

B. Following excavation of the overburden materials, the exposed grade should then be scarified to a depth of six inches, moistened to optimum content, and recompacted to 90 percent of the maximum density.

C. Fill, consisting of soil approved by the soils engineer, shall be placed horizontally in compacted layers with suitable compaction equipment. The excavated onsite materials are considered satisfactory for reuse in the controlled fills. Any imported fill shall be observed by the soils engineer prior to use in fill areas. Rocks larger than six inches in diameter shall not be used in the fill.

D. The fill shall be compacted to at least 90 percent of the maximum laboratory density for the material used. The maximum density shall be determined by ASTM D 1557-91 or equivalent. Where cohesionless soil having less than 15 percent finer than 0.005 millimeters is used for fill, the fill shall be compacted to 95 percent relative compaction.

E. Field observation and testing shall be performed by the soils engineer during grading to assist the contractor in obtaining the required degree of compaction and the proper moisture content. Where compaction is less than required, additional effort shall be made with adjustment of the moisture content, as necessary, until 90 percent compaction is obtained. One compaction test is required for each 500 cubic yards or two vertical feet of fill placed.

Foundation Settlement

Settlement of the foundation system is expected to occur on initial application of loading. A

settlement of ¼ to ½ inch may be anticipated. Differential settlement should not exceed ¼ inch.

Excavation Characteristics

The 20-foot deep test pit did not encounter groundwater or seepage.

DRAINAGE

Pad and roof drainage must be collected and transferred to the street in non-erosive drainage devices. Drainage must not be allowed to pond on the pad or against any foundation or retaining wall. Numerous area drains must be installed on the site to prevent ponding. Planters located adjacent to the structure should be waterproofed to the depth of footings and provided with area drains.

PLAN REVIEW

Formal plans ready for submittal to the Building Department must be reviewed by SGI. Any change in scope of the project may require additional work.

SITE OBSERVATION

It is recommended that all excavations be observed by the geologist or geotechnical engineer prior to placing forms, concrete, or steel. Should the observations reveal any unforeseen hazard, the geologist will provide additional recommendations. All fill that is placed must be approved, tested, and verified if used for engineered purposes. The entire length of subdrain behind retaining walls must be observed by a representative of this office an the City. All gravel backfill above the subdrain must be observed by a representative of SGI prior to placing a minimum of two feet of controlled fill as a cap. Please advise SGI at least 24 hours prior to any required site visit. All approved reports, plans, and permits must be at the site for review.

CONSTRUCTION SITE MAINTENANCE

It is the responsibility of the contractor to maintain a safe construction site per OSHA requirements.

Please call this office with any questions. This report and the exploration are subject to the following NOTICE. Please read the Notice carefully, as it limits our liability.

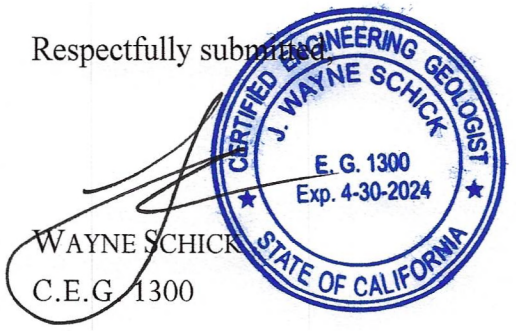
NOTICE

General

In the event of any changes in the design or location of any structure, as outlined in this report, the conclusions and recommendations contained herein may not be considered valid unless the changes are reviewed by us and the conclusions and recommendations are modified or reaffirmed after such review. The subsurface conditions, excavation characteristics, and geologic structure described herein and shown on the enclosed cross section have been projected from excavations on the site as indicated and should in no way be construed to reflect any variations that may occur between these excavations or that may result from changes in subsurface conditions. Fluctuations in the level of groundwater may occur due to variations in rainfall, temperature, irrigation, and other factors not evident at the time of the measurements reported herein. Fluctuations also may occur across the site. High groundwater levels can be extremely hazardous. Saturation of earth materials can cause subsidence or slippage of the site. If conditions encountered during construction appear to differ from those disclosed herein, notify us immediately so we may consider the need for modifications. Compliance with the design concepts, specifications or recommendations during construction requires the review of the engineering geologist and geotechnical engineer during the course of construction. The exploration was performed only on a portion of the site, and cannot be considered as indicative of the portions of the site not explored. This report is issued and made for the sole use and benefit of the client, is not transferable and is as of the exploration date. Any liability in connection herewith shall not exceed the fee for the exploration. No warranty, expressed or implied, is made or intended in connection with the above exploration or by the furnishing of this report or by any other oral or written statement. This report was prepared on the basis of the plan furnished. Final plans should be reviewed by this office as additional geotechnical work may be required.

Schick Geotechnical, Inc. has reviewed, concurs with, and accepts responsibility for the laboratory testing performed by Soil Labworks LLC. The laboratory test results included in Appendix I were used in preparation of this report.

Respectfully submitted,



WAYNE SCHICK
C.E.G. 1300



FRANK MISCIONE
P.E. C69031

Enc: Appendix I - Laboratory Testing
Vicinity Map
Regional Map
Table I - Log of Test Pits
Referenced Documents
Retaining Wall Analyses
Pocket: Plot Plan and Sections

xc: (3) Addressee

TABLE I - LOG OF TEST PITS (1904 Preuss)

Test Pit Number	Depth (Feet)	Description
1	0 - 1	FILL: Sandy Silt, medium brown, slightly moist, medium dense
	1 - 3	SOIL: Sandy silt with clay binder, dark brown, moist, medium dense
	3 - 10	ALLUVIAL TERRACE: silty clayey sand, light brown, moist, stiff
		End at 10 feet; No Water; No Caving
2	0 - 2	FILL: Sandy Silt, medium brown, slightly moist, medium dense
	2 - 4	SOIL: Sandy silt with clay binder, dark brown, moist, medium dense
	4 - 8	ALLUVIAL TERRACE: silty clayey sand, light brown, moist, stiff
		End at 8 feet; No Water; No Caving
3	0 - 2.5	FILL: Sandy Silt, medium brown, slightly moist, medium dense
	2.5 - 5	SOIL: Sandy silt with clay binder, dark brown, moist, medium dense
	5 - 8	ALLUVIAL TERRACE: silty clayey sand, light brown, moist, stiff
		End at 8 feet; No Water; No Caving
4	0 - 3	FILL: Sandy Silt, medium brown, slightly moist, medium dense
	3 - 5	SOIL: Sandy silt with clay binder, dark brown, moist, medium dense
	5 - 8	ALLUVIAL TERRACE: silty clayey sand, light brown, moist, stiff
		End at 8 feet; No Water; No Caving
5	0 - 1	FILL: Sandy Silt, medium brown, slightly moist, medium dense
	1 - 4	SOIL: Sandy silt with clay binder, dark brown, moist, medium dense
	4 - 20	ALLUVIAL TERRACE: silty clayey sand, light brown, moist, stiff
		End at 20 feet; No Water; No Caving

TABLE I - LOG OF TEST PITS (1906 Preuss Road)

Test Pit Number	Depth (Feet)	Description
6	0 - 3	FILL: Sandy Silt, medium brown, slightly moist, medium dense
	3 - 5	SOIL: Sandy silt with clay binder, dark brown, moist, medium dense
	5 - 8	ALLUVIAL TERRACE: silty clayey sand, light brown, moist, stiff
	End at 8 feet; No Water; No Caving	
7	0 - 2	FILL: Sandy Silt, medium brown, slightly moist, medium dense
	2 - 4	SOIL: Sandy silt with clay binder, dark brown, moist, medium dense
	4 - 7	ALLUVIAL TERRACE: silty clayey sand, light brown, moist, stiff
	End at 7 feet; No Water; No Caving	
8	0 - 3	FILL: Sandy Silt, medium brown, slightly moist, medium dense
	3 - 5	SOIL: Sandy silt with clay binder, dark brown, moist, medium dense
	5 - 7	ALLUVIAL TERRACE: silty clayey sand, light brown, moist, stiff
	End at 7 feet; No Water; No Caving	

TABLE I - LOG OF TEST PITS (1906 Preuss Road)

Test Pit Number	Depth (Feet)	Description
9	0 - 1	FILL: Sandy Silt, medium brown, slightly moist, medium dense
	1 - 4	SOIL: Sandy silt with clay binder, dark brown, moist, medium dense
	4 - 10	ALLUVIAL TERRACE: silty clayey sand, light brown, moist, stiff
	End at 10 feet; No Water; No Caving	
10	0 - 2	FILL: Sandy Silt, medium brown, slightly moist, medium dense
	2 - 5	SOIL: Sandy silt with clay binder, dark brown, moist, medium dense
	5 - 7	ALLUVIAL TERRACE: silty clayey sand, light brown, moist, stiff
	End at 7 feet; No Water; No Caving	

SOIL LABWORKS LLC

SL17.2499
June 28, 2017

Schick Geotechnical
7650 Haskell Avenue
Suite D
Van Nuys, California 91406

Subject: Laboratory Testing

Site: 1904 Preuss Road
Los Angeles, California

Job: SCHICK/PREUSS

Laboratory testing for the subject property was performed by Soil Labworks, LLC., under the supervision of the undersigned Engineer. Samples of the earth materials were obtained from the subject property by personnel of Schick Geotechnical and transported to the laboratory of Soil Labworks for testing and analysis. The laboratory tests performed are described and results are attached.

Services performed by this facility for the subject property were conducted in a manner consistent with that level of care and skill ordinarily exercised by members of the profession currently practicing in the same locality under similar conditions.

Respectfully Submitted:

SOIL LABWORKS, LLC



JON A. IRVINE
G.E. 2891

Enc: Appendix

2500 Townsgate Road, Suite E, Westlake Village, California 91361
(805) 370-1338 FAX (805) 371-4693

SOIL LABWORKS LLC

APPENDIX

Laboratory Testing

Sample Retrieval - Hand Labor

Samples of earth materials were obtained by driving a thin-walled steel sampler with successive blows of a drop hammer. The earth material was retained in brass rings of 2.416 inches inside diameter and 1.00 inch height. The samples were stored in closefitting, water-tight containers for transportation to the laboratory.

Moisture Density

The field moisture content and dry density were determined for each of the soil samples. The dry density was determined in pounds per cubic foot following ASTM 2937-17. The moisture content was determined as a percentage of the dry soil weight conforming to ASTM 2216-10. The results are presented below in the following table. The percent saturation was calculated on the basis of an estimated specific gravity. Description of earth materials used in this report and shown on the attached Plates were provided by the client.

Test Pit/Boring No.	Sample Depth (Feet)	Soil Type	Dry Density (pcf)	Moisture Content (percent)	Percent Saturation (G_s=2.65)
TP1	6	Alluvial Terrace	91.5	5.4	18
TP1	8	Alluvial Terrace	109.9	1.5	8
TP1	10	Alluvial Terrace	112.1	2.4	13
TP1	12	Alluvial Terrace	93.1	26.4	90
TP1	15	Alluvial Terrace	114.4	3.2	19

Shear Strength

The peak and ultimate shear strengths of the alluvial terrace were determined by performing consolidated and drained direct shear tests in conformance with ASTM D3080/D3080M-11. The tests were performed in a strain-controlled machine manufactured by GeoMatic. The rate of deformation was 0.01 inches per minute. Samples were sheared under varying confining pressures, as shown on the "Shear Test Diagrams," B-Plates. The moisture conditions during testing are shown on the following table and on the B-Plates. The samples indicated as saturated were artificially saturated in the laboratory. All saturated samples were sheared under submerged conditions.

Shear Strength

Test Pit/ Boring No.	Sample Depth (Feet)	Dry Density (pcf)	As-Tested Moisture Content (percent)
TP1	6	79.0	22.4
TP1	8	109.9	21.3
TP1	10	112.1	19.3
TP1	12	93.1	26.8

Consolidation

One-dimensional consolidation tests were performed on samples of the alluvial terrace in a consolidometer manufactured by GeoMatic in conformance with ASTM D2435/D2435M-11. The tests were performed on 1-inch high samples retained in brass rings. The samples were initially loaded to approximately ½ of the field over-burden pressure and then unloaded to compensate for the effects of possible disturbance during sampling. Loads were then applied in a geometric progression and resulting deformation recorded. Water was added at a specific load to determine the effect of saturation. The results are plotted on the "Consolidation Test," C-Plates.

SOIL LABWORKS LLC

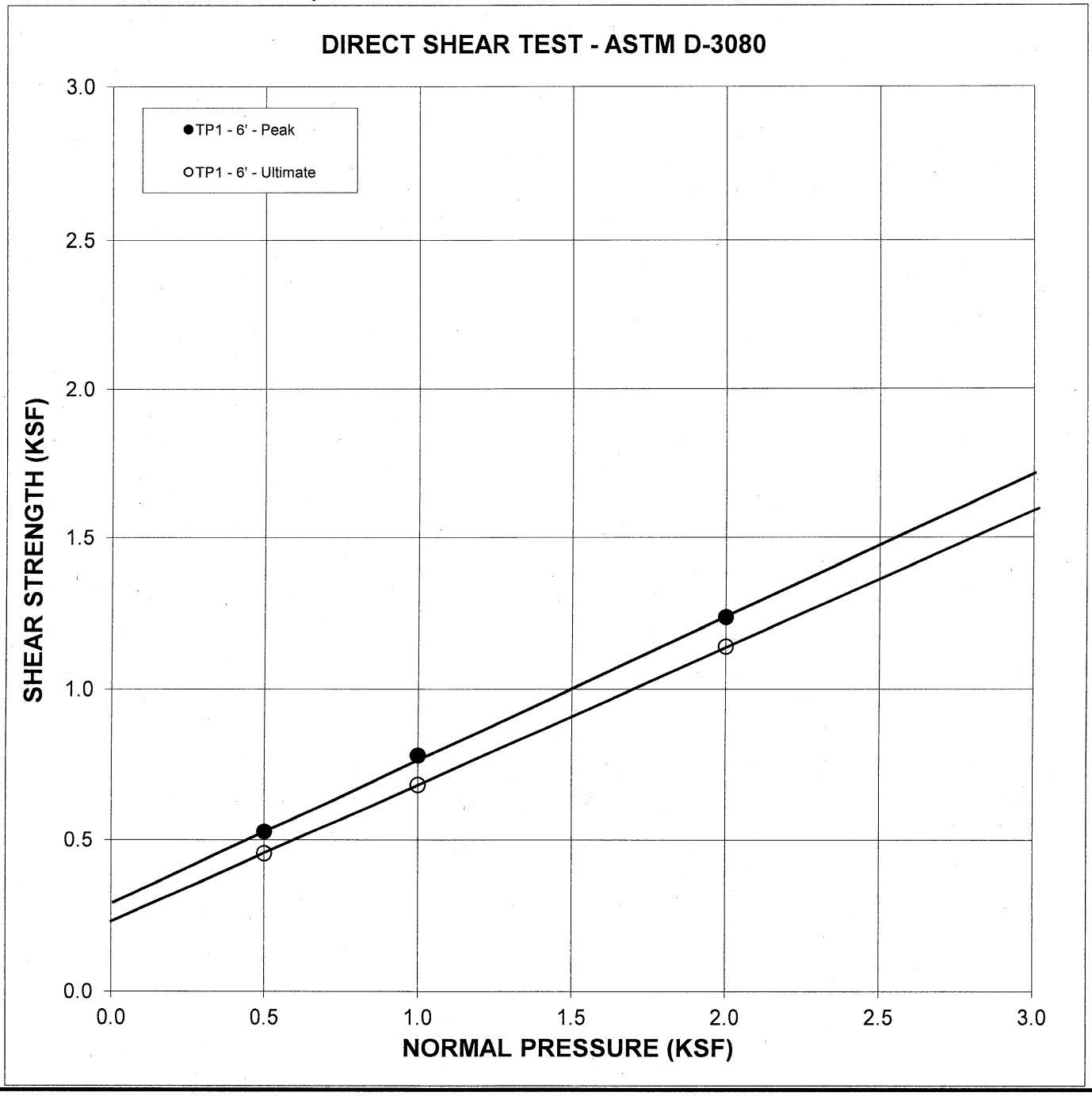
SHEAR DIAGRAM B-1

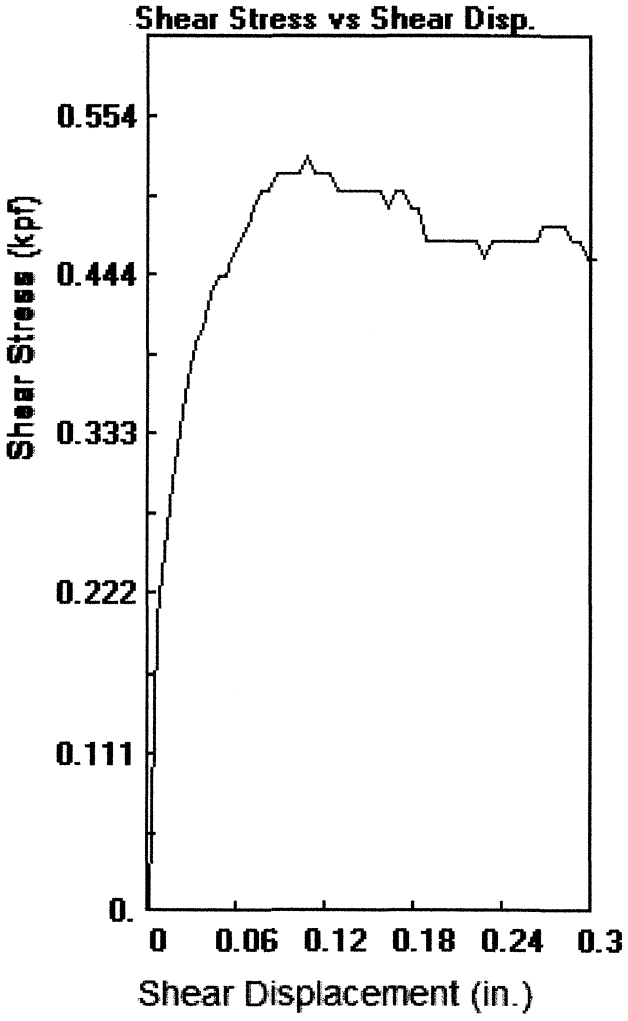
JN: **SL17.2499** CONSULTANT **JAI**
CLIENT: **Schick/1904 Preuss Road**

