DEPARTMENT OF CITY PLANNING

APPEAL RECOMMENDATION REPORT

City Planning Commission

Date: Thursday, January 13, 2022
Time: After 8:30 A.M.*
Place: Due to concerns over COVID-19, the CPC meeting will be conducted entirely telephonically by Zoom [https://zoom.us/].

The meeting's telephone number and access code access number will be provided no later than 72 hours before the meeting on the meeting agenda published at

https://planning.lacity.org/about/commissions-boards-hearings and/or by contacting cpc@lacity.org

Public Hearing: January 13, 2022
Appeal Status: Not further appealable
Expiration Date: January 13, 2022
Multiple Approval: No

Case No.:	DIR-2021-2250-TOC-HCA-1A
CEQA No.:	ENV-2020-2251-CE
Incidental Cases:	N/A
Related Cases:	N/A
Council No.:	13 – O'Farrell
Plan Area:	Wilshire
Specific Plan:	None
Certified NC:	East Hollywood
GPLU:	Medium Residential
Zone:	R3-1
Applicant:	Daniel Pourbaba 511 Hoover LLC
Representative:	Aaron Belliston BMR Enterprises
Appellants:	Gregory Loew North Commonwealth United Neighborhood Association

PROJECT LOCATION: 505 – 517 North Hoover Street

PROPOSED PROJECT: The project proposes the demolition of one office building and two single-family houses and the construction, use, and maintenance of a six-story, 40-unit residential building. The proposed building will encompass approximately 61,106 square feet of floor area, resulting in a Floor Area Ratio ("FAR") of 3.79 to 1, and rise to a maximum height of 67 feet. Parking accommodations include 50 automobile parking spaces within the subterranean garage and a total of 44 bicycle parking spaces (four short-term and 40 long-term). In exchange for the requested Base and Additional Incentives that the project is eligible for pursuant of the Transit Oriented Communities Affordable Housing Incentive Program, the project will reserve four (4) units for Extremely Low Income Households.

APPEAL: An Appeal of the Director of Planning's determination conditionally approving a Transit Oriented Communities Affordable Housing Incentive Program project, pursuant to Los Angeles Municipal Code ("LAMC") Sections 12.22 A.31 and 12.22 A.25(g).

RECOMMENDED ACTIONS:

1. **Determine** that, based on the whole of the administrative record as supported by the justification prepared and found in the environmental case file, the Project is exempt from the California Environmental Quality Act ("CEQA") pursuant to CEQA Guidelines, Article 19, Section 15332 (Class 32), and there is no substantial evidence demonstrating that any exceptions contained in Section 15300.2 of the State CEQA Guidelines, regarding location,

cumulative impacts, significant effects or unusual circumstances, scenic highways, or hazardous waste sites, or historical resources applies;

2. **Deny** the appeal DIR-2020-2250-TOC-SPR-HCA and **sustain** the decision of the Director of Planning for the construction, use, and maintenance of a six-story, residential building with 40 dwelling units inclusive of four units reserved for Extremely Low Income Households, a total of 50 automobile parking spaces, and 4 short-term and 40 long-term bicycle parking stalls; and

3. **Adopt** the Director of Planning's Conditions of Approval, Findings, and Exhibit "A" as modified herein.

VINCENT P. BERTONI, AICP
Director of Planning

Heather Bleemers, Senior City Planner

Eric Claros, City Planner

David Woon, Planning Assistant
Telephone: (213) 978-1368

ADVICE TO PUBLIC: *The exact time this report will be considered during the meeting is uncertain since there may be several other items on the agenda. Written communications may be mailed to the *City Planning Commission Secretariat, 200 North Spring Street, Room 272, Los Angeles, CA 90012* (Phone No.213-978-1300). While all written communications are given to the Commission for consideration, the initial packets are sent to the week prior to the Commission=s meeting date. If you challenge these agenda items in court, you may be limited to raising only those issues you or someone else raised at the public hearing agendized herein, or in written correspondence on these matters delivered to this agency at or prior to the public hearing. As a covered entity under Title II of the Americans with Disabilities Act, the City of Los Angeles does not discriminate on the basis of disability, and upon request, will provide reasonable accommodation to ensure equal access to its programs, services and activities. Sign language interpreters, assistive listening devices, or other auxiliary aids and/or other services may be provided upon request. To ensure availability of services, please make your request not later than three working days (72 hours) prior to the meeting by calling the Commission Secretariat at (213) 978-1299.

TABLE OF CONTENTS

Exhibits:

A. Plans
B. Radius Map
C. Director of Planning Determination Letter
D. Environmental Clearance (ENV-2021-2251-CE)
E. Air Quality, Greenhouse Gas, Noise Letter Report
F. LADOT Correspondence: Referral Form
G. Appeal Documentation

PROJECT ANALYSIS

Appellate Decision Body

Pursuant to Sections 12.22.A.31 and 12.22 A.25 of the Los Angeles Municipal Code ("LAMC"), appeals of Transit Oriented Communities Affordable Housing Incentive Program cases are heard by the City Planning Commission. The appellate decision of the City Planning Commission is final.

Project Summary

On October 7, 2021 the Director of Planning approved a Transit Oriented Communities Affordable Housing Incentive Program project involving the construction, use, and maintenance of a residential building with 40 dwelling units, reserving four units for Extremely Low Income household occupancy for a period of 55 years with Tier 3 incentives. On October 22, 2021, an appeal was filed by the North Commonwealth United Neighborhood Association which consist of property owners adjacent to the project site along North Commonwealth Avenue and Middlebury Street.

The proposed project involves the demolition of one office building and two single-family houses and the construction, use, and maintenance of a six-story, 40-unit residential building. Six stories would be constructed above grade and a subterranean parking garage will be constructed below grade. The proposed building would encompass approximately 61,106 square feet of floor area, resulting in a FAR of 3.79 to 1 and will rise to a maximum height of 67 feet. Pursuant to the Transit Oriented Communities (TOC) Affordable Housing Incentive Program, the Project requests three Base Incentives and three Additional Incentives in exchange for reserving 10 percent of the total units proposed, or four units, for Extremely Low Income households. The residential unit mix includes 5 one-bedroom units, 1 two-bedroom unit, 8 three-bedroom units, and 26 five-bedroom units. Automobile parking would be located within the subterranean garage level of the building and would consist of a total of 50 residential parking spaces. The Project would be served by one, two-way driveway along North Hoover Street, provide access to residential parking stalls and long-term bicycle parking. The Project would provide four short-term bicycle parking stalls along the sidewalk and 40 long-term bicycle parking stalls in the subterranean parking garage. Approximately 4,935 square feet would be dedicated to open space which includes a residential courtyard, recreation room, and common open space area on the ground-floor, a roof deck, and 16 private balconies.

Pursuant to the Transit Oriented Communities Affordable Housing Incentives Program, the project was determined eligible for the following three (3) Base Incentives which are granted by-right for eligible TOC projects, and three (3) Additional Incentives to construct the proposed project:

Base Incentives.

a. **Density.** Increase the maximum number of dwelling units by up to 70 percent to allow a maximum residential density of 50 units in lieu of 29 units otherwise allowed;

b. **Floor Area Ratio (FAR).** Increase in FAR by up to 50 percent to allow an FAR of up to 4.5:1, in lieu of 3:1 FAR otherwise allowed; and

c. **Parking.** Provide automobile parking at a ratio of 0.5 spaces per residential unit to allow a minimum of 20 parking spaces, in lieu of 74 parking spaces otherwise required.

Additional Incentives.

d. **Yards/Setback.** A 30 percent reduction in the rear and side yard setbacks to allow a minimum rear yard of 10 feet 6 inches and a side yard of 6.3 feet, in lieu of a rear yard of 15 feet and side yard of 9 feet otherwise required;

e. **Open Space.** A 25 percent reduction in Open Space requirement to allow a minimum of 4,932 square feet of Open Space, in lieu 6,575 square feet otherwise required; and

f. **Height.** Two additional stories up to 22 feet to allow a maximum building height of six stories up to 67 feet, in lieu 45 feet otherwise allowed.