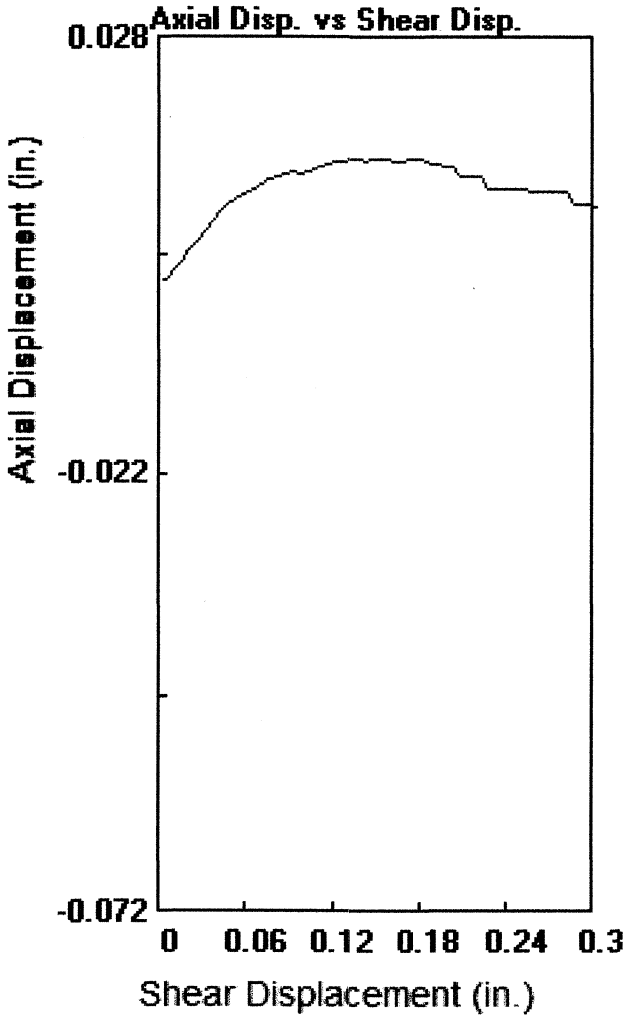
EARTH MATERIAL: **ALLUVIAL TERRACE**

	PEAK	ULTIMATE	
Phi Angle	25	24	degrees
Cohesion	295	230	psf

Average Moisture Content	22.4%
Average Dry Density (pcf)	91.5
Percent Saturation	73.5%







Parameters

Client: SCHICK

Location: 1904 PRAUSS RD

Job # 2499

Sample: 1

Boring: TP1

Depth: 6 ft.

File: 2499TP165.dat

Soil Type:AT

Technician: BF

Axial Load: 500 psf

Shear Rate: 0.010 in./sec.

Distance: 0.30 in.

Stress at Max Def
528 0.106

Stress at Max Disp
0.296 456

Maximum Load

528 psf

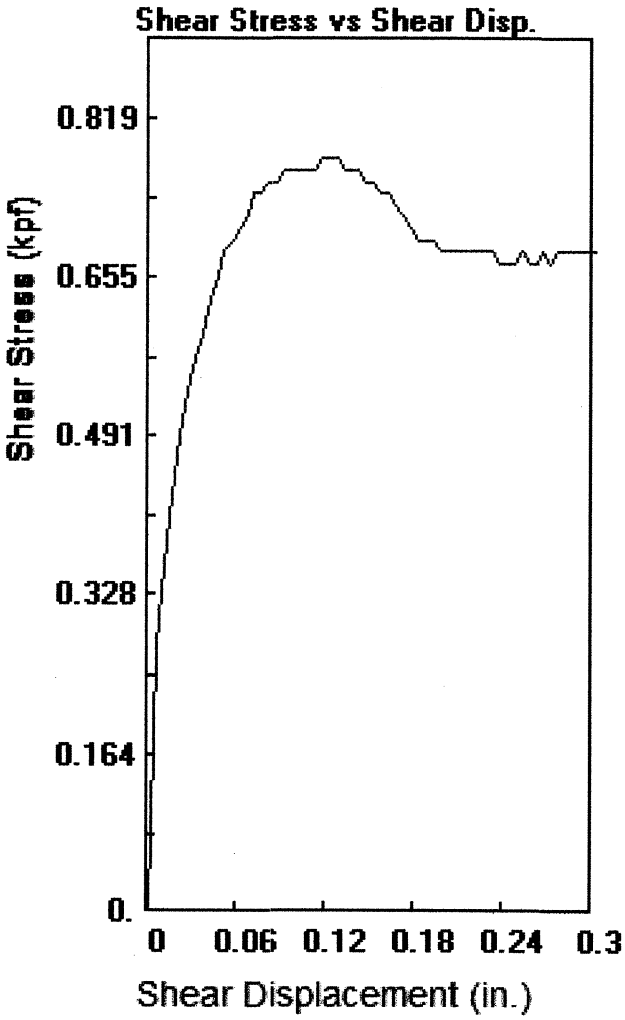
Shear Displacement at maximum Load

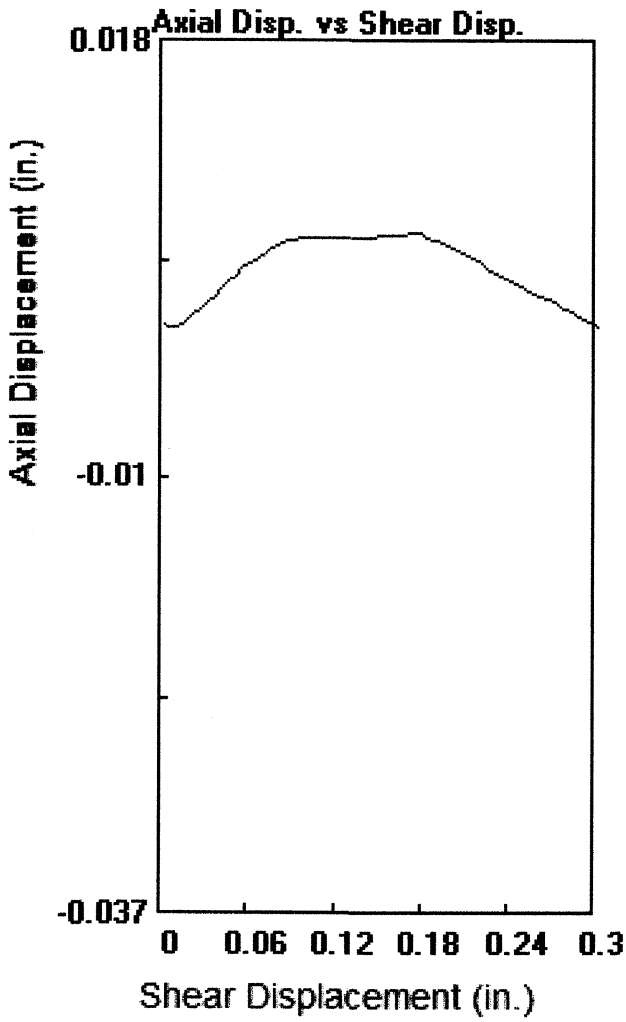
0.1058 in.

Date

6/26/2017

Soil Labworks





Parameters

Client: SCHICK

Location: 1904 PRAUSS

Job # 2499

Sample: 2

Boring: TP1

Depth: 6 ft.

File: 2499TP161.dat

Stress at Max Def
780 0.116

Soil Type:AT

Technician: BF

Axial Load: 1000 psf

Shear Rate: 0.010 in./sec.

Distance: 0.30 in.

Stress at Max Disp
0.296 684

Maximum Load

780 psf

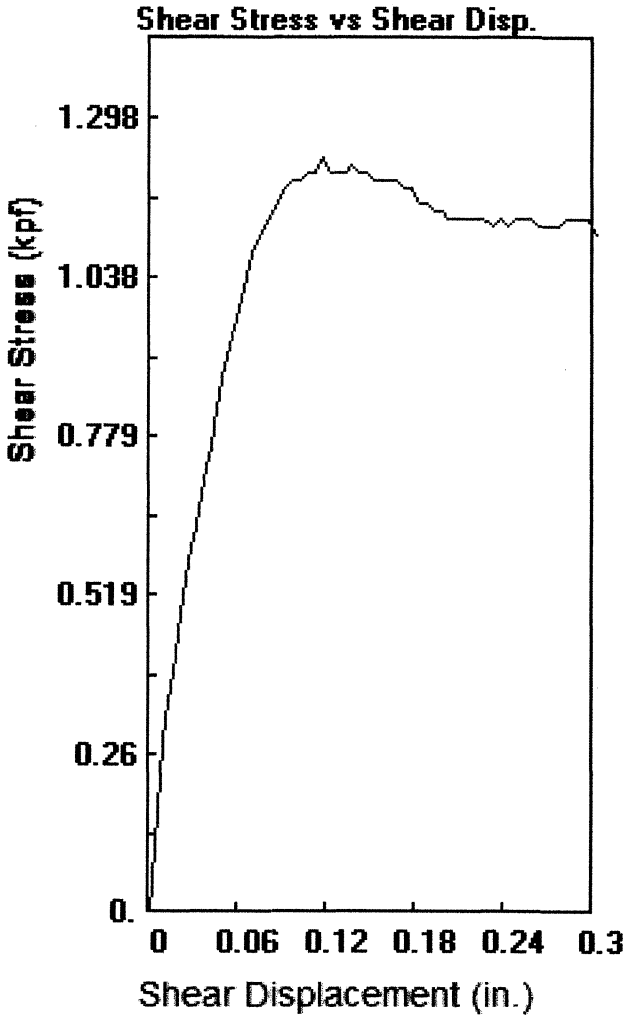
Shear Displacement at maximum Load

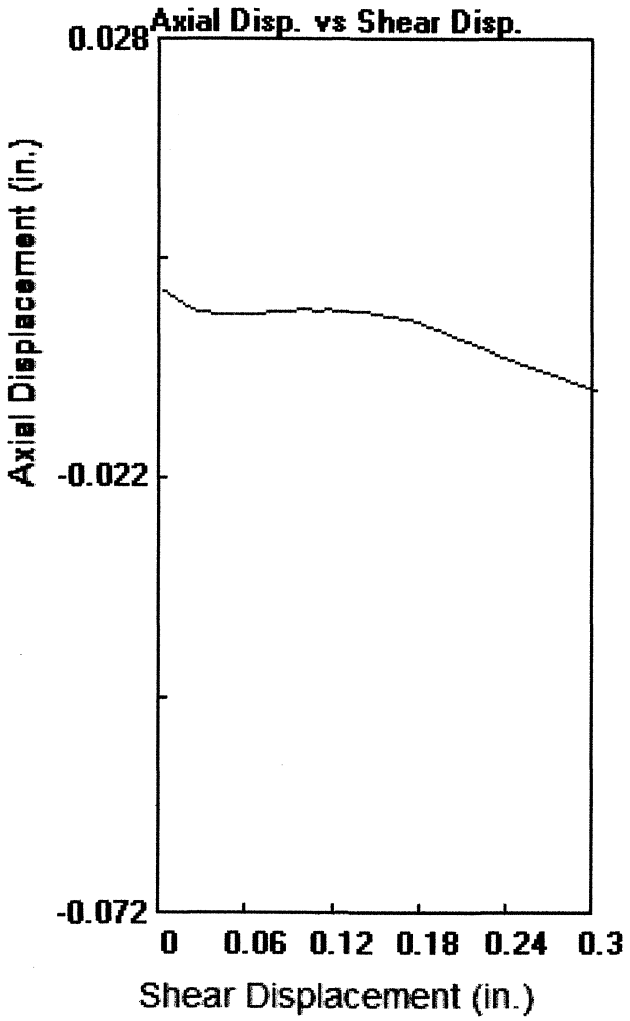
0.1155 in.

Date

6/26/2017

Robertson Geotechnical





Parameters

Client: SCHICK

Location: 1904 PRAUSS RD

Job # 2499

Sample: 3

Boring: TP1

Depth: 6 ft.

File: 2499TP162.dat

Soil Type:AT

Technician: BF

Axial Load: 2000 psf

Shear Rate: 0.010 in./sec.

Distance: 0.30 in.

Stress at Max Def
1236 0.116

Stress at Max Disp
0.296 1140

Maximum Load

1236 psf

Shear Displacement at maximum Load

0.1156 in.