Background

The subject property is a 22,500 square-foot (0.52 acres), level site consisting of three lots with a frontage of approximately 150 feet along North Hoover Street, and a depth of approximately 150 feet in the Virgil Village neighborhood of East Hollywood. The property is currently developed with an office building and two single-family houses.

The project site is zoned R3-1 and is located within the Wilshire Community Plan with a General Plan Land Use Designation of Medium Residential. Additionally, the site is located within the Los Angeles State Enterprise Zone, a Transit Priority Area, a TOC Tier 3 area, an Urban Agriculture Incentive Zone, Special Grading Area, and is within 1.47 kilometers from the Upper Elysian Park fault zone. The site is not subject to any additional land use specific plan, community design overlay, or interim control ordinances.

Surrounding Properties:

The property site is located in an urbanized neighborhood bounded by North Hoover Street to the east, and single-family houses to the north, west, and south. North Hoover Street provides north-south street travel with a Metro “10” Local Bus Line stop located 350 feet from the project site. In addition, the Metro “B” Vermont/Beverly Station is located approximately 2,550 feet from the project site. Surrounding properties are predominantly developed with single- and multi-story residential buildings, commercial businesses, and a car repair center. Properties across North Hoover Street are zoned C1.5-1VL, RD2-1VL, and RD3-1VL and are developed with one-story commercial stores, single-family houses, and multi-family residential buildings. Properties north and south of the project site are zoned R3-1 and are developed with a mix of single- and multi-family residential buildings and commercial businesses. One block north, on Clinton Street, is a Los Angeles Department of Water and Power Distributing Station zoned PF-1XL. Further south is the Hollywood Freeway (U.S. Route 101) zoned PF-1XL. Properties west of the project site are zoned R2-1 and are predominately developed with single-family houses.

Streets and Circulation:

North Hoover Street – Adjoining the subject property to the east, is a designated Collector, with a roadway width of 40 feet and a right-of-way width of 66 feet improved with asphalt roadway, concrete curb, gutter, and sidewalk. The corridor permits northbound and southbound traffic flow.

The subject property is located in a transit priority area (TPA) and is located within 2,550 feet from the Vermont Avenue and Beverly Boulevard intersection which functions as a major public transit stop for the Metro “B” Rail Line (via Vermont/Beverly Station).

Transit Oriented Communities:

The subject property is located within 2,550 feet from the Vermont Avenue and Beverly Boulevard intersection which functions as a major public transit stop for the Metro "B" Rail Line (via Vermont/Beverly Station). The subject property is therefore located in Tier 3 of the Transit Oriented Communities Affordable Housing Incentive Program and is eligible for Tier 3 incentives. Per Section IV of the TOC Guidelines, the proposed project is eligible to receive Base Incentives and up to three Additional Incentives as the project will reserve at least 11 percent of the base units for Extremely Low Income Households. The Project proposes a total of 40 units with four units, or 13 percent of base units, set aside for Extremely Low Income Households. As such, the proposed project fulfills the Tier 3 TOC eligibility requirements for on-site restricted affordable units.

Pursuant to the Transit Oriented Communities Affordable Housing Incentive Program Guidelines (TOC Guidelines), the project has been granted the following three (3) Base Incentives as eligible TOC projects are granted base incentives by-right.

a. Density. Increase the maximum allowable number of dwelling units permitted by up to 70 percent.

The R3 Zone allows for a maximum residential density consistent with the R3 Zone requirements of one dwelling unit per 800 square feet of lot area. The subject site has a lot area of 22,500 square feet allowing a maximum base density of 29 units. Based on TOC Guidelines Section VI.1(a)(iii), Tier 3 eligible projects are allowed up to a 70 percent increase in the total number of units proposed. The maximum allowed density for the subject site would therefore be 50 units. The project proposes 40 units, with four units reserved for Extremely Low Income households.

b. Floor Area Ratio. Increase in FAR by up to 50 percent to allow an FAR of up to 4.5:1 in the R3 Zone.

The "1" Height District allows a maximum FAR of 3 to 1 for the subject property located in the R3 Zone. As permitted through the TOC Incentive Program and LAMC Section 12.22 A.31, Housing Development projects utilizing Tier 3 Base Incentives qualify for a FAR increase of up to 50 percent in exchange for setting aside a portion of the proposed residential units toward affordable housing. With the incentive the Project would be permitted a total FAR of 4.5 to 1, resulting in total floor area of 72,563 square feet. The Project proposes a FAR of 3.79 to 1, resulting in a total floor area of 61,106 square feet.

c. Parking. A reduction in residential parking to 0.5 parking spaces per unit to allow a minimum of 20 parking spaces.

Per LAMC, the proposed project is required to provide a total of 74 automobile parking spaces. However, eligible TOC projects can utilize an automobile parking reduction incentive based on their qualified Tier or a lower Tier. The proposed project would utilize the Tier 3 parking reduction incentive which allows for projects to provide 0.5 parking spaces per unit proposed. With the base parking incentive, the Project would be required to provide a minimum of 20 parking spaces. The Project proposes a total of 50 residential parking spaces, a net decrease of 24 parking spaces otherwise required.

Pursuant to the TOC Guidelines, the project is eligible for, and has been granted three (3) Tier 1 Additional Incentives to construct the proposed project:

d. Yards/Setback. A 30 percent reduction in the rear and side setbacks.

The R3-1 zoning of the project site requires a front and rear setback of 15 feet, and a side yard setback of nine feet (five feet plus one additional foot for every story proposed over two stories). As permitted through the TOC Incentive Program, Tier 3 eligible projects located in a Residential zone can request a 30 percent reduction of two individual setbacks (side or rear setbacks). The applicant proposes a westerly, residential rear yard of 10 feet and 6 inches in lieu of 15 feet required by the R3 Zone and a northerly side yard of 6.3 feet in lieu of 9 feet.

e. Open Space. A 25 percent reduction in Open Space requirement.

Per LAMC, the proposed project is required to provide 6,575 square feet of open space. However, eligible Tier 3 TOC projects can request an Additional Incentive pursuant to the TOC Guidelines to reduce open space by 25 percent, With the incentive, the Project would be allowed to reduce its open space requirement to a minimum of 4,931 square feet. The Project proposes a total open space area of 4,935 square feet.

f. Height. Increase maximum building height by two additional stories up to 22 feet.

Per LAMC Section 12.21.1 A(1), projects in the R3 Zone and Height District No. 1 shall be subject to a maximum height of 45 feet. However, eligible Tier 3 TOC projects can request an Additional Incentive to increase maximum building height by two additional stories up to 22 feet. Therefore, the maximum building height established by the incentive would be 67 feet. The maximum proposed height of the Project is 67 feet, encompassing six stories.

APPEAL ANALYSIS

On October 22, 2021 an appeal was filed by Gregory Loew of the North Commonwealth United Neighborhood Association. The Neighborhood Associations includes other property owners that are located adjacent to the subject project, along North Commonwealth Avenue and Middlebury Street.

The appellant is appealing the entirety of the Director of Planning's Determination. The following section provides a summary of the Appellant's appeal points and Staff's Response to each appeal point. The full appeal application and justification document are provided in Exhibit "G".

Appeal Point #1: "The Project is a Co-Living Development that will be operated as an Apartment Hotel." The project is not proposing 40 units. The project is providing 195 Flexible Units, or 195 "bedroom singles" each leased individually as an apartment hotel, with maid service.

Staff Response:

The Los Angeles Municipal Code (LAMC) Section 12.03 defines an Apartment Hotel as "a residential building designed or used for both two or more dwelling units and six or more guest rooms or suites or rooms". The proposed project is a six-story, 40-unit residential development that will rise to a maximum height of 67 feet. The project's unit mix is as shown in the table below.

Unit Type	# of Units	Bedrooms with private bathroom	Bedrooms	Shared Bathrooms	Additional Habitable Rooms
5-Bedroom	26	2	3	2	Kitchen, Study
3-Bedroom	8	2	1	1	Kitchen, Study
2-Bedroom	1	1	1	1	Kitchen
1-Bedroom	5	1			Kitchen
Total	40	74	87	61	

Table 1: Unix Mix (number of bedrooms, bathrooms, habitable rooms)

Upon filing and review of the proposed project, the project was not determined to be an Apartment Hotel as it does not propose any guest rooms, nor will it provide short-term residency for prospective residents. Shared amenities include bathrooms and study rooms. Short-term rentals are not allowed as the project is not registered for home-sharing or any other arrangement allowing individuals to rent units for transient use of 30 consecutive days or less. Therefore, the Appellant's assertion that the project is an Apartment Hotel is incorrect.

Nor does this project propose "Flexible Units" as described in, LAMC Section 12.21 A.1(b). A "Flexible Unit" is created "whenever a layout within any dwelling unit or guest room is designed with multiple hallway entrances, multiple toilet and bath facilities or sink installations, so that it can be easily divided into or used for separate apartments or guest rooms, the lot area requirements and the automobile parking requirements shall be based upon the highest possible number of dwelling units or guest rooms obtainable from such arrangement". Flexible Units offer unusual layouts that are comprised of informal spaces and partitions. Upon filing and review of the proposed project, none of the 40 units proposed were determined to be a Flexible Unit. On February 16, 2021, the Department of City Planning and the Department of Building and Safety completed the Preliminary Zoning Assessment (PZA) Referral Form, a process which screens housing development projects and identifies any zoning issues or necessary approvals that require discretionary actions. Review of the entitlement plans determined that the project would

be consistent with the LAMC and the requested TOC Tier 3 Incentives. Therefore, the project does not propose 195 Flexible Units as claimed by the Appellants.

Appeal Point #2: "The Transit Oriented Communities (TOC) Guidelines are Illegal." "The TOC Incentives far exceed those authorized by the voters enacting Measure JJJ, while failing to provide for well-paid jobs adhering to the prevailing wages in Los Angeles."

Staff Response:

On November 8, 2016, the City of Los Angeles voters approved Measure JJJ. Measure JJJ established LAMC Section 12.22 A.31 to create a new transit-based affordable housing incentive called the Transit Oriented Communities Affordable Housing Incentive Program (TOC Program). The Measure required the Department of City Planning to create TOC Affordable Housing Incentive Program Guidelines (TOC Guidelines) for all Housing Developments located within a one-half mile radius of a Major Transit Stop. These Guidelines provide the eligibility standards, incentives, and other necessary components of the TOC Program consistent with LAMC 12.22 A.31. The TOC Program became effective on September 22, 2017, and was subsequently revised on February 26, 2018.

The Department of City Planning structured the TOC Guidelines to provide different levels of incentives linked to the quality and proximity to a Major Transit Stop. As a result, this program establishes different levels of development incentives for a proposed project ranging from those located within one-half mile from two intersecting regular bus lines to a project located adjacent to a Metro Rail Station. To reflect these important distinctions, a Tier-based system classifies eligible areas into TOC Tiers depending on the project's distance from different types of transit service. All incentives and tiers are in proportion to the affordable housing requirements outlined in Measure JJJ and the development incentives in the City's current Density Bonus program. The specific incentives offered through the program are determined by the TOC Guidelines and are consistent with the provisions of Measure JJJ, including up to three Additional Incentives, depending on the percent of affordable housing provided relative to a project's base density. Projects that adhere to the labor standards required in LAMC 11.5.11 may be granted two Additional Incentives from the menu in Section VII of the TOC Guidelines, for a total of up to five Additional Incentives. The project is only seeking three Base Incentives and three Additional Incentives and is therefore not required to adhere to the labor standards in LAMC 11.5.11.

A qualifying TOC Project shall be granted Base Incentives such as increased residential density, increased floor area ratio, and reduced automobile parking requirements, which are granted by-right. In addition, an eligible project may be granted Additional Incentives for yards and setbacks, open space, lot coverage, lot width, averaging, density calculation, height, and developments in public facility zones. Up to three (3) Additional Incentives may be granted in exchange for providing the requisite set aside for affordable housing as enumerated in the TOC Guidelines. For this project, the Applicant requests three Additional Incentives in exchange for reserving a minimum of 11 percent of the project's base units for Extremely Low Income households. These Additional Incentives include 1) a 30 percent reduction in the rear and side setbacks; 2) a 25 percent reduction in Open Space requirement; and 3) increase maximum building height by two additional stories up to 22 feet. Therefore, the project is in compliance with the TOC guidelines and as approved appropriately.

Appeal Point #3: "Nowhere does Measure JJJ authorize incentives for increased height or reduced open space. Nor were voters informed of such incentives by Measure JJJ, or that an unelected commission could upend the city's General Plan."

"Voters adopted Measure JJJ being told that the measure would require projects seeking zone changes or height district changes to abide by labor standards and affordable housing requirements."

Staff Response:

Measure JJJ was approved on November 8, 2016, establishing LAMC Section 12.22 A.31 and the TOC Program. The Measure required the Department of City Planning to create eligibility standards, incentives, and other necessary components for prospective Housing Developments located within a one-half mile radius of a Major Transit Stop. Under the TOC Program, TOC Guidelines were established structuring the levels of incentives, including height and open space, based on the quality and proximity of a transit stop. The incentives for an increase in height and a reduction open space are found in the menu for "Additional Incentives" under Section VII of the TOC Guidelines and require projects to provide a set proportion of units for affordable housing.

As conditioned in the Director's Determination Letter (Exhibit "C") and described in the Project Background above, the project is eligible for Tier 3 Base and Additional Incentives of the TOC Guidelines. These incentives provide the developer relief from development standards such as building height and open space requirements. The project does not require a Zone Change or Height District change entitlement request as implied by the Appellants. The project is eligible for three Additional Incentives as it will reserve a minimum of 11 percent of the project's base units for Extremely Low Income households. The project will set aside four units for affordable housing, which represents 13 percent of the project's base units. The project requests three Additional Incentives: 1) increase in building height; 2) reduction in yards/setbacks; and 3) reduction in open space. Located in the underlying R3-1 Zone in the Wilshire Community Plan, the project is permitted a maximum building of 45 feet. However, Tier 3 TOC projects can request an increase in building height of two additional stories up to 22 additional feet. Utilization of the Additional Incentive permits the proposed building height of six stories at 67 feet. The project is also subject to rear and side yard requirements of 15 feet and 9 feet, respectively. TOC Guidelines allow Tier 3 projects to reduce rear and side yard requirements by 30 percent with the request of an Additional Incentive. As such, the project will utilize the incentive to provide a rear yard of 10 feet and 6 inches and a side yard of 6.3 feet. Regarding open space, the LAMC requires the project to provide a total open space area of 6,575 square feet. Per TOC Guidelines, Tier 3 TOC projects are eligible for a 25 percent reduction in open space permitting a minimum open space area of approximately 4,921 square feet. The project proposes 4,935 square feet of open space through a combination of common and private open space areas for residents. Therefore, the project meets the height, yard, and open space requirements of the TOC Guidelines.

A restriction on height, yard, open space requirements could limit the ability to construct the additional residential dwelling units and Restricted Affordable Units. Utilization of TOC Incentives allows for the construction of the proposed six-story, 40-unit residential development with a residential increase of 37 percent and four units reserved for Extremely Low Income households. Projects that adhere to the labor standards required in LAMC 11.5.11 may be granted two Additional Incentives from the menu in Section VII of the TOC Guidelines, for a total of up to five Additional Incentives. The project is only seeking three Base Incentives and three Additional Incentives and is therefore not required to adhere to the labor standards in LAMC 11.5.11.

Appeal Point #4: "The city has failed to determine whether or not the incentives are required in order to provide for affordable housing." "…the text of Measure JJJ in no manner "pre-evaluated" the incentives ultimately adopted by the City Planning Commission for the TOC Guidelines"

"The City fails to assess the economic matrix of the Project to determine whether or not the incentives are necessary in order to provide affordable housing." "The Director must make this financial feasibility assessment as a pre-condition to a decision."