Date

6/26/2017

Soil Labworks

SOIL LABWORKS LLC

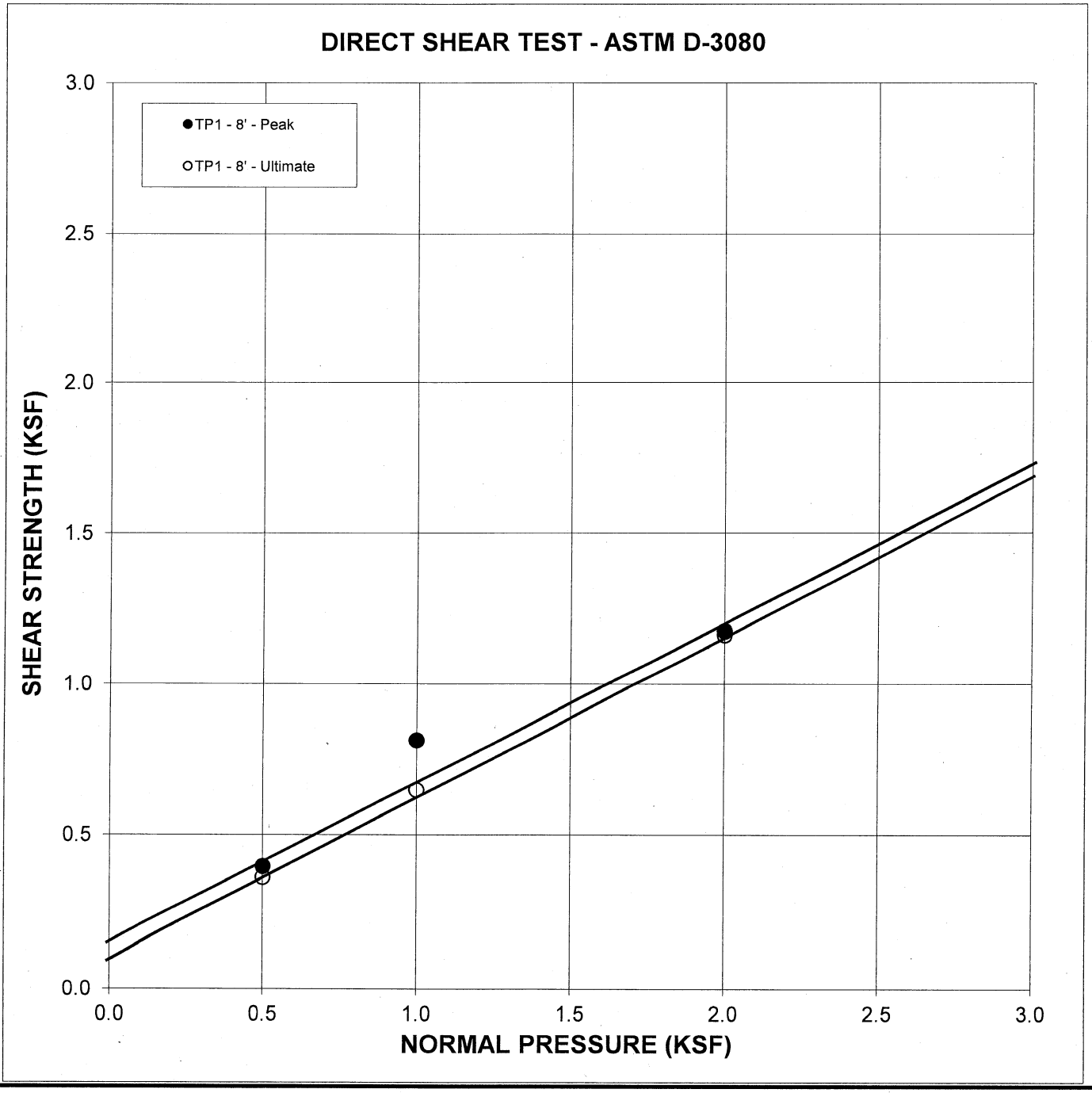
SHEAR DIAGRAM B-2

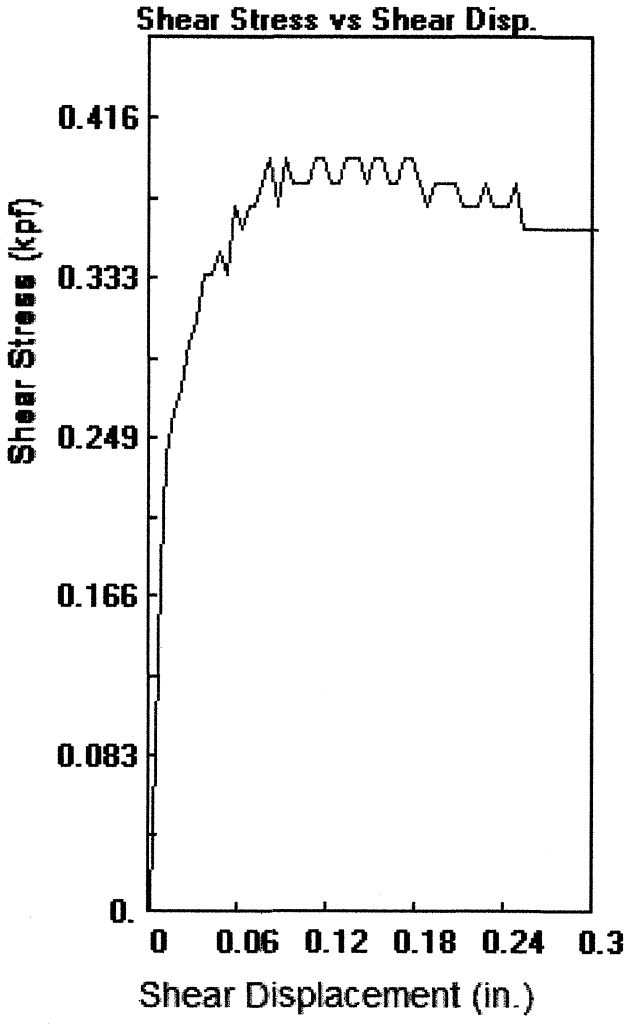
JN: **SL17.2499** CONSULTANT **JAI**
CLIENT: **Schick/1904 Preuss Road**

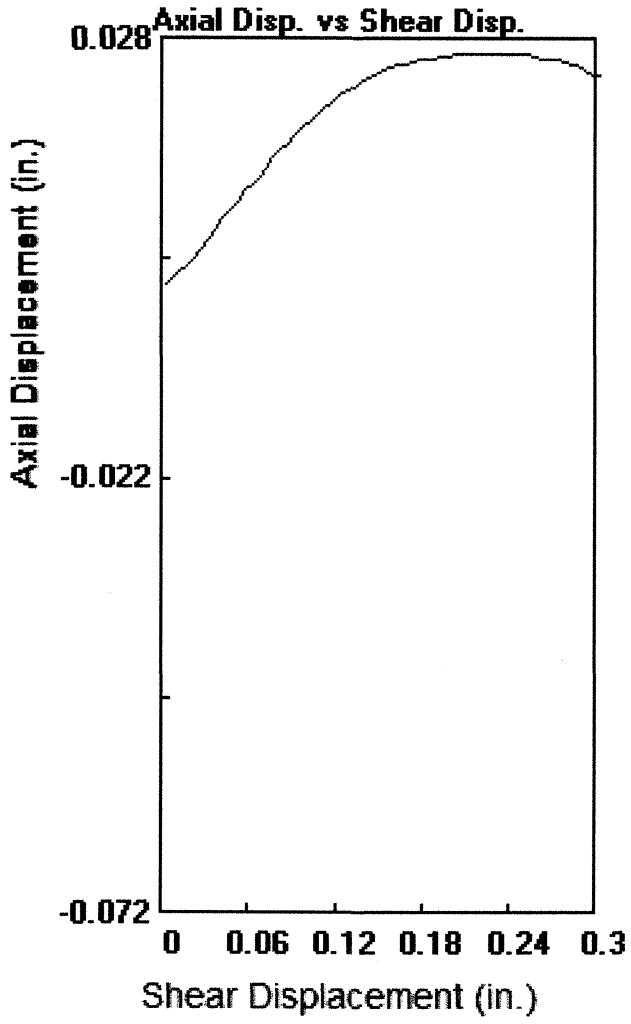
EARTH MATERIAL: **ALLUVIAL TERRACE**

	PEAK	ULTIMATE	
Phi Angle	27	27.5	degrees
Cohesion	150	100	psf

Average Moisture Content	21.3%
Average Dry Density (pcf)	109.0
Percent Saturation	100.0%







Parameters

Client: SCHICK

Location: 1904 PRAUSS RD

Job # 2499

Sample: 1

Boring: TP1

Depth: 8 ft.

File: 2499TP185.dat

Soil Type:AT

Technician: BF

Axial Load: 500 psf

Shear Rate: 0.010 in./sec.

Distance: 0.30 in.

Stress at Max Def
396 0.081

Stress at Max Disp
0.296 360

Maximum Load

396 psf

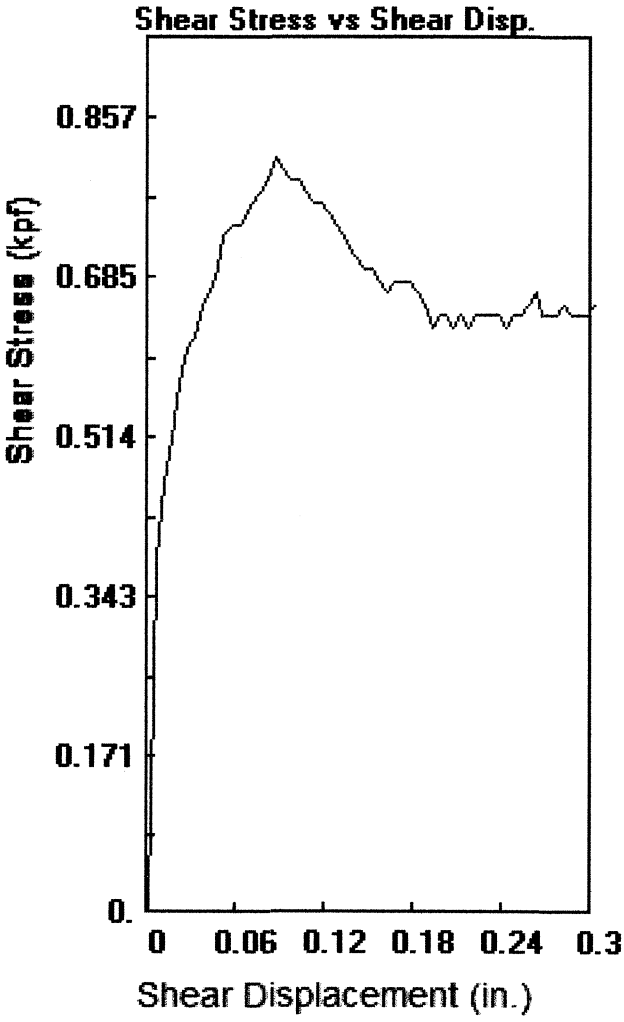
Shear Displacement at maximum Load

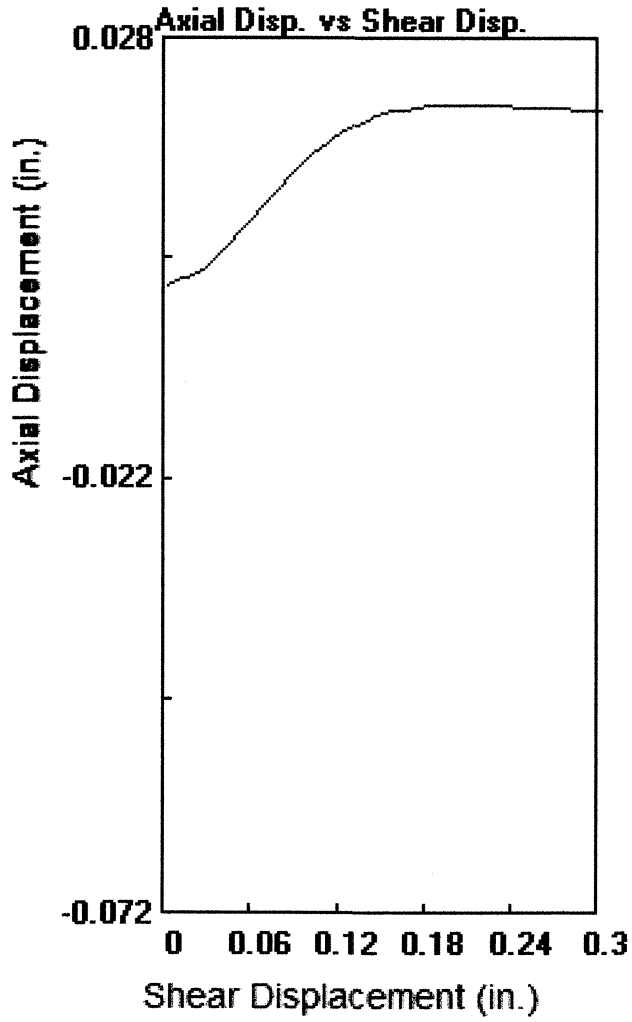
0.0807 in.

Date

6/26/2017

Soil Labworks





Parameters

Client: SCHICK

Location: 1904 PRAUSS RD

Job # 2499

Sample: 2

Boring: TP1

Depth: 8 ft.

File: 2499TP181.dat

Stress at Max Def
816 0.086

Soil Type:AT

Technician: BF

Axial Load: 1000 psf

Shear Rate: 0.010 in./sec.

Distance: 0.30 in.

Stress at Max Disp
0.296 648

Maximum Load

816 psf

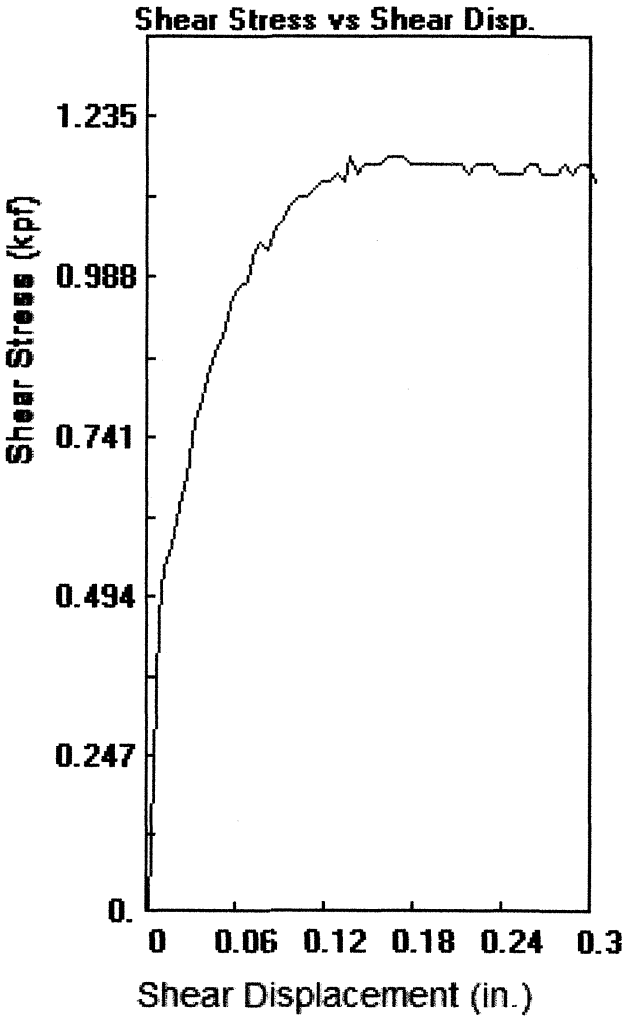
Shear Displacement at maximum Load

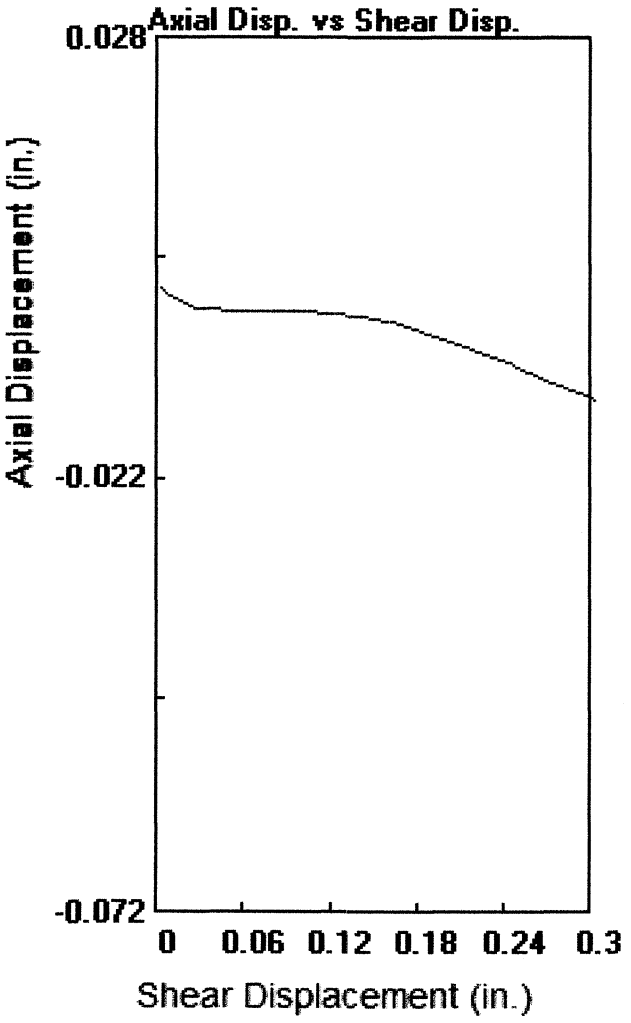
0.0855 in.

Date

6/26/2017

Soil Labworks





Parameters

Client: SCHICK

Location: 1904 PRAUSS RD

Job # 2499

Sample: 3

Boring: TP1

Depth: 8 ft.

File: 2499TP182.dat

Soil Type:AT

Technician: BF

Axial Load: 2000 psf

Shear Rate: 0.010 in./sec.

Distance: 0.30 in.

Stress at Max Def
1176 0.136

Stress at Max Disp
0.296 1164

Maximum Load

1176 psf

Shear Displacement at maximum Load

0.1355 in.