Staff Response:

The TOC Program and Guidelines were established with the approval of Measure JJJ, creating a transit-based affordable housing incentive program that would offer different levels of development incentives based on the portion of dwelling units reserved for affordable housing and the quality and proximity of public transit. The Department of City Planning established incentives that would be consistent with the provisions of Measure JJJ and would align with the City's current Density Bonus program. These incentives include a menu of Base and Additional Incentives for the following development standards: Density, FAR, Parking, Yard/Setback, Open Space, Lot Coverage, Lot Width, Averaging of FAR, Density, Parking or Open Space, and permitting Vehicular Access, and Height.

Pursuant to LAMC Section 12.22 A.25(g)(2)(i)(c) and Section 65915(e) of the California Government Code regarding housing development projects eligible for the TOC Program, the Commission (Director of Planning) shall approve a density bonus and requested incentive(s), unless the Commission finds that:

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

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

As detailed in the Determination Letter (Exhibit "C"), the requested Additional Incentives for an increase in building height and a reduction in yard and open space requirements would result in building design or construction efficiencies that facilitate the construction of affordable housing. The Additional Incentives would permit a maximum building height of 67 feet in lieu of 45 feet otherwise permitted by the LAMC, a rear and northern side yard of 10 feet and 6 inches and 6.3 feet, respectively, and a 25 percent reduction in open space. In exchange for requesting three Additional Incentives, the project would reserve 10 percent of the total proposed units, or four units, for Extremely Low Income households.

The project will not have a specific adverse impact upon public health and safety or the physical environment, or any real property listed in the California Register of Historical Resources. The proposed project and the potential impacts were analyzed in accordance with the California Environmental Quality Act (CEQA) and the State CEQA Threshold Guide. The analysis determined that the project is Categorically Exempt from environmental review pursuant to Article 19, Class 32. As such, the project will not impose a significant impact on traffic, noise, air and water quality. According to SurveyLA and the Historic Places LA databases, there are no historic structures on the project site or adjacent properties. Therefore, the project will not have an adverse impact on any historical resources in the vicinity.

According to the Appellants, a financial feasibility assessment should be conducted to assess whether incentives are necessary to provide affordable housing. The requisite for the different

levels of incentives provided by the TOC Program is based on the quality and proximity of public transit service in the project area through a Tier-based system. All incentives and tiers are in proportionate to the affordable housing requirements outlined in Measure JJJ and the development incentives in the City's current Density Bonus program. In addition, on January 1, 2017 AB 2501 was adopted and is one of many assembly bills that amended the State Density Bonus Law. To streamline the density bonus process, AB 2501 eliminated local jurisdictions from requiring special studies including financial pro-formas and third-party reviews. Therefore, the TOC Program does not require a financial feasibility assessment to determine incentive eligibility.

Appeal Point #5: "The Project Does Not Qualify for its Entitlements because the Zoning Regulations, Procedures, and Protocols Attendant Discretionary Approvals Were Not Followed" with the lack of a Site Plan Review.

"Because 511 Hoover is a co-living hotel project that involves more than 50 guest rooms that will be individually leased out, and because the entitlement bonuses granted under the city's TOC incentive program are illegal, a Site Plan Review is required".

Staff Response:

The proposed project will demolish the existing office building and two single-family houses to construct a 40-unit residential development in the Wilshire Community Plan. The project will not construct a "co-living hotel" with 175 guest rooms or Flexible Units as the Appellants claim. Pursuant to LAMC Section 16.05, a Site Plan Review would be required if a development project creates, or results in the increase of 50 or more dwelling units or guest rooms. Since the project is proposing an increase of 38 units at the project site (accounting for the two single-family houses proposed for demolition), a Site Plan Review is not required.

According to LAMC Section 12.22 A.25(c)(8), "Approval of Density Bonus units shall not, in and of itself, trigger other discretionary approvals required by the Code". The by-right density for the proposed project is 28 units, the base density is 29 units, and with the 70 percent density increase permitted through the Tier 3 TOC Base Incentive, the maximum density permitted would be 50 units. As established in Staff's Response to Appeal Point #1, the project is proposing 40 units, not 175 units. The by-right density for this case is 28 units, therefore Site Plan Review is not required.

The TOC Program and the incentives made available through the TOC Guidelines are not illegal as the City of Los Angeles approved Measure JJJ to establish the TOC Program. On March 19, 2021 the application for the proposed project was filed with the Development Services Counter/Department of City Planning (DCP). Subsequently, the Los Angeles Housing Department (LAHD) issued a Replacement Unit Determination letter on September 17, 2020 stating that the no units are subject to replacement pursuant to the Housing Crisis Act of 2019, or SB 330, based on their review of the proposed project located at 505 – 517 North Hoover Street. Additionally, a Preliminary Zoning Assessment (PZA) Referral Form was completed by the Department of City Planning and the Department of Building & Safety (DBS) on February 16, 2021. Through the PZA Referral Form process, Planning Staff screen housing development projects that propose two or more units and refer projects to an additional zoning Plan Check with DBS to ascertain if any zoning issues or necessary approvals associated with the project and the site need to be resolved through a discretionary City Planning action. After reviewing the PZA Referral Form and the architectural plans for the proposed project, DBS Plan Check staff signed off on the form. On June 8, 2021, the project application was deemed complete. On June 23, 2021, Planning Staff attended the Department of City Planning's Urban Design Studio Office Hours in which the project received generally positive comments highlighting the programming of the development and the variety of building materials and articulation utilized.

As such, the appropriate case processing procedures were conducted in evaluating the project from the application process through the issuance of the Determination Letter.

Appeal Point #6: "The Project DOES NOT consist of an arrangement of buildings and structures (including height, bulk, and setbacks), off-street parking facilities, loading areas, lighting, landscaping, trash collection, and other such pertinent improvements that is or will be compatible with existing and future development on adjacent and neighboring properties." "… the 511 Hoover development have obtained their entitlements under an illegal process, they must adhere to the Site Plan Review Ordinance"

Staff Response:

As detailed in Staff's Response to Appeal Point #5, a Site Plan Review entitlement request is not required for the proposed project nor are findings for a Site Plan Review. Pursuant to LAMC Section 16.05, a Site Plan Review would be required if a development project creates, or results in the increase of 50 or more dwelling units or guest rooms. The project located at 505 – 517 North Hoover Street proposes the construction of a 40-unit residential building resulting in a net increase of 38 dwelling units after accounting for the demolition of two existing single-family houses on the project site. As such, the project was not processed incorrectly or illegally as suggested by the Appellants.

The Applicant went through the appropriate channels with the Department of City Planning to apply for the housing development project and the appropriate procedures were conducted to process the case. The project received a preliminary review from the DCP, DBS, and LAHD, and the project's application was deemed complete in June 2021. The TOC Program and Guidelines are not illegal with the approval of Measure JJJ in November 2016 which helped established the transit-based affordable housing incentive program.

Appeal Point #7: "The Project will have a Specific Adverse Impact upon public health and safety, as the Project DOES NOT incorporate mitigation measures, monitoring measures when necessary, or alternatives identified in the environmental review that would mitigate the negative environmental effects of the project. A) The Project's cumulative construction and operational noise, vibration, dust and grading will have a significant, adverse impact upon public health and safety. B) The applicant failed to conduct any traffic analysis to assess safety impacts.

Staff Response:

With the appeal of the proposed project, the Appellant challenges the project's CEQA determination of a Categorical Exemption. On September 24, 2021 Planning Staff published the Justification for a Class 32 Categorical Exemption for the subject project concluding that there will be less than significant effects relating to traffic, noise, air quality, or water quality. Planning Staff made this determination after reviewing the submitted environmental documents and the Air Quality, Greenhouse Gas, and Noise Impacts Analyses completed by York Engineering, LLC on September 3, 2020. (Exhibit "E") Staff has responded to these CEQA points for the record.

After conducting regional and localized threshold analyses of criteria pollutants (VOC, NO_x, CO, SO_X, PM_{10}, and $PM2_{.5}$) for project-related construction and operation activities, air quality impacts would be less than significant. Similarly, Greenhouse Gas emissions (CO_2, CH_4, N_20, and CO_{2e}) from construction and operation were projected to be less than significant. During construction, the proposed project would apply appropriate dust control measures to sequester particulate matter as required by the South Coast Air Quality Management District's (SCAQMD) Rule 403 - Fugitive Dust. Rule 403 control requirements include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes, applying soil binders to

uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the Project Site, and maintaining effective cover over exposed areas.

Regarding construction- and operation-related noise impacts, the project will have a less than significant impact on nearby residential receptors based on the modeled noise levels calculated in the Noise Analysis conducted by York Engineering, LLC, the implementation of deflectors/barriers during the construction phase (i.e. plywood construction fencing, sound-absorbing curtains, and existing intervening buildings), and compliance with the City of Los Angeles's Noise Ordinances including LAMC Sections 112.02, 112.03, 112.05, and 41.40. The cumulative noise levels calculated during the construction phase of the project, which includes demolition, site preparation, grading, building construction paving, architectural coating, will not exceed the 75 CNEL dBA threshold at 50 feet from the noise source. (pg. 16, Exhibit "E") The highest modeled noise level calculated is 74 dBA during the project's site preparation, grading, and building construction. These calculations take into account the existing street traffic and ambient background noise sources, the intermittent use of construction equipment, as well as the implementation of noise reduction devices such as barriers and mufflers. The main source of on-site operation noise will mainly derive from the project's HVAC equipment installed on the roof of the residential building. However, in compliance with LAMC Section 112.02, the HVAC equipment will not exceed the ambient noise level for nearby residences by more than 5 dBA. Therefore, the operational noise impacts of the proposed project would be less than significant.

The project will have a less than significant impact on water quality as it is located in a long-established urban neighborhood and will not generate, store, or dispose of substantial quantities of hazardous materials that could affect water quality. Additionally, the project will comply with the City's stormwater management provisions per LAMC Section 64.70 and the LID Ordinance.

In a correspondence dated July 16, 2020 (Exhibit "F"), LADOT stated that a TOC Referral Form was not necessary for the proposed 40-unit residential project as it will not generate enough trips to trigger a transportation analysis. Due to the size of the project and the number of dwelling units proposed, LADOT determined that the project will not result in a significant transportation impact. As a result, a transportation analysis was not completed as the project is projected to have a less than significant effect on traffic.

The Appellant states the project's cumulative construction and operational noise, vibration, dust and grading will have a significant, adverse impact upon public health and safety with no evidence in the record that draws to this conclusion. CEQA Guidelines Section 15300.2(b) states that a categorical exemption is inapplicable "when the cumulative impact of successive projects of the same type in the same place, over time is significant." An agency's determination that a project falls within a categorical exemption includes an implied finding that none of the exceptions identified in the CEQA Guidelines apply. Instead, the burden of proof shifts to the challenging party to produce evidence showing that one of the exceptions applies to take the project out of the exempt category. (San Francisco Beautiful v. City and County of San Francisco (2014) 226 Cal.App.4th 1012, 1022-23.) An Appellant must provide substantial evidence to support its claim that the cumulative impacts exception applies to this Project. The Appellant has not met its burden as it has failed to provide such substantial evidence. Appellant has failed to provide any technical studies that conclude that there will be a cumulative construction and operational noise, vibration, dust and grading impacts caused by the proposed project and other projects of the same type in the same place as the Project. Speculation that significant cumulative impacts will occur simply because other projects may be approved in the area is insufficient to trigger this exception and is not evidence that the proposed project will have adverse impacts or that the impacts are cumulatively considerable (Hines v. California Coastal Comm'n (2010) 186 Cal.App.4th 830, 857). The Appellant claims that construction noise will exceed the 75 dBA threshold at 50 feet without providing real data to support this assertion. In addition, the Appellant claims that a significant

construction noise impact is unavoidable by speculating that the deflection barriers proposed during the construction phase of the project will be infeasible and that the City's Noise Ordinance would be irrelevant. The Appellant also provides no evidence that proves that cumulative vibration, dust, and grading associated with the project's construction or operation will have a severe and adverse impact. Therefore, the Appellant has not met the burden of proof that validates the assertions that the cumulative impact exception applies and that the proposed measures to reduce noise impacts will be sufficient.

As demonstrated in the Justification for the Class 32 Categorical Exemption the proposed project and other projects in the vicinity shall be consistent with the underlying land use designation and the LAMC, and thus would be subject to the same regulations and requirements including development standards and environmental analysis. Regulatory Compliance Measures (RCMs) related to air quality, noise, hazardous materials, geology and transportation are outlined in the LAMC and State law to ensure impacts from construction-related air quality, noise, traffic, and parking are less than significant. For example, the LAMC includes restrictions on the use of construction equipment between different times of the day as well as the maximum noise level permitted for construction machinery and HVAC equipment. The SCAQMD established dust control measures and requirements to sequester particulate matter through Rule 403. In addition, projects must comply with the City's LID Ordinance to ensure that stormwater runoff and pollution are regulated. The proposed project and other projects in the vicinity will be required to comply with all state, regional, and local laws as part of regulatory compliance. Therefore, the Class 32 Categorical Exemption adequately addresses all impacts relative to the proposed project located at 505 – 517 North Hoover Street.

Appeal Point #8: "The Project does not qualify for a Class 32 exemption under the California Environmental Quality Act. A) The city is ignoring the project's cumulative impacts.

Staff Response:

Similar to Staff's Response to Appeal Point #7, the Appellant fails to provide any substantial evidence in the record that concludes that the project is not qualified for a Class 32 Categorical exemption or that the project's cumulative impacts are ignored. As demonstrated in the Justification for the Class 32 Categorical Exemption, the project qualifies for a Class 32 categorical exemption as it will be developed within an infill site and is consistent with the following five applicable conditions:

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

The Class 32 Categorical Exemption and the associated justification analysis addresses the environmental impacts related to traffic, air quality, noise, and water quality including cumulative impacts associated with proposed project and other projects in the vicinity. These projects are subject to RCMs and State laws that provide requirements for construction activities and ensure impacts from construction related air quality, noise, traffic, and parking are less than significant. For example, the LAMC includes restrictions on the use of construction equipment between different times of the day as well as the maximum noise level permitted for construction machinery and HVAC equipment. The SCAQMD established dust control measures and requirements to

sequester particulate matter through Rule 403. In addition, projects must comply with the City's LID Ordinance to ensure that stormwater runoff and pollution are regulated. The proposed project and other projects in the vicinity will be required to comply with all state, regional, and local laws as part of regulatory compliance.

The Appellant provides a list of past, current, and future projects within the boundaries of the East Hollywood and Hollywood Studio District Neighborhood Council area, which even if found to be accurate, by itself does not represent substantial evidence of any type of cumulative impact. Speculation and assertions without real data claiming that significant cumulative impacts will occur because of successive projects of the same type, in the same place, over time is insufficient to trigger the Cumulative Impact exception and is not evidence that the proposed project will have adverse impacts of that the impacts are cumulatively considerable (Hines v. California Coastal Comm'n (2010) 186 Cal.App.4th 830, 857). The Appellant has not submitted any substantial evidence that supports its claims that the cumulative impact exception applies. Therefore, the Appellant has failed to establish that significant cumulative impacts will occur based on past project approvals or in-progress entitlement applications.

Corrections and Modifications

The Base Incentive request for Parking inadvertently states that the project is required by the LAMC to provide 40 parking spaces. The actual number of spaces required is 74 spaces, therefore all language in the Determination Letter referencing this number shall be corrected from 40 spaces to 74 spaces. The number of spaces permitted by the TOC Program (20 spaces) and the number proposed (50 spaces) remains unchanged.