Date

6/26/2017

Soil Labworks

SOIL LABWORKS LLC

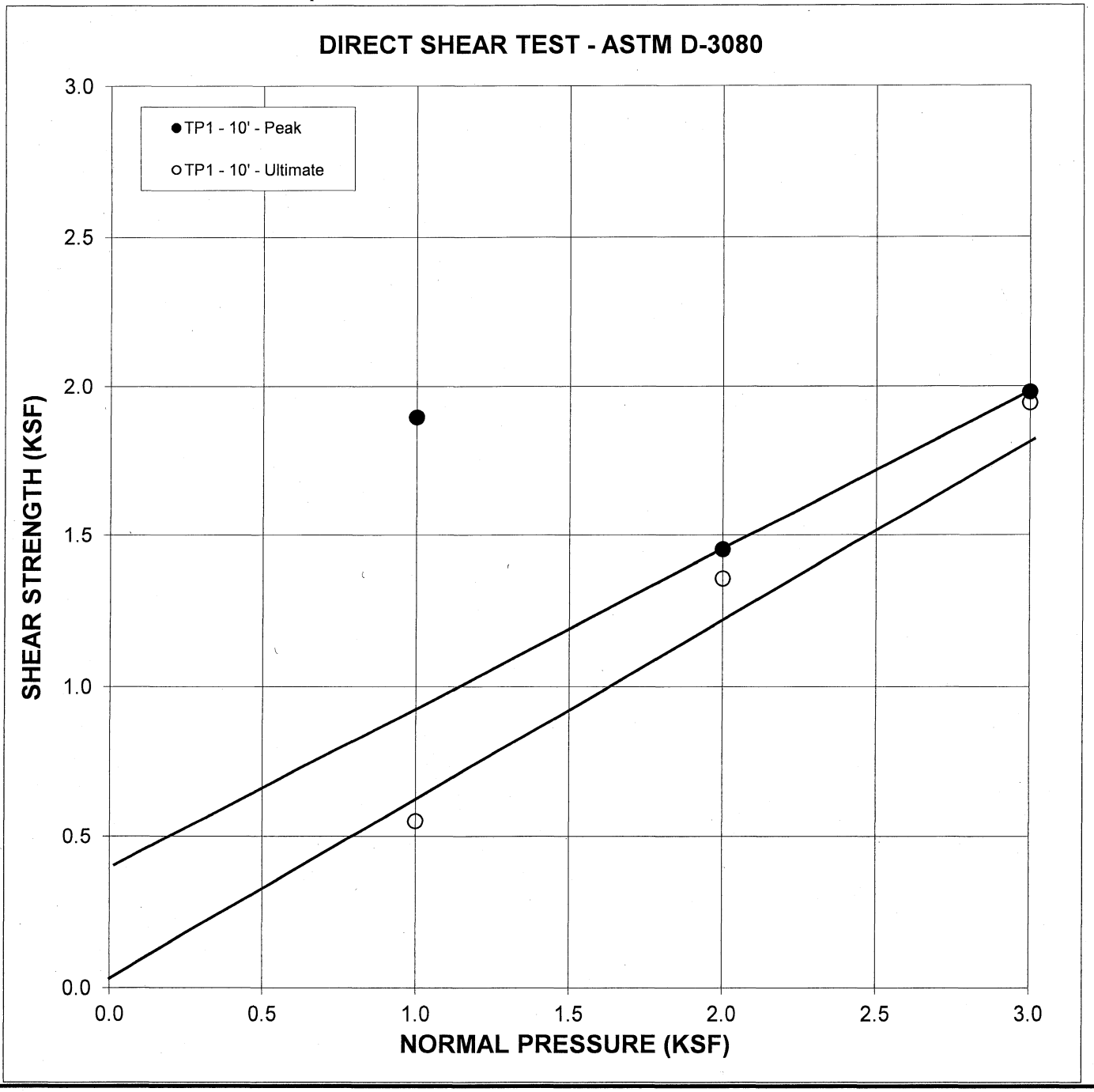
SHEAR DIAGRAM B-3

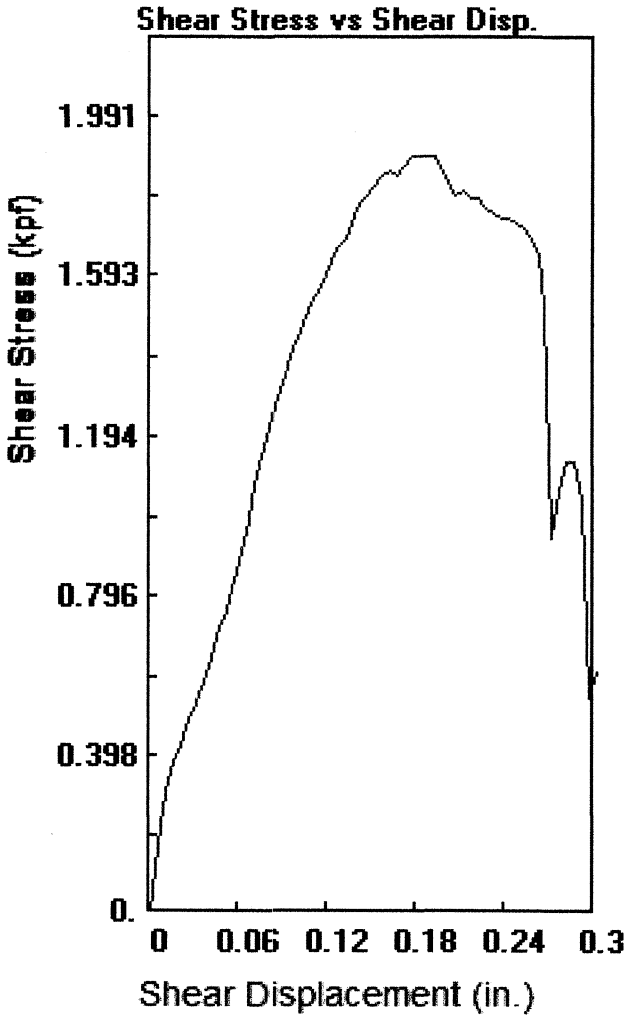
JN: **SL17.2499** CONSULTANT **JAI**
CLIENT: **Schick/1904 Prauss Road**

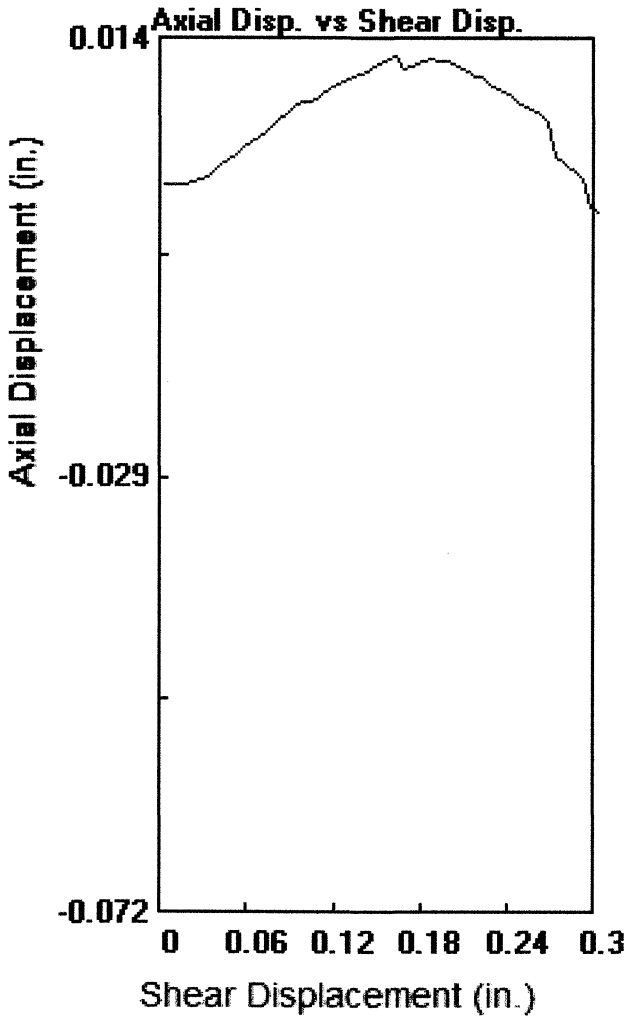
EARTH MATERIAL: **ALLUVIAL TERRACE**

	PEAK	ULTIMATE	
Phi Angle	27.5	30	degrees
Cohesion	400	45	psf

Average Moisture Content	19.3%
Average Dry Density (pcf)	112.1
Percent Saturation	100.0%







Parameters

Client: SCHICK

Location: 1904 PRAUSS RD

Job # 2499

Sample: 1

Boring: TP1

Depth: 10 ft.

File: 2499TP1121.dat

Soil Type:AT

Technician: BF

Axial Load: 1000 psf

Shear Rate: 0.010 in./sec.

Distance: 0.30 in.

Stress at Max Def
1896 0.176

Stress at Max Disp
0.296 552

Maximum Load

1896 psf

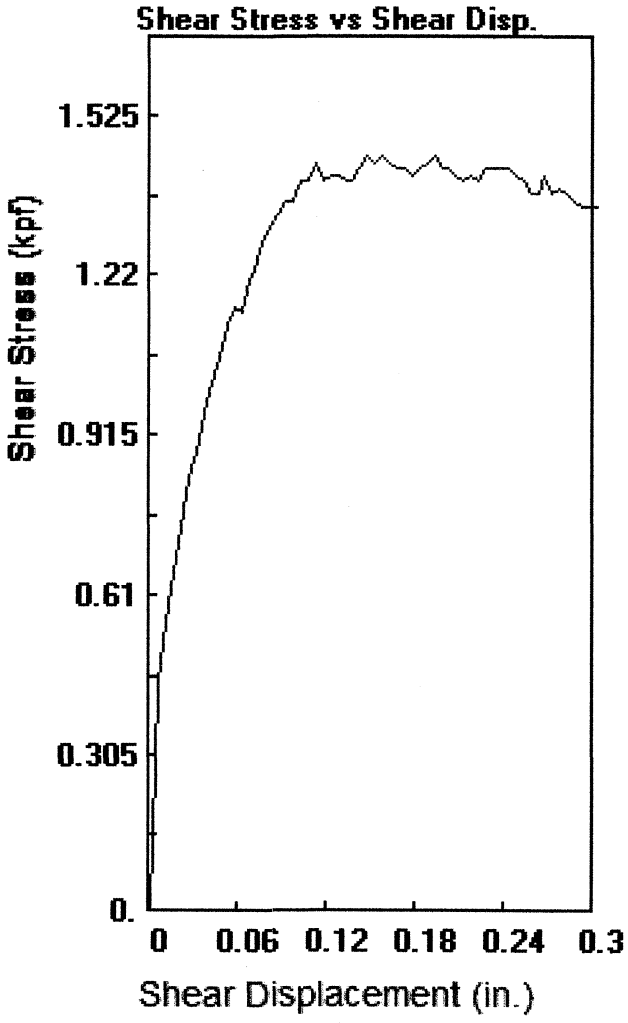
Shear Displacement at maximum Load

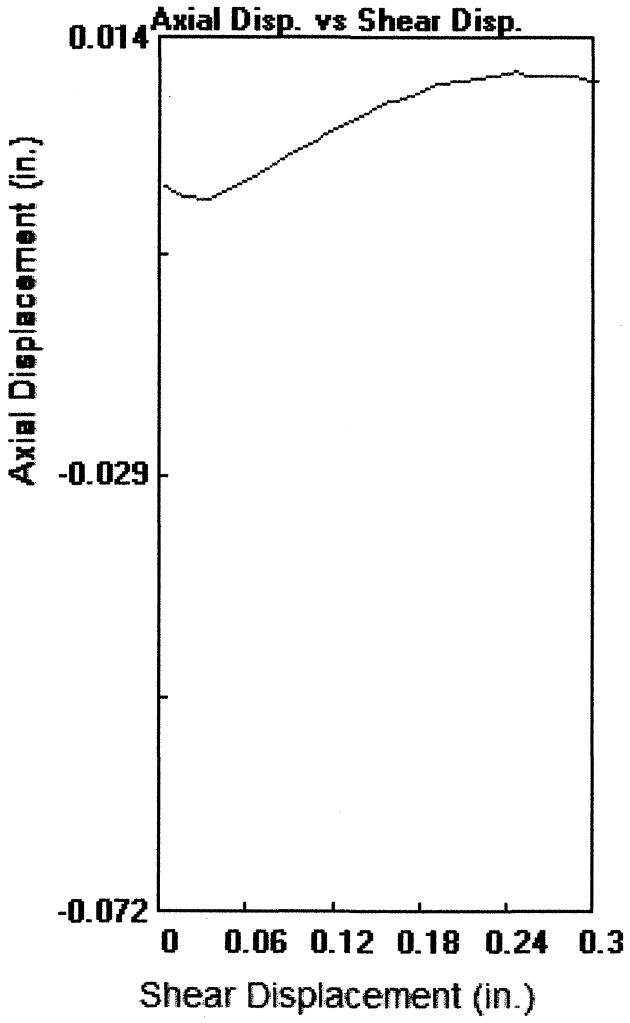
0.1756 in.

Date

6/26/2017

Soil Labworks





Parameters

Client: SCHICK

Location: 1904 PRAUSS RD

Job # 2499

Soil Type:AT

Sample: 2

Technician: BF

Boring: TP1

Axial Load: 2000 psf

Depth: 10 ft.

Shear Rate: 0.010 in./sec.

File: 2499TP1122.dat

Distance: 0.30 in.

Stress at Max Def
1452 0.146

Stress at Max Disp
0.296 1356

Maximum Load

1452 psf

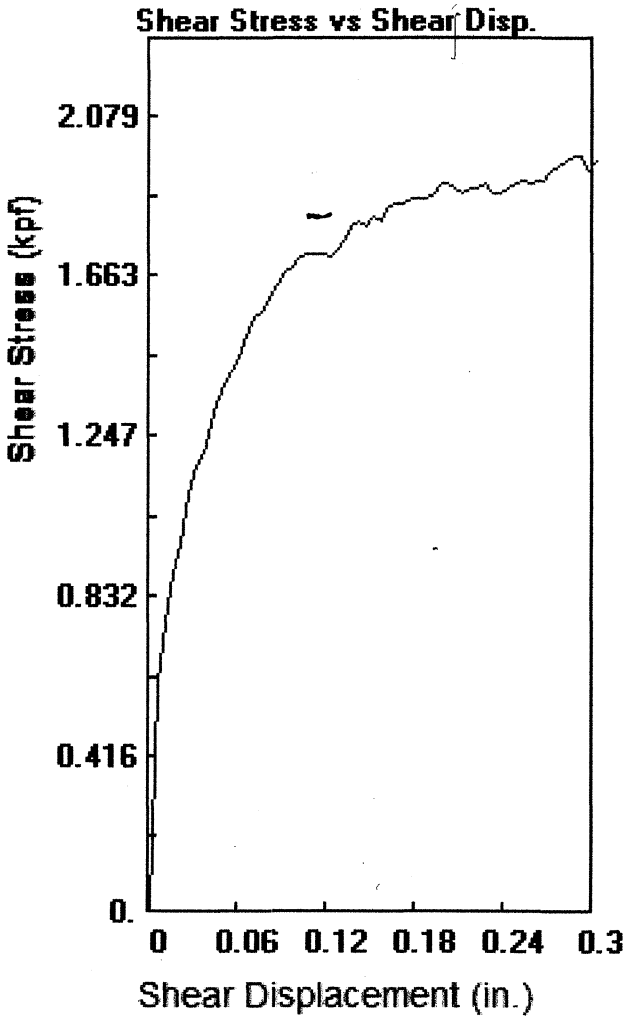
Shear Displacement at maximum Load

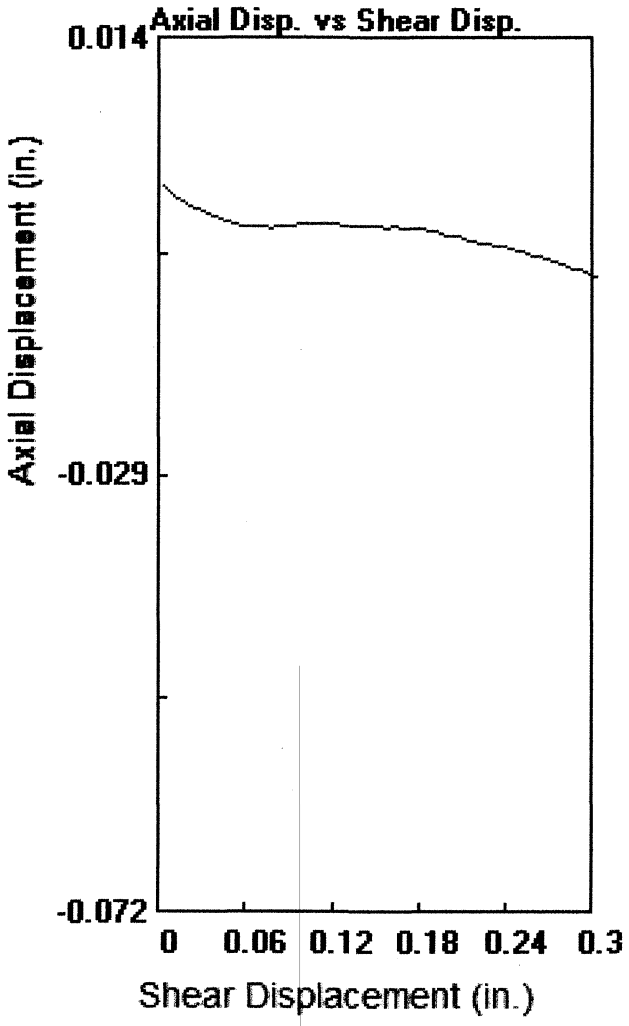
0.1457 in.

Date

6/26/2017

Soil Labworks





Parameters

Client: SCHICK

Location: 1904 PRAUSS RD

Job # 2499

Sample: 3

Boring: TP1

Depth: 10 ft.

File: 2499TP1123.dat

Stress at Max Def
1980 0.286

Soil Type:AT

Technician: BF

Axial Load: 3000 psf

Shear Rate: 0.010 in./sec.

Distance: 0.30 in.

Stress at Max Disp
0.296 1944

Maximum Load

1980 psf

Shear Displacement at maximum Load

0.2856 in.