STAFF RECOMMENDATION

For the reasons stated herein, and as provided in the Findings in the Director's Determination (Exhibit "C"), the proposed project does comply with the applicable provisions of the Transit Oriented Communities Affordable Housing Incentive Program and the California Environmental Quality Act and Los Angeles Municipal Code. The appeal of the Director's Determination cannot be substantiated and therefore should be denied.

Staff recommends that the City Planning Commission:

Determine that, based on the whole of the administrative record as supported by the justification prepared and found in the environmental case file, the Project is exempt from the California Environmental Quality Act ("CEQA") pursuant to CEQA Guidelines, Article 19, Section 15332 (Class 32), and there is no substantial evidence demonstrating that any exceptions contained in Section 15300.2 of the State CEQA Guidelines, regarding location, cumulative impacts, significant effects or unusual circumstances, scenic highways, or hazardous waste sites, or historical resources applies;

Deny the appeal of DIR-2021-2250-TOC-HCA and **sustain** the decision of the Director of Planning for the construction, use, and maintenance of a six-story, residential building with 40 dwelling units inclusive of four units reserved for Extremely Low Income households for a period of 55 years, with Base and Additional Incentives for an increase in dwelling units, floor area ratio, and height, and a reduction in parking requirements, setbacks, and open space;

Adopt the Director of Planning's Conditions of Approval, Findings, and Exhibit "A"; and

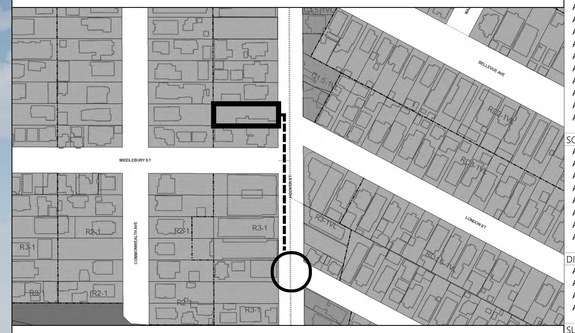
Consider the modification to the staff report for the Base Incentive request for Parking inadvertently states that the project is required by the LAMC to provide 40 parking spaces. The actual number of spaces required is 74 spaces, therefore all language in the Determination Letter referencing this number shall be corrected from 40 spaces to 74 spaces. The number of spaces permitted by the TOC Program (20 spaces) and the number proposed (50 spaces) remains unchanged.

EXHIBIT A

PLANS

511 HOOVER

VICINITY MAP



ZIMAS MAP

SHEET INDEX

ABBREVIATIONS

ARCH.	Architectural
A.F.F.	Above Finished Floor
B. O.	Bottom of
BLDG.	Building
BLK.	Block
BM.	Beam
CLR.	Clear
CLG.	Ceiling
COL.	Column
CONC.	Concrete
CONT.	Continuous
D	Dryer
DIA.	Diameter
DIM	Dimension(s)
DW	Dishwasher
DWG	Drawing
ELEV	Elevation
EQ.	Equal
(E)	Existing
EXT.	Exterior
FIN.	Finish
F. F.	Finish Floor
F. G.	Finish Grade
FLR.	Floor
FT.	Foot
FTG.	Footing
GALV.	Galvanized
GYP. BD.	Gypsum wallboard
H. H.	Head height
HDR.	Header
HT.	Height
INT.	Interior
L.A.	Landscape Architect
LT. WT.	Light Weight
MIN.	Minimum
MAX	Maximum
MECH.	Mechanical
MFR.	Manufacturer
MICRO	Microwave
MTL.	Metal
NO.	Number
O. C.	On center
O/	Over
PLYWD.	Plywood
PR.	Pair
PTD.	Painted
R	Risers
R. O.	Rough Opening
R. R.	Research Report
REF.	Refrigerator
REQ.	Required
REV.	Revision / Revised
SHT.	Sheet
SIM.	Similar
ST. STL.	Stainless Steel
STL.	Steel
STRUCT.	Structural
SQ.	Square
T	Treads
TBD	To Be Determined
T&G	Tongue & groove
T.F.	To Finish
T. O.	Top of
TYP.	Typical
U. N. O.	Unless noted otherwise
V. I. F.	Verify in field
W	Washer
W/	With
WD.	Wood

SYMBOL LEGEND

REVISION — X

DOOR — XXX

WINDOW — XXX

EXTERIOR ELEVATION — X / AXXX — DRAWING / SHEET

BUILDING SECTION — X / AXXX

WALL SECTION — X / AXXX

INTERIOR ELEVATION — N / W X AXXX E / S

SECTION DETAIL INDICATOR — X / AXXX

WALL TYPE — X

CEILING HEIGHT — CLG. HT. X'-X"

FINISH MATERIAL — XX-XX

ELEVATION DATUM LINE — X'-X" T.O. SLAB

KEY NOTE — XX

GREEN BUILDING KEYNOTE — GBXX

SLOPE

ALIGN

PLAN DETAIL INDICATOR — X / AXXX

SLOPE — 1%

MAX. ELEVATION TRANSITION — 1.5"

FLOOR ELEVATIONS

SOLAR INVERTER & METER LOCATION — S.Z.

WATER HEATER LOCATION — W.H.

MAIN SERVICE ELEC. PANELW/ MIN. BUSBAR RATING OF 200 AMPS — E.P.

IRRIGATION CONTROLLER SEE L1 & I1-I4 — C

RAIN SENSOR DEVICE SEE L1 & I1-I4 — RSD

FUTURE ELECTRICAL VEHICLE SUPPLY EQUIP. — EVSE

CENTERLINE

PROPERTY LINE

SETBACK LINE

CALCULATIONS

FLOOR AREA TABULATION (SEE A0.41 - A0.42)
*BUILDING CODE AREA EXCLUDING EXTERIOR WALLS, AREA OF COURTS AND SHAFTS. INCLUDES OVERHANGS.
**ZONING FLOOR AREA EXCLUDING EXTERIOR WALLS, SHAFTS, MECHANICAL, STAIRS AND PARKING PER FLOOR AREA DEFINITION (LMC 12.03). INCLUDES OVERHANGS.
***SCHOOL FEE AREA TABULATION INCLUDES EXTERIOR WALLS. EXCLUDES PARKING GARAGES + OVERHANGS

BUILDING CODE FLOOR AREA

GARAGE	17,111 SF	(S-2, TYPE I-A = UNLIMITED)
1ST FLOOR	9,744 SF	(R-2, TYPE I-A = UNLIMITED)
TOTAL =	26,855 SF	**OK**

BLDG A:

2ND FLOOR	5,681 SF	(R-2, TYPE III-A : 48,000 SF MAX.)
3RD FLOOR	5,691 SF	(R-2, TYPE III-A : 48,000 SF MAX.)
4TH FLOOR	5,681 SF	(R-2, TYPE III-A : 48,000 SF MAX.)
5TH FLOOR	5,691 SF	(R-2, TYPE III-A : 48,000 SF MAX.)
6TH FLOOR	3,838 SF	(R-2, TYPE III-A : 48,000 SF MAX.)
TOTAL =	26,582 SF	**OK**

BLDG B:

2ND FLOOR	4,609 SF	(R-2, TYPE III-A : 48,000 SF MAX.)
3RD FLOOR	4,618 SF	(R-2, TYPE III-A : 48,000 SF MAX.)
4TH FLOOR	4,609 SF	(R-2, TYPE III-A : 48,000 SF MAX.)
5TH FLOOR	4,618 SF	(R-2, TYPE III-A : 48,000 SF MAX.)
6TH FLOOR	4,207 SF	(R-2, TYPE III-A : 48,000 SF MAX.)
TOTAL =	22,661 SF	**OK**

UNIT COUNT

26	5BD
8	3BD
1	2BD
5	1BD
40	**TOTAL**

BIKE PARKING
LONG TERM (1 PER UNIT) = **40**
SHORT TERM (1 PER 10 UNITS) = **04**

TOC - TIER 3 BASE INCENTIVES

LOT AREA = 22,500 S.F.

BUILDABLE AREA = 16,125 S.F.

FAR = 3:1

16,125 S.F. X 3 (FAR FACTOR) = 48,375 S.F.

48,375 S.F. X 50% TOC INCREASE = **72,563 S.F. ALLOWED**

61,106 S.F. PROPOSED ZONING AREA **OK**

MINIMUM LOT AREA PER DWELLING UNIT: 800 S.F.

MAX # UNITS: 22,500 S.F. / 800 = 29 DWELLING UNITS (ROUND UP)

29 UNITS x 1.7 (PER TOC) = **50 UNITS ALLOWED**

****40 DWELLING UNITS PROVIDED (4 AFFORDABLE UNITS)***

AUTOMOBILE PARKING
40 UNITS @ 0.5 STALLS PER UNIT = **20 SPACES REQUIRED**

ADA UNASSIGNED PARKING: 50 STALLS x .02 = 1 REQ. STALLS

FUTURE ELECTRIC VEHICLE SUPPLY EQ:
50 STALLS x .3 = 15 REQ. STALLS

FUTURE ELECTRIC VEHICLE CHARGING STATION EQ:
50 STALLS x .1 = 5 REQ. STALLS

ONE OF THE CHARGING STALLS SHALL BE ACCESSIBLE WITH NO ADA LOGO

SPACES PROVIDED:
5 COMPACT
28 SING. ACC. STANDARD
2 ACCESSIBLE & 15 EV CAPABLE
TOTAL PROVIDED = 50 SPACES

ZONING CODE FLOOR AREA

GARAGE	0 SF
1ST FLOOR	10,066 SF
2ND FLOOR	10,702 SF
3RD FLOOR	10,702 SF
4TH FLOOR	10,702 SF
5TH FLOOR	10,702 SF
6TH FLOOR	8,232 SF
TOTAL	61,106 SF

TOC ADDITIONAL INCENTIVES
*11% EXTREMELY LOW INCOME UNITS = 3 ADDITIONAL INCENTIVES

1 - **HEIGHT**: 22' INCREASE IN MAXIMUM BUILDING HEIGHT

REQUIRED MAXIMUM HEIGHT: 45'
INCREASED MAXIMUM HEIGHT: 45' + 22' = 67'

2 - **OPEN SPACE**: 25% REDUCTION

100 SF / UNIT < 3 HABITABLE ROOMS
125 SF / UNIT = 3 HABITABLE ROOMS
175 SF / UNIT > 3 HABITABLE ROOMS

5 UNITS @ 100 S.F.	= 500 SF
1 UNITS @ 125 S.F.	= 125 S.F.
34 UNITS @ 175 S.F.	= 5,950 SF
TOTAL REQ. OPEN SPACE	**= 6,575 SF x .75 = 4,931.25 SF**

MIN. COMMON SPACE : 4931 x 0.50 = 2466 S.F.
MIN. GREEN SPACE : 2466 x 0.15 = 370 S.F.
MIN. TREE REQ. (1 TREE PER 500 SF OF LANDSCAPED AREA) = 2 TREES
MIN. TOC TREE REQ. (1 TREE PER 4 UNITS) = 10 TREES

PROVIDED (SEE A0.41)	
COMMON SPACE	=4135 SF
PRIVATE OPEN SPACE (16 x 50SF)	= 800 SF
TOTAL OPEN SPACE	**= 4,935 SF OK**

3 - **SETBACK REDUCTION** : 30% REDUCTION OF 2 YARDS

REAR YARD SETBACK : 15' X 70% = **10' - 6"**
SIDE YARD SETBACK : 9' X 70% = **6.3'**

PROJECT INFORMATION

PROJECT ADDRESS:
511 N. HOOVER ST. LOS ANGELES CA 90004 USA

ZONE:
R3-1

OCCUPANCY:
R-2 / S-2

CONSTRUCTION TYPE:
BASEMENT LEVEL + LEVEL 1 : TYPE 1-A
LEVEL 2-6 : TYPE III-A

NUMBER OF STORIES, CBC 504.4:
MAXIMUM ALLOWED: TYPE I-A (UNLIMITED PER BLDG)
TYPE III-A (5 PER BLDG)
PROPOSED: 6 STORIES ABOVE GRADE
TYPE I-A (1)
TYPE III-A (5)

HEIGHT (ZONING):
MAXIMUM HEIGHT: 45' +22' (TOC INCREASE) = 67'
PROPOSED HEIGHT: 67'-0"

HEIGHT (BLDG), CBC 504.3:
MAXIMUM HEIGHT: TYPE 1A: UNLIMITED
TYPE IIIA: 85'
PROPOSED HEIGHT: TYPE 1A: 12'-2"
TYPE IIIA: 52'-9"
64'-11" TOTAL

ALLOWABLE AREA, CBC 506.2:
S-2, TYPE I = UNLIMITED
R-2, TYPE I = UNLIMITED
R-2, TYPE III = 48,000 SF

LEGAL DESCRIPTION:
APN: 5539028013 + 5539028014 + 5539028015
TRACT: DAYTON HEIGHTS TRACT
LOT: 13 + 14 + 15
BLOCK: M

PROJECT DESCRIPTION:
NEW 40-UNIT 6-STORY APARTMENT BUILDING (R-2) OVER A SUBTERRANEAN PARKING GARAGE (S-2)

LOT SIZE:
22,499.9 SF (7,500 + 7499.9 + 7,500 SF)

MAX. BUILDABLE FLOOR AREA:
16,125 SF

PROPOSED FLOOR AREA:
60,265 SF

AVG. GRADE PLANE
N: 309.69+310.11+310.07+310.45+
E: 309.98+309.58+309.15+305.03+
S: 306.59+306.78+305.53+305.34+
W: 309.60+308.45+308.27+306.59/
16 = 308.20

SPRINKLERS:
NFPA 13, FULLY SPRINKLERED THROUGHOUT

APPLICABLE CODES:
2019 CBC
2020 LABC
2020 LA GREEN CODE

HILLSIDE AREA (ZONING CODE): NO
BASELINE HILLSIDE ORDINANCE: NO
BASELINE MANSIONIZATION ORDINANCE: NO
FLOOD HAZARD ZONE: NO
FIRE DISTRICT: NO

DEFERRED SUBMITTALS
- FIRE ALARM SYSTEM & MONITORING
- EMERGENCY RESPONDER RADIO COVERAGE
- SOLAR PHOTOVOLTAIC SYSTEMS

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

FIRE ALARM NOTE
THIS BUILDING SHALL BE PROVIDED W/ A MANUAL ALARM SYSTEM WITH THE CAPACITY TO SUPPORT VISIBLE ALARM NOTIFICATION APPLIANCES IN ACCORDANCE WITH NFPA-72

TWO-WAY RADIO NOTE
BUILDINGS SHALL HAVE APPROVED RADIO COVERAGE FOR EMERGENCY RESPONDERS. SEE LOS ANGELES FIRE CODE SECTION 510 FOR MORE DETAILS

PROJECT PARTICIPANTS

OWNER: 511 HOOVER LLC
8271 MELROSE AVE. #200
LOS ANGELES, CA 90046

ARCHITECT: BITTONI ARCHITECTS, INC.
MARK BITTONI
4909 W. Jefferson Blvd.
Los Angeles,CA 90016
Tel: 310-841-6857

GENERAL CONTRACTOR: TBD

STRUCTURAL ENGINEER: NOUS ENGINEERING
600 WILSHIRE BLVD, STE. 760
LOS ANGELES, CA 90017
TEL: (213)627-6687

SURVEYOR: ADVANCED ENGINEERING
22837 VENTURA BLVD, STE. 100
WOODLAND HILLS, CA 91364
TEL: (818)222-7982

SOILS ENGINEER: APPLIED EARTH SCIENCES
4742 SAN FERNANDO RD
GLENDALE, CA 91204
TEL: (818)552-6000

CIVIL ENGINEER: OBANDO & ASSOCIATES
1453 14TH STREET, STE. A
SANTA MONICA, CA 90404
TEL: (310)821-7555

MEP ENGINEER: TBD

LANDSCAPE ARCHITECT: ENVIRONMENTAL DESIGN STUDIO
201 N. WESTMORELAND AVE, STE. 126
LOS ANGELES, CA 90004
TEL: (213) 302-2754

*** THE CONSTRUCTION SHALL NOT RESTRICT A FIVE-FOOT CLEAR & UNOBSTRUCTED ACCESS TO ANY WATER OR POWER DISTRIBUTION FACILITIES (POWER POLES, PULL-BOXES, TRANSFORMERS, VAULTS, PUMPS, VALVES, METERS, APPURTENANCES, ETC.) OR TO THE LOCATION OF THE HOOK-UP. THE CONSTRUCTION SHALL NOT BE W/ IN TEN FEET OF ANY POWER LINES-WHETHER, OR NOT THE LINES ARE LOCATED ON THE PROPERTY. FAILURE TO COMPLY MAY CAUSE CONSTRUCTION DELAYS &/OR ADDITIONAL EXPENSES.