Date

6/26/2017

Soil Labworks

SOIL LABWORKS LLC

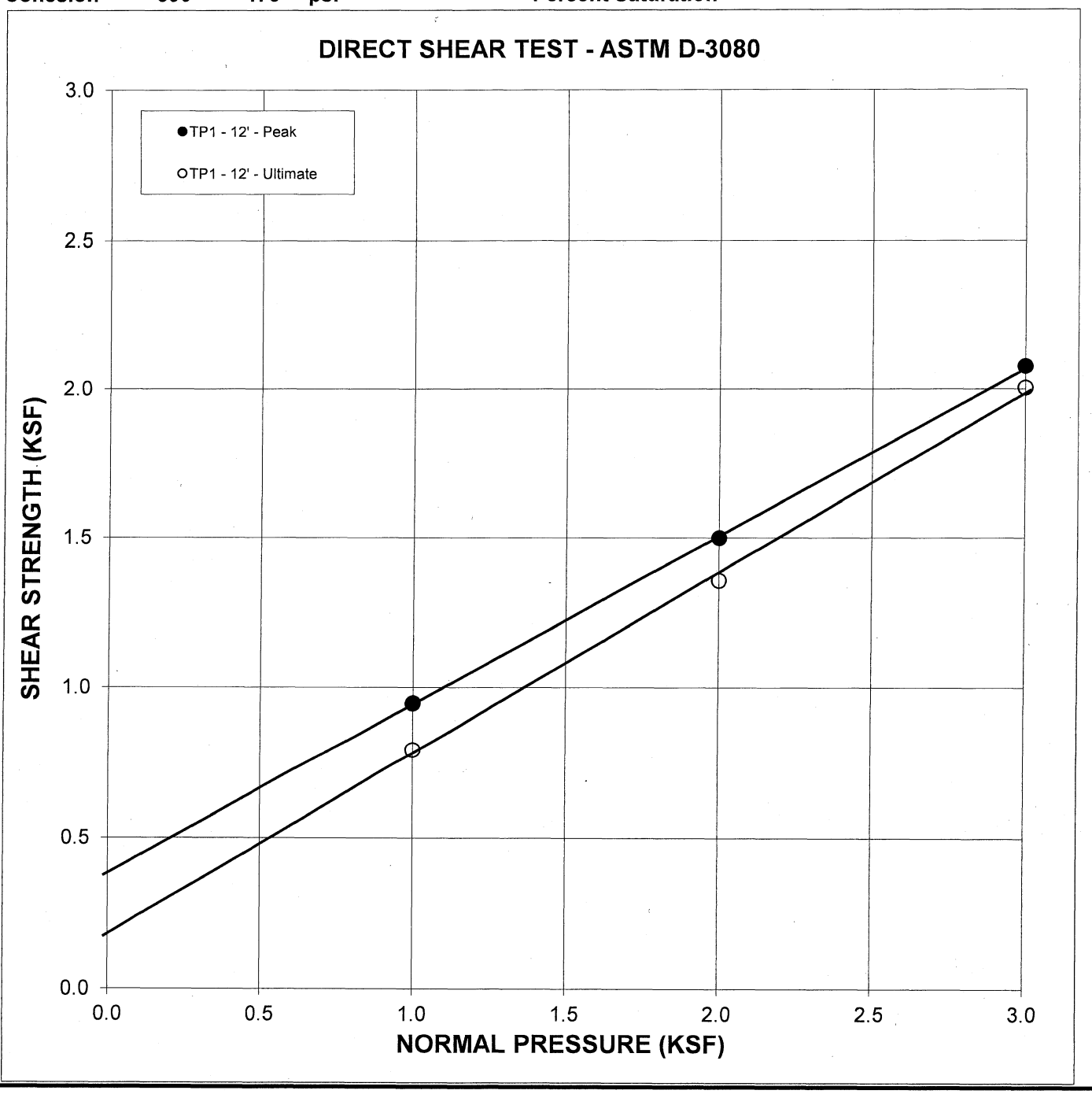
SHEAR DIAGRAM B-4

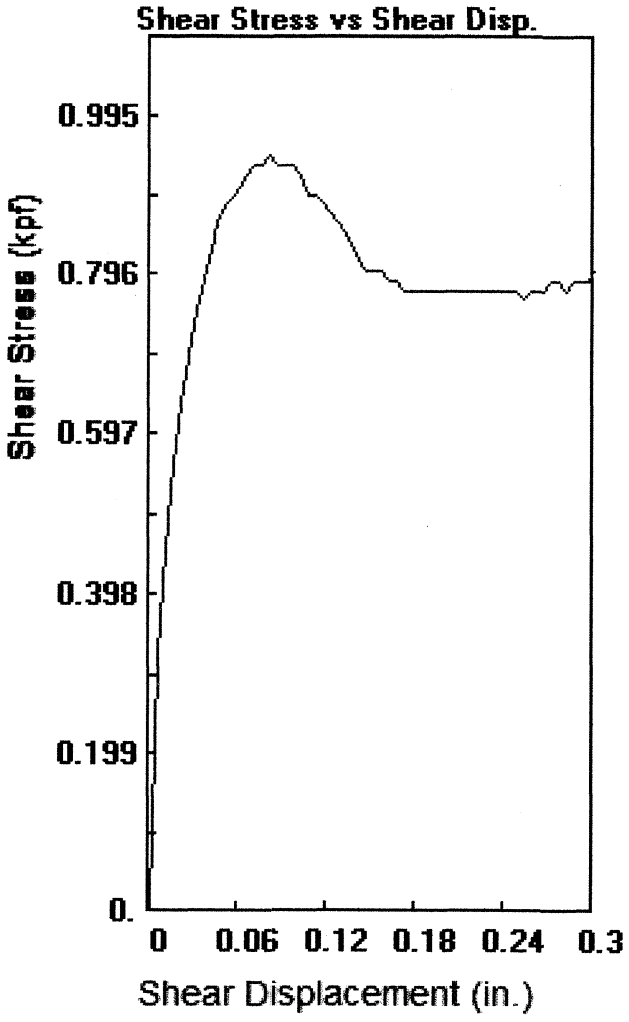
JN: **SL17.2499** CONSULTANT **JAI**
CLIENT: **Schick/1904 Preuss Road**

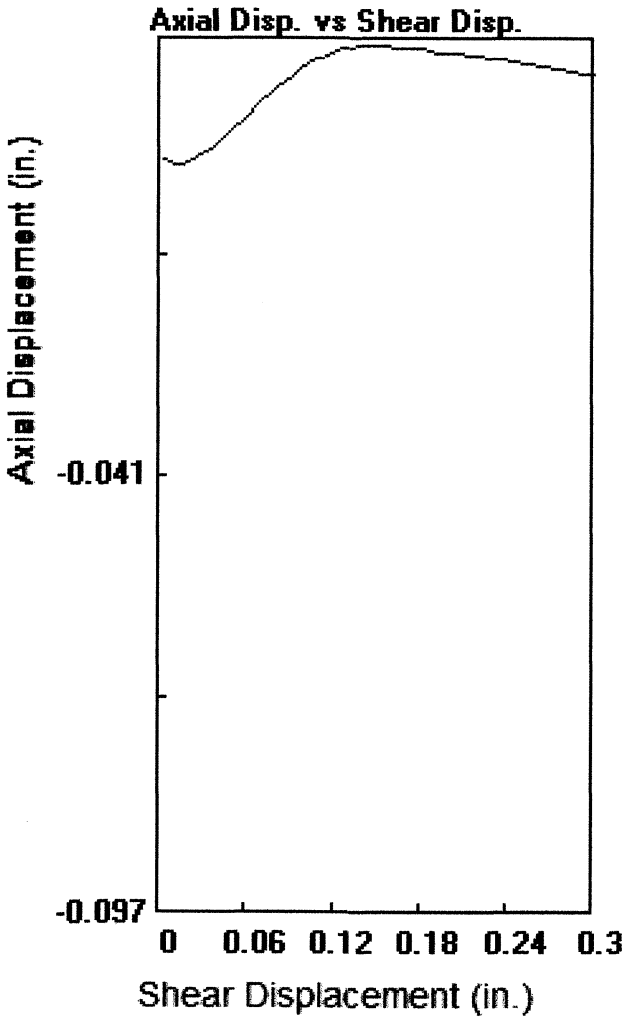
EARTH MATERIAL: **ALLUVIAL TERRACE**

	PEAK	ULTIMATE	
Phi Angle	29	31	degrees
Cohesion	390	175	psf

Average Moisture Content	26.8%
Average Dry Density (pcf)	93.1
Percent Saturation	91.5%







Parameters

Client: SCHICK

Location: 1904 PRAUSS

Job # 2499

Sample: 1

Boring: TP1

Depth: 12 ft.

File: 2499TP1121X.dat

Soil Type:AT

Technician: BF

Axial Load: 1000 psf

Shear Rate: 0.010 in./sec.

Distance: 0.30 in.

Stress at Max Def
948 0.081

Stress at Max Disp
0.296 792

Maximum Load

948 psf

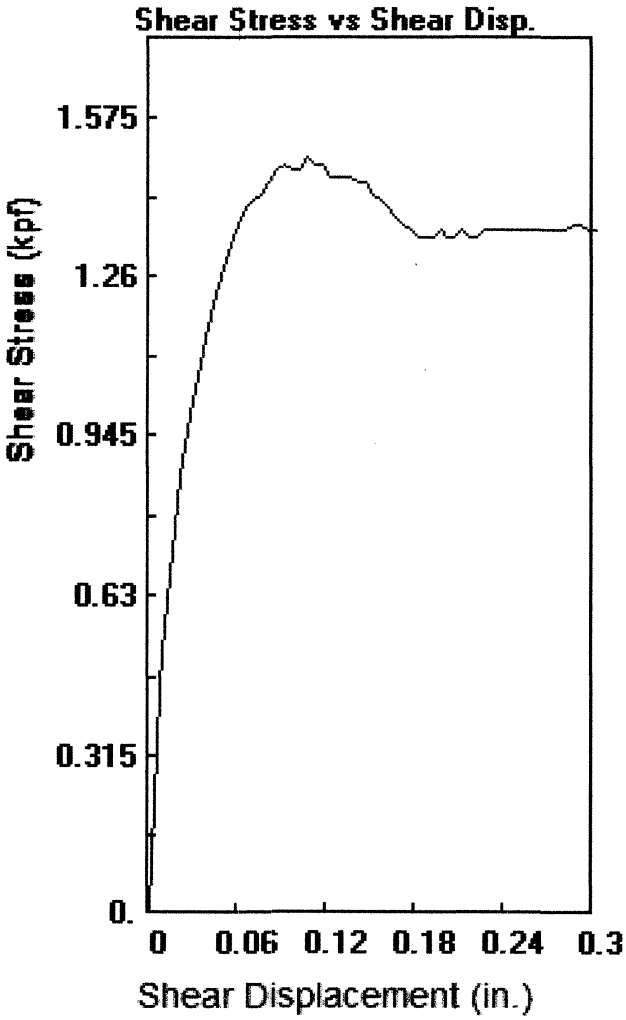
Shear Displacement at maximum Load

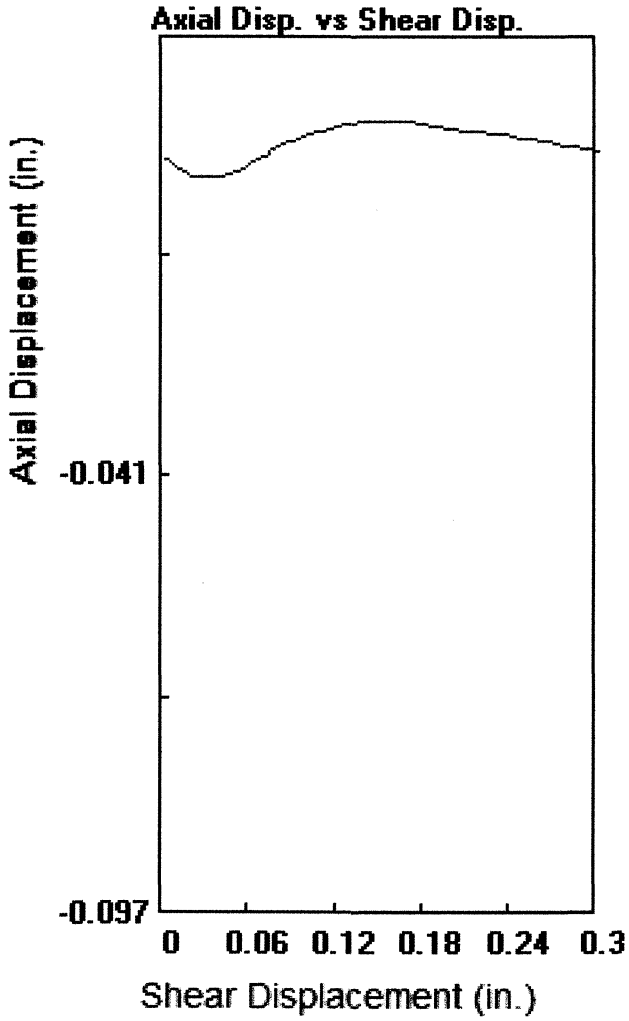
0.0806 in.

Date

6/28/2017

Robertson Geotechnical





Parameters

Client: SCHICK

Location: 1904 PRAUSS

Job # 2499

Sample: 2

Boring: TP1

Depth: 12 ft.

File: 2499TP1122X.dat

Soil Type:AT

Technician: BF

Axial Load: 2000 psf

Shear Rate: 0.010 in./sec.

Distance: 0.30 in.

Stress at Max Def
1500 0.106

Stress at Max Disp
0.296 1356

Maximum Load

1500 psf

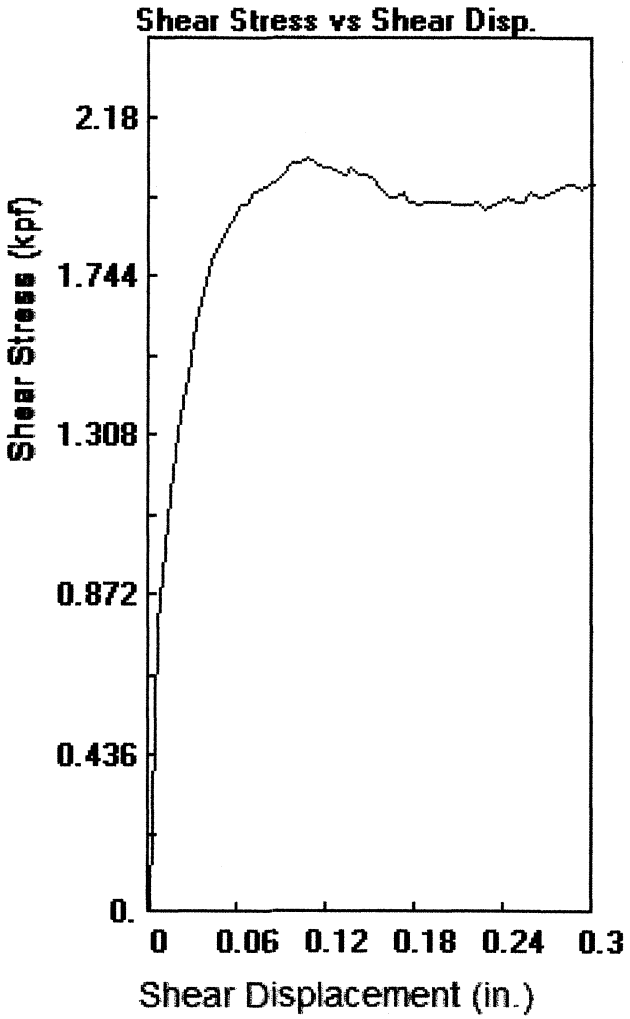
Shear Displacement at maximum Load

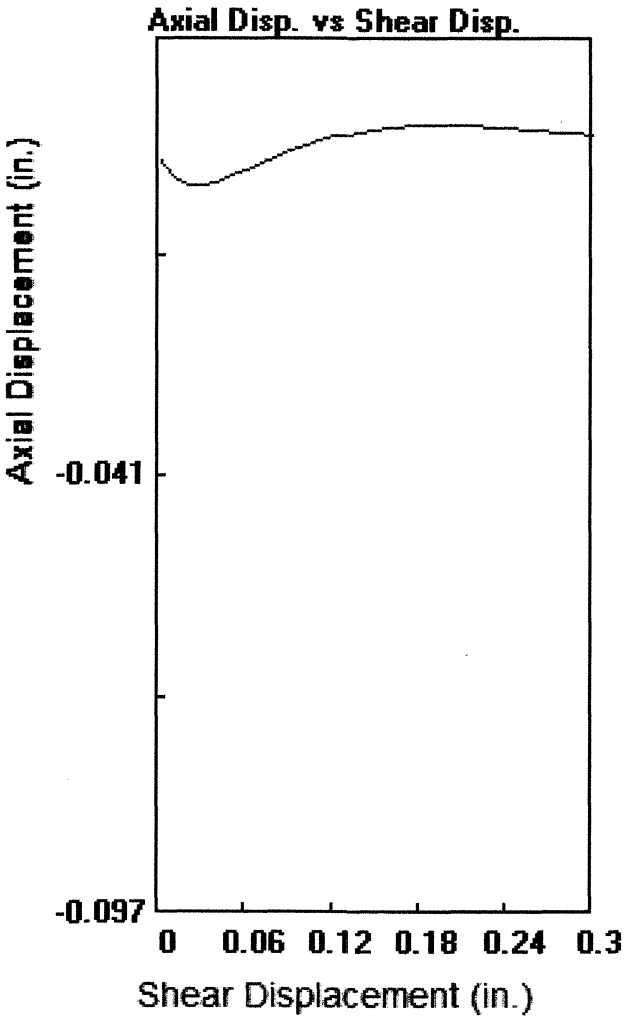
0.1056 in.

Date

6/28/2017

Robertson Geotechnical





Parameters

Client: SCHICK

Location: 1904 PRAUSS

Job # 2499

Sample: 3

Boring: TP1

Depth: 12 ft.

File: 2499TP1123X.dat

Stress at Max Def
2076 0.106

Soil Type:AT

Technician: BF

Axial Load: 3000 psf

Shear Rate: 0.010 in./sec.

Distance: 0.30 in.

Stress at Max Disp
0.296 2004

Maximum Load

2076 psf

Shear Displacement at maximum Load

0.1056 in.

Date

6/28/2017

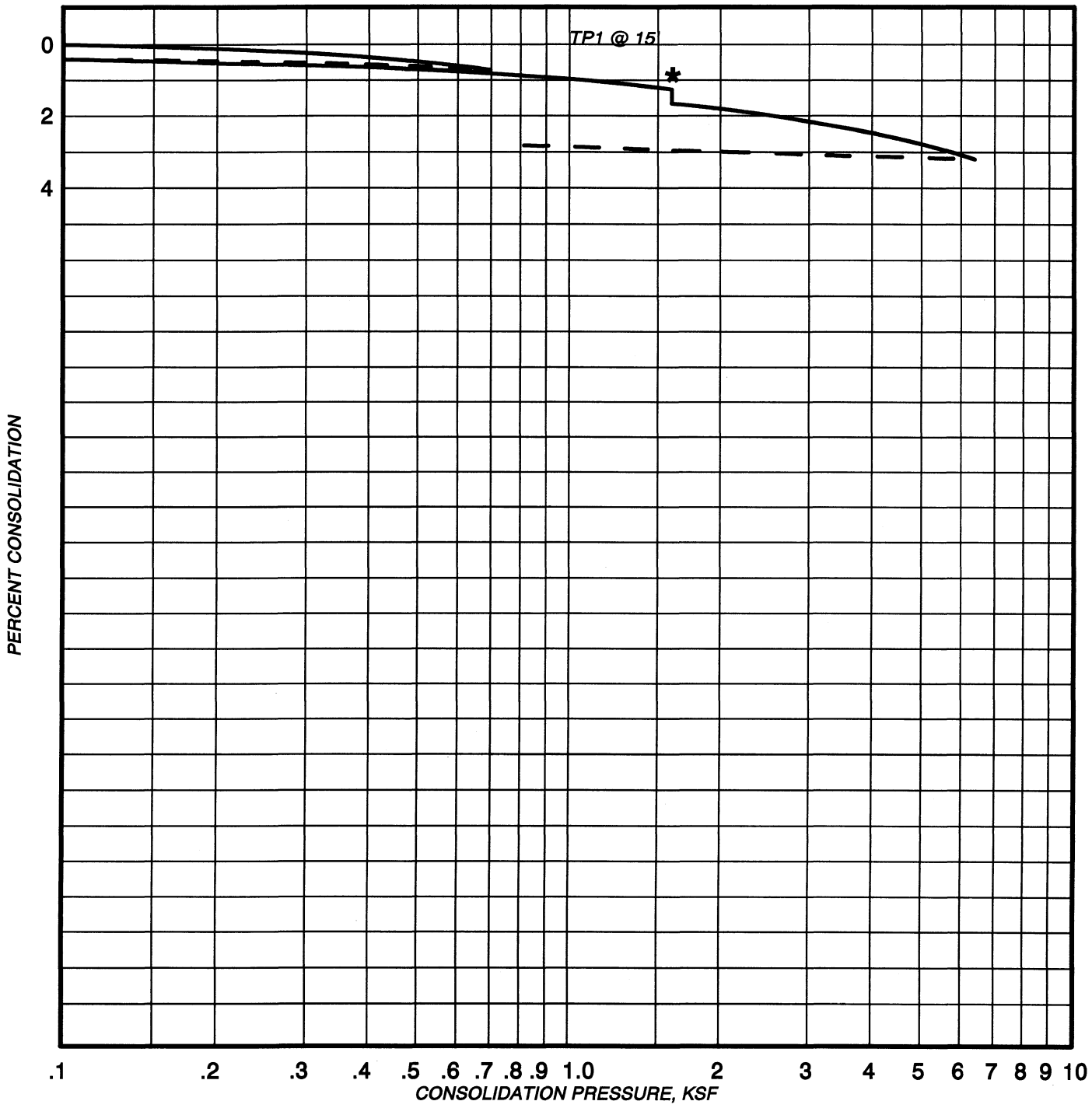
Robertson Geotechnical

CONSOLIDATION TEST

PROJECT: 2499 SCHICK/1904 PRAUSS ROAD

SAMPLE: TP1 @ 15'

ALLUVIAL TERRACE



* Water Added

PLATE:

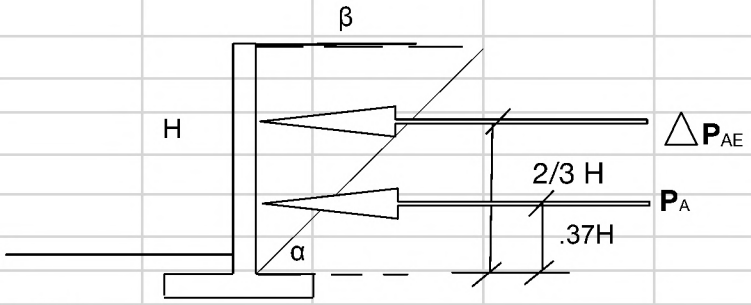
Spectral Combined Seismic/Static Load

Ref: Navy Design Manual 7.2 (NAVFAC)

ASSUMPTION

C =	30	Cohesion of soil (psf)
ϕ =	45	Internal angle of friction (degrees)
γ =	134	Saturated unit weight of soil (pcf)
H =	10	Height of wall (feet)
β=	1	

SDS/2.5=.55



K_h= .68*(SDS/2.5)=0.37

K_a= 0.298

PA=.5*y*Ka*(H)^2 =	2.00 kips
Moment Arm =H/3	3.7 ft
PE=1/2*Kh*λ*H^2	2.48 kips
Moment Arm =.6H	6.0 ft

Earthquake Design==90 pcf

At-Rest Pressure=40 pcf

EFP1=40 pcf Level Backfill

EFP2=50 pcf

Client: Dauer

Project Number: SG 9402-W

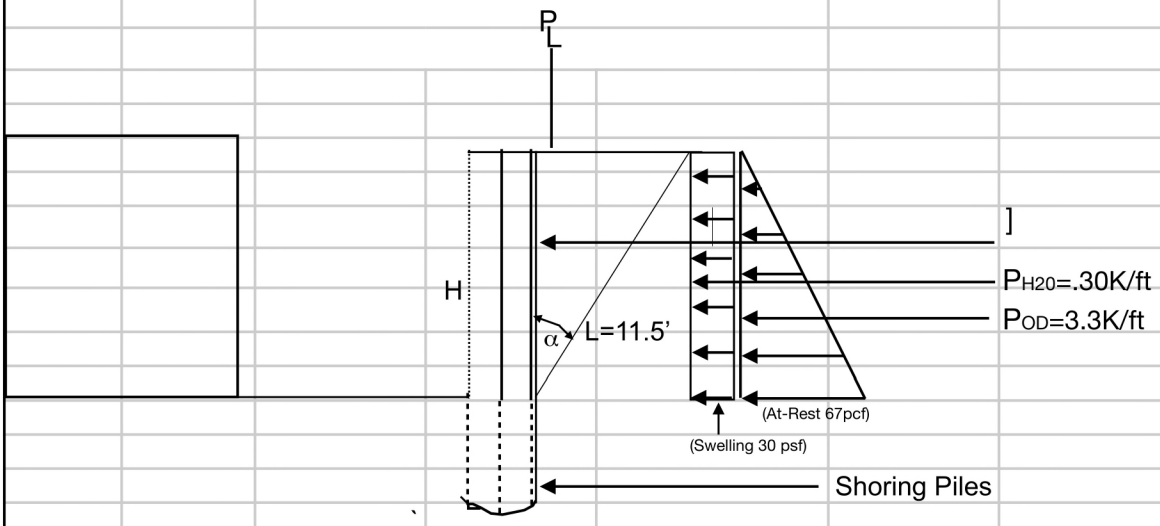
Project Location: Preuss Rd.

SGI

SHORING ANALYSIS/Unsurcharged North Elevation

ASSUMPTIONS

C =	45	Cohesion of soil (psf)
ϕ =	30	Internal angle of friction (degrees)
γ =	134	Saturated unit weight of soil (pcf)
H =	10	Height of wall (feet)
α=	30	
β=	1	Angle of Backslope (degrees)



At Rest Pressure: $\sin\phi$ = 0.5

$\gamma(1-.5)$ =67 pcf

Ka = EFP/γ =.50

P_{H20} = 30psf*H=300psf/ft

P_{0D} = .5*67*H^2 = 3350 psf/ft

*-Modified Boussinesq Equation Rigid Walls Fig.11, Chapter 7.2 DM7 02

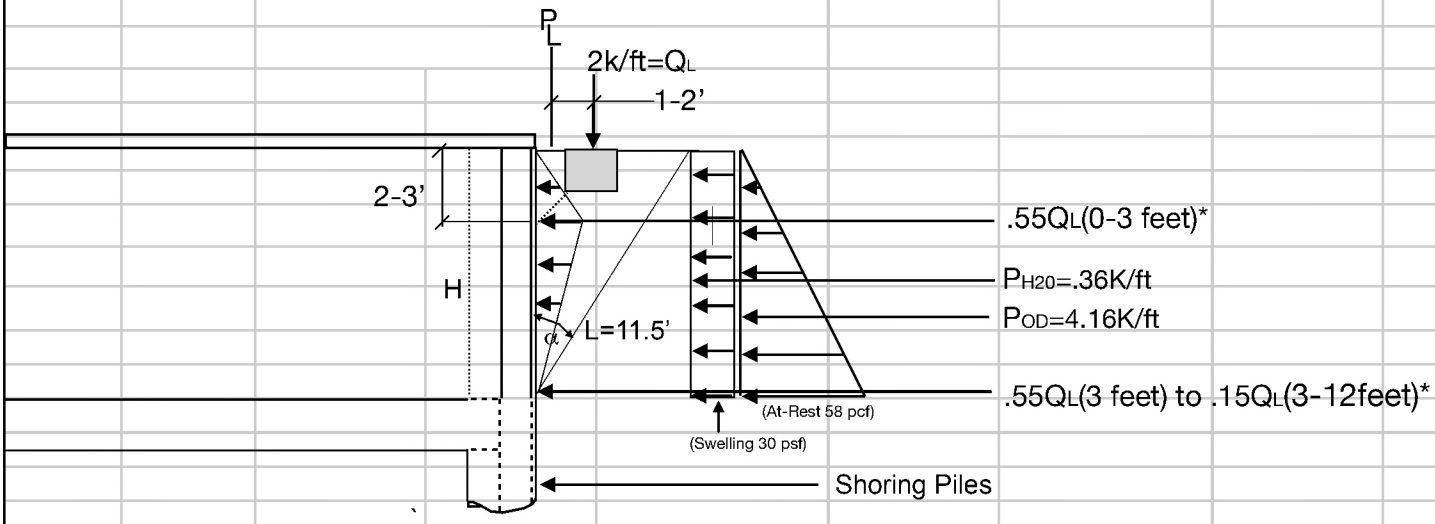
Client:	Dauer
Project Number:	SG 9402-W
Project Location:	Preuss Road

SGI

SHORING ANALYSIS/Retaining Wall(at-rest w/swelling) South Elev. Surcharged

ASSUMPTIONS

C =	45	Cohesion of soil (psf)
ϕ =	30	Internal angle of friction (degrees)
γ =	134	Saturated unit weight of soil (pcf)
H =	10	Height of wall (feet)
α=	28	
β=	1	Angle of Backslope (degrees)



At Rest Pressure: $\sin\phi$ = 0.57

$\gamma(1-.57)$ =58 pcf

Ka = EFP/γ =.42

P_{H20} = 30psf*H=360psf/ft

P_{0D} = .5*58*H^2 = 4176

At-Rest shoring design pressure of 58 pcf plus surcharge scaled Q_L* for full height of wall.

*-Modified Boussinesq Equation Rigid Walls Fig.11, Chapter 7.2 DM7 02

Client:	Dauer
Project Number:	SG 9402-W
Project Location:	Preuss Road

SGI

REGIONAL GEOLOGIC MAP

GEOTECHNICAL, INC.

Schick

REFERENCE: Geologic Map of the Beverly Hills and Hollywood Quadrangles, Los Angeles, California, by Thomas W. Dibblee, Jr., 1991.

ADDRESS: 1904 S. Preuss Road

CLIENT: Dauer

JOB: SG 9402-W



EARTHQUAKE ZONES OF REQUIRED INVESTIGATION MAP

Schick GEOTECHNICAL, INC

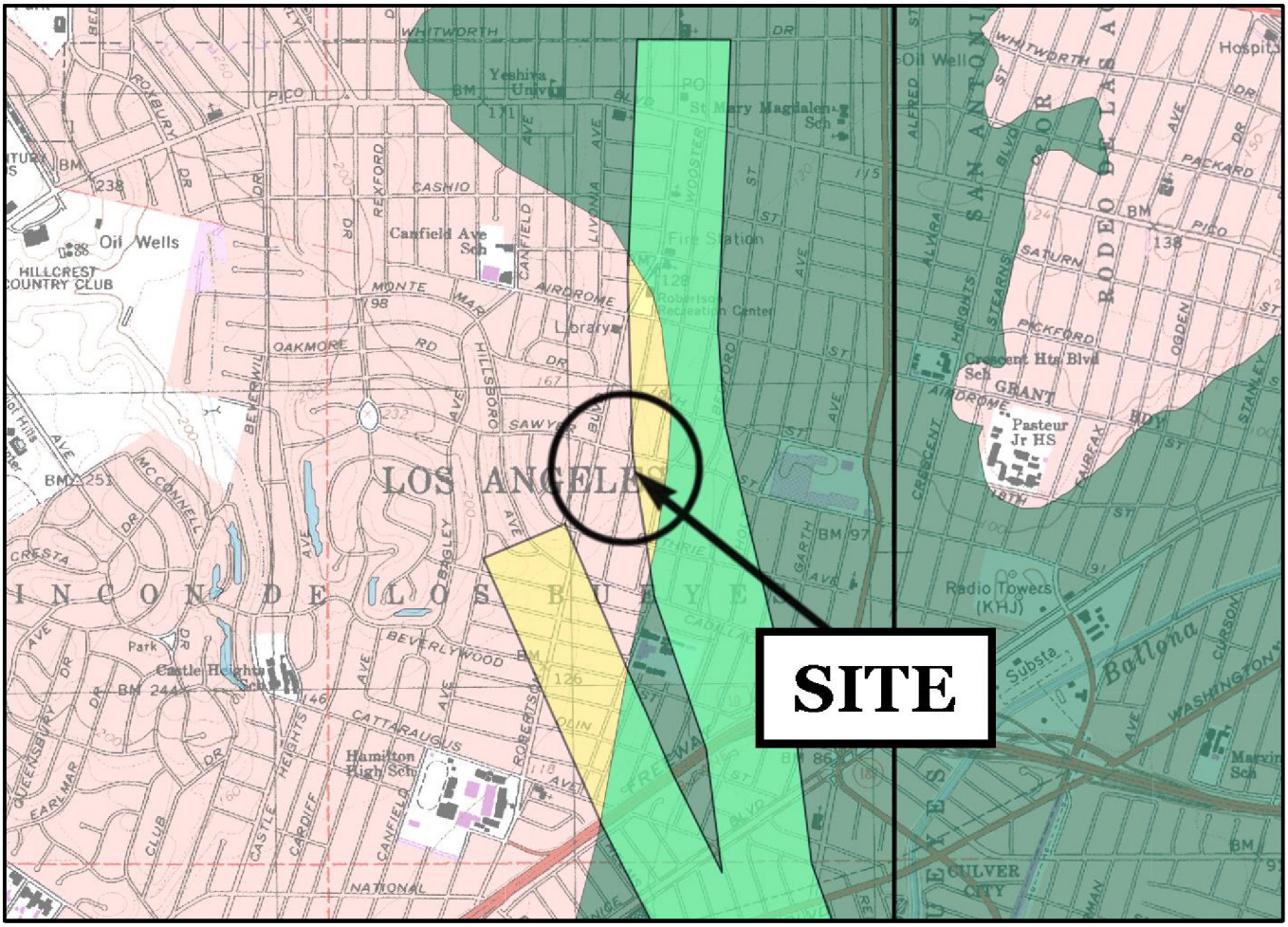
REFERENCE: Earthquake Zones of Required Investigation, Beverly Hills and Hollywood Quadrangles, California Geological Survey, John G Parrish, PhD; Seismic Hazard Zones Official Map, 1999; Earthquake Fault Zones Official Map, 2018 and 2014.

SCALE: 1 : 24000

ADDRESS: 1904 S. Preuss Road

CLIENT: Dauer

JOB: SG 9402-W



EARTHQUAKE FAULT ZONES

Earthquake Fault Zones
Zone boundaries are delineated by straight-line segments; the boundaries define the zone encompassing active faults that constitute a potential hazard to structures from surface faulting or fault creep such that avoidance as described in Public Resources Code Section 2621.5(a) would be required.

Active Fault Traces
Faults considered to have been active during Holocene time and to have potential for surface rupture: Solid Line in Black or Red where Accurately Located; Long Dash in Black or Solid Line in Purple where Approximately Located; Short Dash in Black or Solid Line in Orange where Inferred; Dotted Line in Black or Solid Line in Rose where Concealed; Query (?) indicates additional uncertainty. Evidence of historic offset indicated by year of earthquake-associated event or C for displacement caused by fault creep.

SEISMIC HAZARD ZONES

Liquefaction Zones
Areas where historical occurrence of liquefaction, or local geological, geotechnical and ground water conditions indicate a potential for permanent ground displacements such that mitigation as defined in Public Resources Code Section 2693(c) would be required.

Earthquake-Induced Landslide Zones
Areas where previous occurrence of landslide movement, or local topographic, geological, geotechnical and subsurface water conditions indicate a potential for permanent ground displacements such that mitigation as defined in Public Resources Code Section 2693(c) would be required.

Overlapping Liquefaction and Earthquake-Induced Landslide Zones
Areas that lie within zones of required investigation for both liquefaction and earthquake-induced landslides.

OVERLAPPING EARTHQUAKE FAULT AND SEISMIC HAZARD ZONES

Overlap of Earthquake Fault Zone and Liquefaction Zone
Areas that are covered by both Earthquake Fault Zone and Liquefaction Zone.

Overlap of Earthquake Fault Zone and Earthquake-Induced Landslide Z
Areas that are covered by both Earthquake Fault Zone and Earthquake-Induced Landslide Zone.

Note: Mitigation methods differ for each zone – AP Act only allows avoidance; Seismic Hazard Mapping Act allows mitigation by engineering/geotechnical design as well as avoidance.

VICINITY MAP

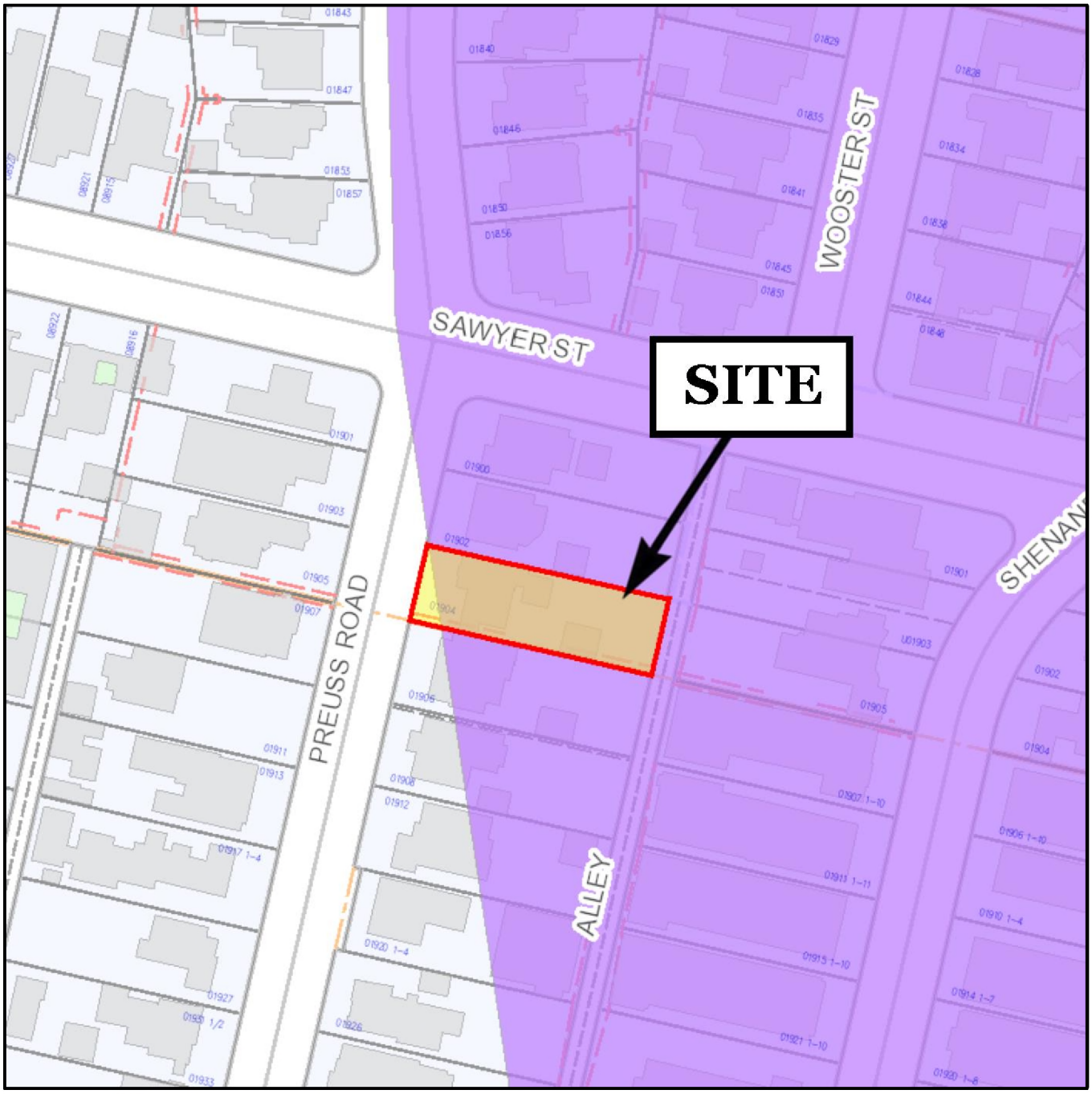
Schick GEOTECHNICAL, INC.

REFERENCE: City of Los Angeles Bureau of Engineering, NavigateLA website, Portion of District Map **126 B 169**.
SCALE: 1" = 100'

ADDRESS: 1904 S. Preuss Road

CLIENT: Dauer

JOB: SG 9402-W



SCHICK GEOTECHNICAL, INC.

SITE MAP

SAWYER STREET

TP10 LOCATION AND NUMBER OF HAND-DUG TEST PITS

B6 LOCATION AND NUMBER OF BORINGS

A2 LOCATION AND NUMBER OF 3" HAND AUGERS

GRAPHIC SCALE
SCALE : 1"= 8'

PROPOSED FOUR STORY RESIDENCES WITH ROOF DECKS

PROPOSED RETAINING WALL

SHORING PILES

RESIDENCE

PROPOSED WALKWAY & STAIRS

PROPOSED THREE STORY RESIDENCE WITH ROOF DECK

PROPOSED DRIVEWAY

FILL & SOIL OVER ALLUVIAL TERRACE

PROPOSED WALL

ALQUIST-PRIOLO FAULT ZONE

5 FT. FAULT SETBACK ZONE

PORTION OF LOT 24

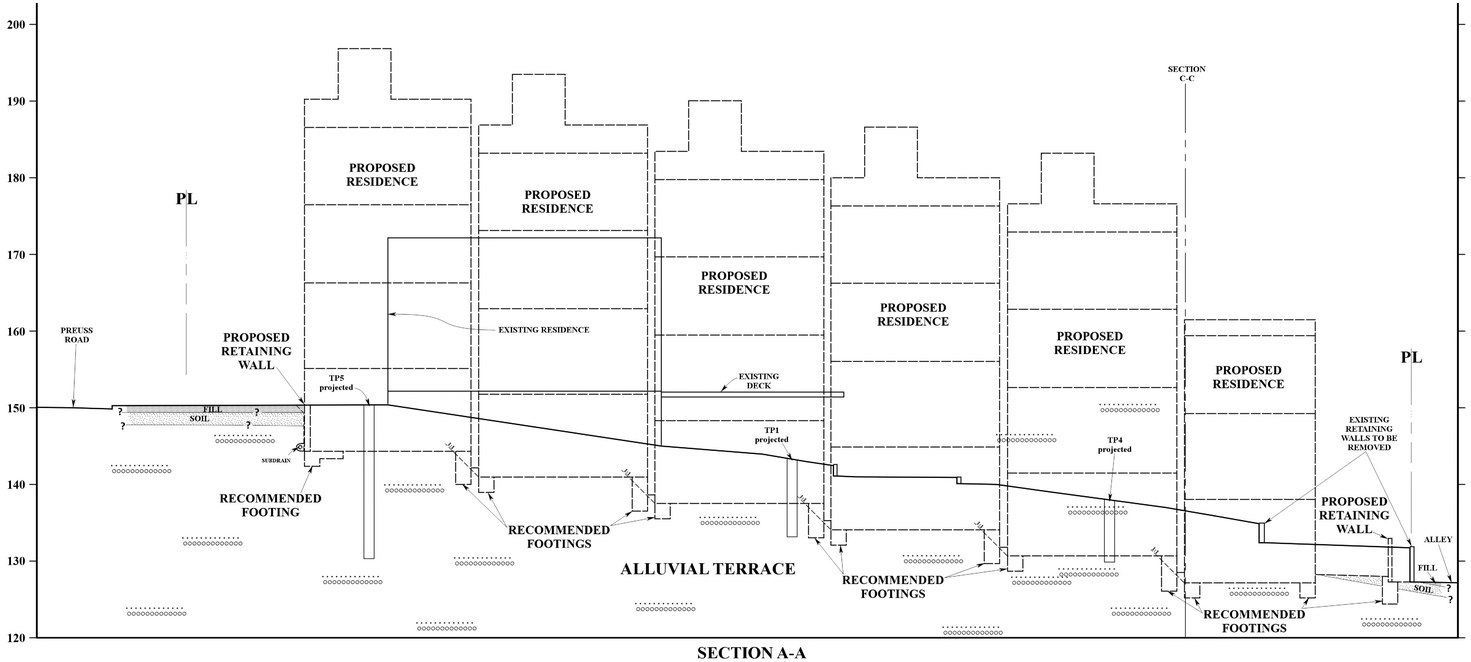
LOT 44 & PORTION OF LOT 45

ROAD

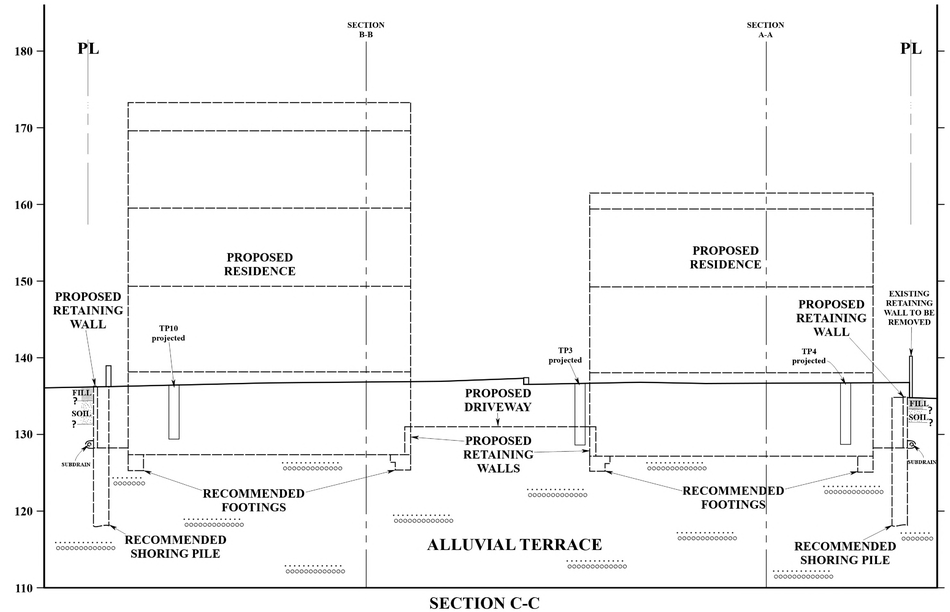
ALLEY

PREUSS

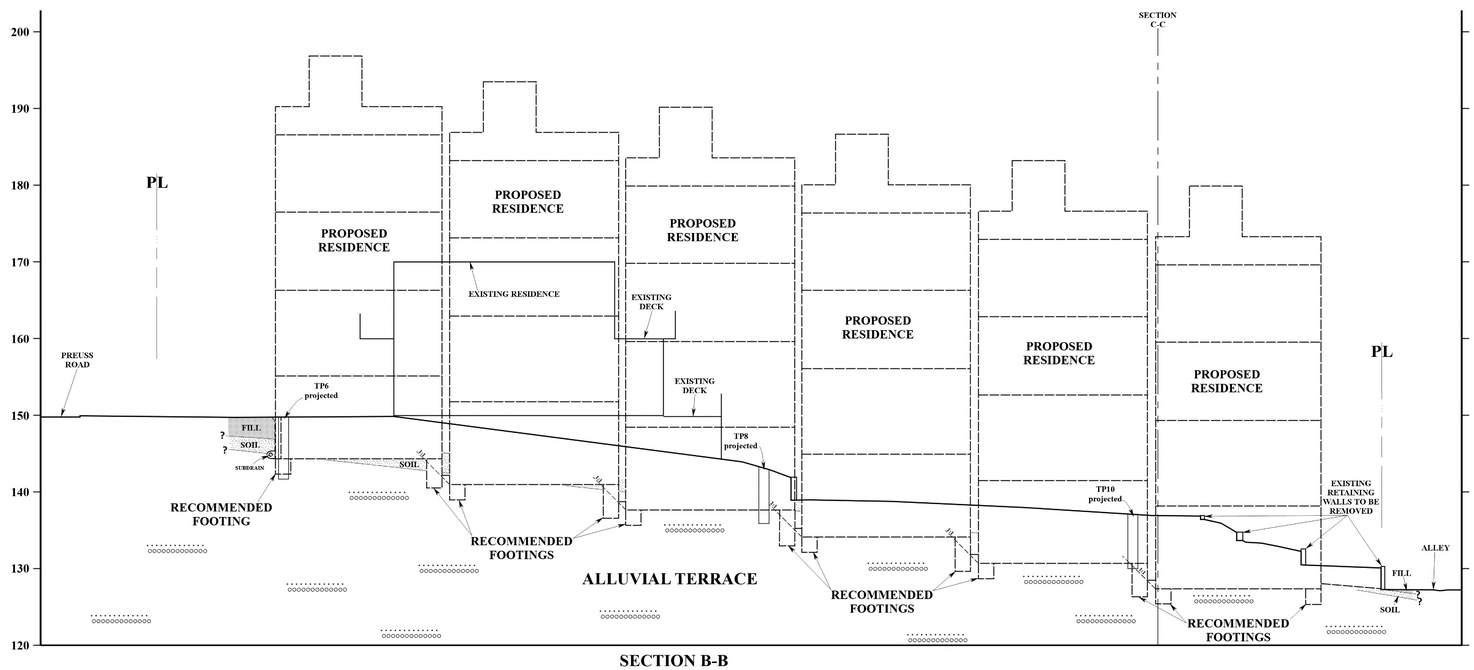
Mar 2023 Dauer SG 9402-W



SECTION A-A



SECTION C-C



SECTION B-B

SCHICK GEOTECHNICAL, INC.

DATE: Mar 2023
DRAWN: ACT
SCALE: 1" = 8'
JOB: Dauer

SG 9402-W

BOARD OF
BUILDING AND SAFETY
COMMISSIONERS

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DEPARTMENT OF
BUILDING AND SAFETY
201 NORTH FIGUEROA STREET
LOS ANGELES, CA 90012

OSAMA YOUNAN, P.E.
GENERAL MANAGER
SUPERINTENDENT OF BUILDING

JOHN WEIGHT
EXECUTIVE OFFICER

GEOLOGY AND SOILS REPORT APPROVAL LETTER

May 5, 2023

LOG # 125722
SOILS/GEOLOGY FILE - 2
AP-Newport Inglewood Fault Zone

Risa & Marc Dauer
2113 Duxbury Circle
Los Angeles, CA 90034

TRACTS: 12110 // 1250
LOTS: FR 24 // 44
LOCATION: 1904 & 1906 S. Preuss Road

CURRENT REFERENCE REPORT/LETTER	REPORT No.	DATE OF DOCUMENT	PREPARED BY
Geology/Soils Report	SG 9402-W	03/24/2023	Schick Geotechnical, Inc.
Oversized Doc(s).	``	``	``

PREVIOUS REFERENCE REPORT/LETTER(S)	REPORT No.	DATE OF DOCUMENT	PREPARED BY
Dept. Approval Letter	117724	08/03/2021	LADBS
Addendum Report	SG 9402-W	03/01/2021	Schick Geotechnical, Inc.
Dept. Approval Letter	101108-03	08/28/2018	LADBS
Response Report	SG 9402-W	08/23/2018	Schick Geotechnical, Inc.
Response Report	``	07/17/2018	``
Response Report	``	06/18/2018	``
Fault Report	``	06/14/2018	``
Geology/Soils Report	``	11/25/2017	``
Laboratory Test Report	SL17.2499	06/28/2017	Soil Labworks, LLC

The Grading Division of the Department of Building and Safety has reviewed the current reference report dated 03/24/2023 that provides recommendations for the proposed construction of twelve multi-level single family residences with basements and retaining walls. The earth materials at the subsurface exploration locations consist of up to 3 feet of uncertified fill underlain by up to 3 feet of native soil underlain by alluvium. The consultants recommend to support the proposed structures on conventional foundations bearing on native undisturbed soils.

The project is located within a Fault Zone identified by the State of California Alquist-Priolo Act. According to the referenced reports, no evidence of active fault rupture was found in the portion of the site within the limits of exploration. The reports conclude that the portion of the site to the west of the 5-foot fault setback zone is free from active fault rupture. This conclusion is predicated on subsurface data obtained from the subject site.

AN EQUAL EMPLOYMENT OPPORTUNITY - AFFIRMATIVE ACTION EMPLOYER

The Department previously conditionally approved the above previous reference reports for a surface fault rupture hazard investigation (fault report) the previously proposed construction of a 5-story multi-family structure with subterranean parking, shoring and retaining walls in a letter dated 08/28/2018, Log #101108-03 and for two, 3-level duplexes with basement and retaining walls in a letter dated 08/03/2021, Log #117724.

The referenced reports are acceptable for the currently proposed project, provided the following conditions are complied with during site development:

(Note: Numbers in parenthesis ( ) refer to applicable sections of the 2020 City of LA Building Code. P/BC numbers refer the applicable Information Bulletin. Information Bulletins can be accessed on the internet at LADBS.ORG.)

1. No structures for human occupancy shall be located to the east of the 5-foot fault setback zone depicted on the Site Map of the 03/24/2023 report. If structures for human occupancy are proposed in this area, submit a supplemental report to the Grading Division for review and approval.

2. The project engineering geologist shall observe all final removal excavations to verify that the conclusions of the current fault investigation are correct and that no fault trace or evidence of ground deformation are exposed in the excavation. Each panel of the shoring excavation shall be logged prior to installation of lagging and a field memo documenting that the panel has been logged shall be prepared for review by the Deputy Grading Inspector and Building Inspector(s). A supplemental report that summarizes the geologist's observations shall be submitted to the Grading Division of the Department upon completion of the excavations. If evidence of faulting is observed, the Grading Division shall be notified and a site meeting scheduled.

3. The entire site shall be brought up to the current Code standard (7005.9).

4. Approval shall be obtained from the Department of Public Works, Bureau of Engineering, Development Services and Permits Program for the proposed removal of support and/or retaining of slopes adjoining to public way (3307.3.2).

   201 N. Figueroa Street 3rd Floor, LA (213) 482-7045

5. Secure the notarized written consent from all owners upon whose property proposed grading/construction access is to extend, in the event off-site grading and/or access for construction purposes is required (7006.6). The consent shall be included as part of the final plans.

6. The geologist and soils engineer shall review and approve the detailed plans prior to issuance of any permits. This approval shall be by signature on the plans that clearly indicates the geologist and soils engineer have reviewed the plans prepared by the design engineer; and, that the plans include the recommendations contained in their reports (7006.1).

7. All recommendations of the reports that are in addition to or more restrictive than the conditions contained herein shall be incorporated into the plans.

8. A copy of the subject and appropriate referenced reports and this approval letter shall be attached to the District Office and field set of plans (7006.1). Submit one copy of the above reports to the Building Department Plan Checker prior to issuance of the permit.

9. A grading permit shall be obtained for all structural fill and retaining wall backfill (106.1.2).

10. All man-made fill shall be compacted to a minimum 90 percent of the maximum dry density of the fill material per the latest version of ASTM D 1557. Where cohesionless soil having less than 15 percent finer than 0.005 millimeters is used for fill, it shall be compacted to a minimum of 95

percent relative compaction based on maximum dry density. Placement of gravel in lieu of compacted fill is only allowed if complying with LAMC Section 91.7011.3.

11. Existing uncertified fill shall not be used for support of footings, concrete slabs or new fill (1809.2, 7011.3).

12. Drainage in conformance with the provisions of the Code shall be maintained during and subsequent to construction (7013.12).

13. Grading shall be scheduled for completion prior to the start of the rainy season, or detailed temporary erosion control plans shall be filed in a manner satisfactory to the Grading Division of the Department and the Department of Public Works, Bureau of Engineering, B-Permit Section, for any grading work in excess of 200 cubic yards (7007.1).

201 N. Figueroa Street 3rd Floor, LA (213) 482-7045

14. All loose foundation excavation material shall be removed prior to commencement of framing. Slopes disturbed by construction activities shall be restored (7005.3).

15. The applicant is advised that the approval of this report does not waive the requirements for excavations contained in the General Safety Orders of the California Department of Industrial Relations (3301.1).

16. Temporary excavations that remove lateral support to the public way, adjacent property, or adjacent structures shall be supported by shoring, as recommended. Note: Lateral support shall be considered to be removed when the excavation extends below a plane projected downward at an angle of 45 degrees from the bottom of a footing of an existing structure, from the edge of the public way or an adjacent property. (3307.3.1)

17. Prior to the issuance of any permit that authorizes an excavation where the excavation is to be of a greater depth than are the walls or foundation of any adjoining building or structure and located closer to the property line than the depth of the excavation, the owner of the subject site shall provide the Department with evidence that the adjacent property owner has been given a 30-day written notice of such intent to make an excavation (3307.1).

18. The soils engineer shall review and approve the shoring plans prior to issuance of the permit (3307.3.2).

19. Prior to the issuance of the permits, the soils engineer and/or the structural designer shall evaluate the surcharge loads used in the report calculations for the design of the retaining walls and shoring. If the surcharge loads used in the calculations do not conform to the actual surcharge loads, the soil engineer shall submit a supplementary report with revised recommendations to the Department for approval.

20. Shoring shall be designed for a minimum EFP of 67 PCF; all surcharge loads shall be included into the design, as recommended.

21. Shoring shall be designed for a maximum lateral deflection of 0.5 inch, as recommended.

22. A shoring monitoring program shall be implemented to the satisfaction of the soils engineer.

23. All foundations shall derive entire support from native undisturbed alluvial terrace soils, as recommended and approved by the geologist and soils engineer by inspection.

24. Foundations adjacent to a descending slope steeper than 3:1 (horizontal to vertical) in gradient shall be a minimum distance of one-third the vertical height of the slope but need not exceed 40 feet measured horizontally from the footing bottom to the face of the slope (1808.7.2).

25. Buildings adjacent to ascending slopes steeper than 3H:1V in gradient shall be setback from the toe of the slope a level distance measured perpendicular to slope contours equal to one-half the vertical height of the slope, but need not exceed 15 feet (1808.7.1).

26. Footings supported on approved compacted fill or expansive soil shall be reinforced with a minimum of four (4), ½-inch diameter (#4) deformed reinforcing bars. Two (2) bars shall be placed near the bottom and two (2) bars placed near the top of the footing.

27. The foundation/slab design shall satisfy all requirements of the Information Bulletin P/BC 2017-116 "Foundation Design for Expansive Soils" (1803.5.3).

28. Slabs placed on approved compacted fill shall be at least 4 inches thick, as recommended, and shall be reinforced with ½-inch diameter (#4) reinforcing bars spaced a maximum of 16 inches on center each way.

29. Concrete floor slabs placed on expansive soil shall be placed on a 4-inch fill of coarse aggregate or on a moisture barrier membrane. The slabs shall be at least 4 inches thick, as recommended, and shall be reinforced with ½-inch diameter (#4) reinforcing bars spaced a maximum of 16 inches on center each way.

30. The seismic design shall be based on a Site Class D, as recommended. All other seismic design parameters shall be reviewed by LADBS building plan check.

31. Retaining walls shall be designed for the lateral earth pressures specified in the section titled "Retaining Walls" starting on page 9 of the 03/24/2023 report. All surcharge loads shall be included into the design.

32. Retaining walls higher than 6 feet shall be designed for lateral earth pressure due to earthquake motions as specified on the wall pressure analysis of the reference report (1803.5.12).

33. All retaining walls shall be provided with a standard surface backdrain system and all drainage shall be conducted in a non-erosive device to the street in an acceptable manner (7013.11).

34. With the exception of retaining walls designed for hydrostatic pressure, all retaining walls shall be provided with a subdrain system to prevent possible hydrostatic pressure behind the wall. Prior to issuance of any permit, the retaining wall subdrain system recommended in the soils report shall be incorporated into the foundation plan which shall be reviewed and approved by the soils engineer of record (1805.4).

35. Installation of the subdrain system shall be inspected and approved by the soils engineer of record and the City grading/building inspector (108.9).

36. Basement walls and floors shall be waterproofed/damp-proofed with an LA City approved "Below-grade" waterproofing/damp-proofing material with a research report number (104.2.6).

37. Prefabricated drainage composites (Miradrain, Geotextiles) may be only used in addition to traditionally accepted methods of draining retained earth.

38. The structures shall be connected to the public sewer system per P/BC 2020-027.

39. All roof, pad and deck drainage shall be conducted to the street in an acceptable manner in non-erosive devices or other approved location in a manner that is acceptable to the LADBS and the Department of Public Works; water shall not be dispersed on to descending slopes without specific approval from the Grading Division and the consulting geologist and soils engineer (7013.10).

40. All concentrated drainage shall be conducted in an approved device and disposed of in a manner approved by the LADBS (7013.10).

41. Any recommendations prepared by the geologist and/or the soils engineer for correction of geological hazards found during grading shall be submitted to the Grading Division of the Department for approval prior to use in the field (7008.2, 7008.3).

42. The geologist and soils engineer shall inspect all excavations to determine that conditions anticipated in the report have been encountered and to provide recommendations for the correction of hazards found during grading (7008, 1705.6 & 1705.8).

43. Prior to pouring concrete, a representative of the consulting soils engineer shall inspect and approve the footing excavations. The representative shall post a notice on the job site for the LADBS Inspector and the Contractor stating that the work inspected meets the conditions of the report. No concrete shall be poured until the LADBS Inspector has also inspected and approved the footing excavations. A written certification to this effect shall be filed with the Grading Division of the Department upon completion of the work. (108.9 & 7008.2)

44. Prior to excavation an initial inspection shall be called with the LADBS Inspector. During the initial inspection, the sequence of construction; shoring; protection fences; and, dust and traffic control will be scheduled (108.9.1).

45. Installation of shoring shall be performed under the inspection and approval of the soils engineer and deputy grading inspector (1705.6, 1705.8).

46. Prior to the placing of compacted fill, a representative of the soils engineer shall inspect and approve the bottom excavations. The representative shall post a notice on the job site for the LADBS Inspector and the Contractor stating that the soil inspected meets the conditions of the report. No fill shall be placed until the LADBS Inspector has also inspected and approved the bottom excavations. A written certification to this effect shall be included in the final compaction report filed with the Grading Division of the Department. All fill shall be placed under the inspection and approval of the soils engineer. A compaction report together with the approved soil report and Department approval letter shall be submitted to the Grading Division of the Department upon completion of the compaction. In addition, an Engineer's Certificate of Compliance with the legal description as indicated in the grading permit and the permit number shall be included (7011.3).

47. No footing/slab shall be poured until the compaction report is submitted and approved by the Grading Division of the Department.

CASEY LEE JENSEN
Engineering Geologist Associate III

DAN RYAN EVANGELISTA
Structural Engineering Associate IV

CLJ/DRE:clj/dre
Log No. 125722
213-482-0480

cc: Billy Diep, Applicant
Schick Geotechnical, Inc., Project Consultant
LA District Office

CITY OF LOS ANGELES
DEPARTMENT OF BUILDING AND SAFETY
Grading Division

District LA	Log No. 125722

APPLICATION FOR REVIEW OF IMPORT-EXPORT ROUTES

INSTRUCTIONS

A. Address all communications to the Grading Division, LADBS, 201 N. Figueroa St., 3rd Fl., Los Angeles, CA 90012
Telephone No. (213) 482-0480.
B. Submit one copy of application with items "1" through "4" and "10" completed.
C. Check should be made to the City of Los Angeles.

1. LEGAL DESCRIPTION
Tract: TR 12110 & TR 1250
Block: NONE Lots: 24, 44 & A PORTION OF 45

2. PROJECT ADDRESS:
1904-1906 PREUSS RD, LOS ANGELES, CA 90034

3. OWNER: RISA & MARC DAUER
Address: 2113 DUXBURY CIRCLE
City: LOS ANGELES Zip: 90034
Phone (Daytime): 310-753-2311

4. APPLICANT BILLY DIEP
Address: 127 ARENA ST
City: EL SEGUNDO Zip: 90245
Phone (Daytime): 310-322-3700
E-mail address: BILLY.D@BREAKFORMDESIGN.COM

5. GRADING PERMIT APPLICATION #:

6. PLAN CHECK #:

7. Status of project: ☑ Proposed ☐ Under Construction ☐ Storm Damage

8. Previous site reports? ☑ YES if yes, give date(s) of report(s) and name of company who prepared report(s)
03/01/2021, SG 9402-W SCHICK GEOTECHNICAL, INC.

9. Previous Department actions? ☑ YES if yes, provide dates and attach a copy to expedite processing.
Dates: 08/03/2021

10. Applicant Signature: Position: Project Manager

(DEPARTMENT USE ONLY)

REVIEW REQUESTED	FEES	REVIEW REQUESTED	FEES
☐ Soils Engineering		No. of Lots	
☐ Geology		No. of Acres	
☐ Combined Soils Engr. & Geol.		☐ Division of Land	
☐ Supplemental		Other	
☑ Combined Supplemental	363.00	☑ Expedite	181.50
☐ Import-Export Route		☐ Response to Correction	
Cubic Yards:		☐ Expedite ONLY	
		Sub-total	544.50
		One-Stop Surcharge	129.80
		TOTAL FEE	674.30

Fee Due: 674.30
Fee Verified By: ML Date: 4/8/23
(Cashier Use Only)

1554629 Pd 4/10/23

ACTION BY: _____

THE REPORT IS: ☐ NOT APPROVED
☐ APPROVED WITH CONDITIONS ☐ BELOW ☐ ATTACHED

For Geology — Date

For Soils — Date

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: CPC-2023-6115-DB-HCA, VTT-84089-SL-HCA

Address: 1904-1906 South Preuss Road

Project Description: Subdivision of two lots for the construction of a 12-unit small lot dev. and requesting a DB incentive and waiver

Seeking Existing Use Credit (will be calculated by LADOT): Yes _____ No _____ Not sure ✓

Applicant Name: Marc & Risa Dauer, Preuss Development, LLC

Applicant E-mail: docdauer@me.com Applicant Phone: _____

Planning Staff Initials: DW **Date:** 12/01/23

2. PROJECT REFERRAL TABLE

	Land Use (list all)	**Size / Unit**	**Daily Trips**[1]
Proposed[1]	Townhomes/Small Lot Homes	11	48
	Multi-family Affordable Housing	1	4
	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: David Woon Phone: (213)978-1368

Signature: David Woon Date: 12/01/23

[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	Townhouse DU	11	
	Affordable Housing DU	1	
		Total new trips:	53
Existing	Single Family Dwelling	2	
		Total existing trips:	15
		Net Increase / Decrease (+ or -)	38

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:

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: _____

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: Eileen Hunt Phone: 213-972-8481

Signature: Eileen Hunt Digitally signed by Eileen Hunt Date: 2024.05.24 15:16:57 -07'00' Date: 5/24/24

CITY OF LOS ANGELES VMT CALCULATOR Version 1.4

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

Project Information

Project: 1904-1906 PREUSS RD-VTT-84089-SL

Scenario:

Address: 1904 S PREUSS ROAD, 90034



Is the project replacing an existing number of residential units with a smaller number of residential units AND is located within one-half mile of a fixed-rail or fixed-guideway transit station?

● Yes ○ No

Existing Land Use

Land Use Type	Value	Unit
Housing | Single Family	2	DU

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

Proposed Project Land Use

Land Use Type	Value	Unit
Housing | Townhouse	11	DU
Housing | Affordable Housing - Family	1	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 Project
15 Daily Vehicle Trips	53 Daily Vehicle Trips
106 Daily VMT	367 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	38 Net Daily Trips
The net increase in daily VMT ≤ 0	261 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	0.000 ksf

The proposed project is not required to perform VMT analysis.

Measuring the Miles

5/24/2024