*** AN APPROVED SEISMIC GAS SHUTOFF VALVE WILL BE INSTALLED ON THE FUEL GAS LINE ON THE DOWNSTREAM SIDE OF THE UTILITY METER & BE RIGIDLY CONNECTED TO THE EXTERIOR OF THE BUILDING OR STRUCTURE CONTAINING THE FUEL GAS PIPING." (PER ORDINANCE 170,158)(INCLUDES COMMERCIAL ADDITIONS & TI WORK OVER $10,000.) SEPARATE PLUMBING PERMIT IS REQUIRED.

*** PROVIDE ULTRA-LOW FLUSH WATER CLOSETS FOR ALL (N) CONSTRUCTION. USE OF WATER RESISTANT GYPSUM BACKING BOARD SHALL BE AS STATED IN SECTION 2509.3

*** SHOWER COMPARTMENTS AND WALLS ABOVE BATHTUBS WITH INSTALLED SHOWER HEADS SHALL BE FINISHED WITH A SMOOTH, NONABSORBENT SURFACE TO HEIGHT NOT LESS THAN 72 INCHES ABOVE THE DRAIN INLET (SECTION 1210.2.3). USE OF WATER-RESISTANT GYPSUM BACKING BOARD SHALL BE AS STATED IN SECTION 2509.3

*** WATER HEATERS MUST BE STRAPPED TO A WALL (SEC. 507.3, UPC)

*** UNIT SKYLIGHTS SHALL BE LABELED BY A LA CITY APPROVED LABELING AGENCY. SUCH LABEL SHALL STATE THE APPROVED LABELING AGENCY NAME, PRODUCT DESIGNATION AND PERFORMANCE GRADE RATING. (RESEARCH REPORT NOT REQUIRED).

*** A COPY OF THE EVALUATION REPORT &/OR CONDITIONS OF LISTING SHALL BE MADE AVAILABLE AT THE JOB SITE.

bittoni architects

4909 W. Jefferson Blvd.
Los Angeles,CA 90016
t: 310-841-6857
bittoniarchitects.com

511 HOOVER
511 N. HOOVER ST.
LOS ANGELES, 90004

LICENSED ARCHITECT
MARK CHRISTOPHER BITTONI
No. C-34136
REN. 3.31.21
STATE OF CALIFORNIA

DATE	DESCRIPTION
06.17.20	TOC SUBMITTAL
07.23.20	100% SD
08.05.20	TOC - REV
11.16.20	PLAN UPDATE

COVER SHEET

PUBLISHED: 9/17/2021

A0.00

SHEET 1 OF 101

EXHIBIT "A"
Page No. 1 of 20
Case No. DIR-2021-2250-TOC-HCA

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GENERAL NOTES

CONTRACTOR SHALL BE RESPONSIBLE FOR REVIEWING ALL NOTES PRIOR TO FINALIZING CONSTRUCTION CONTRACT.

THE WORD "CONTRACTOR" MEANS THE GENERAL CONTRACTOR, AND WHERE APPLICABLE BY TRADE,
SUBCONTRACTORS. "CONTRACTOR" SHALL BE USED TO REPRESENT ALL THE SUBCONTRACTORS, MATERIAL SUPPLIES, AND OTHER TRADES NECESSARY FOR THE SUCCESSFUL COMPLETION OF THE WORK.

IT IS THE SOLE RESPONSIBILITY OF THE GENERAL CONTRACTOR TO COORDINATE THE WORK OF ALL TRADES AS THEY AFFECT ONE ANOTHER.

PRIOR TO FINALIZING CONTRACT PRICES, CONTRACTOR SHALL BE RESPONSIBLE FOR REVIEWING AND COORDINATING ALL NOTES AND DRAWINGS TO INCLUDE ANY SUBCONTRACT REQUIREMENTS OR INFORMATION WHICH MAY NOT BE INDICATED ON SUBCONTRACTOR'S SHEETS OR NOTES, BUT WHICH MAY BE INDICATED ELSEWHERE IN THE CONSTRUCTION DOCUMENTS.

THE CONTRACTOR SHALL HAVE EVIDENCE OF CURRENT WORKERS' COMPENSATION INSURANCE.

THE PLUMBING AND ELECTRICAL SUBCONTRACTORS SHALL PROVIDE AND INSTALL ROUGH PLUMBING AND FINAL HOOKUP FOR ALL THE SPECIFIED FIXTURES, EQUIPMENT, CABINETRY, FURNISHINGS, AND ALL OTHER ITEMS REQUIRED BY LOCAL CODES.

BEFORE SUBMITTING ANY PROPOSAL, IT SHALL BE THE RESPONSIBILITY OF THE GENERAL CONTRACTOR TO FAMILIARIZE HIMSELF WITH ALL CONDITIONS AT THE SITE RELATIVE TO EXISTING WORK, MATERIALS TO BE MATCHED, WORKING SPACE AVAILABLE, ACCESS, AND ALL OTHER ASPECTS AFFECTING THE SCOPE OF THE WORK TO THE MAKING OF AN INTELLIGENT BID. NO INCREASE IN COST OR EXTENSION IN PERFORMANCE TIME WILL BE CONSIDERED FOR FAILURE TO KNOW THE SITE CONDITIONS.

THE GENERAL CONTRACTOR SHALL MAINTAIN A FULL SET OF DRAWINGS AND SPECIFICATIONS AND ALL REQUIRED PERMITS ON THE JOBSITE AT ALL TIMES. THEY SHALL BE MADE AVAILABLE TO THE ARCHITECT AND OWNER AT REQUEST.

ALL CONSTRUCTION AND DETAILS SHALL BE COMPLETED IN FULL COMPLIANCE WITH APPLICABLE LOCAL CODES AND REQUIREMENTS.

OMISSIONS FROM THE DRAWINGS OR SPECIFICATIONS OR THE MISLABELING OF DETAILS OR WORK WHICH ARE MANIFESTLY NECESSARY TO CARRY OUT THE INTENT OF THE DRAWINGS AND SPECIFICATIONS, OR WHICH ARE CUSTOMARILY PERFORMED, SHALL NOT RELIEVE THE CONTRACTOR FROM PERFORMING SUCH OMITTED OR MISLABELED DETAILS OF THE WORK BUT THEY SHALL BE PERFORMED AS IF FULLY AND CORRECTLY SET FORTH AND DESCRIBED IN THE DRAWINGS AND SPECIFICATIONS.

CONTRACTOR SHALL VERIFY ALL WORKS, DIMENSIONS AND DETAILS AND REPORT AND DISCREPANCIES TO THE OWNER AND ARCHITECT PRIOR TO COMMENCING WORK. DURING CONSTRUCTION, THE OWNER AND ARCHITECT ARE TO BE ADVISED REGARDING ANY DISCREPANCIES IN MEASUREMENT, DIMENSION, LOCATION OR DETAILS PRIOR TO CONTRACTOR'S PROCEEDING WITH THAT PORTION OF THE WORK.

LARGER SCALE DRAWINGS TO TAKE PRECEDENCE OVER SMALLER SCALE DRAWINGS.

WRITTEN DIMENSIONS SHALL PREVAIL OVER SCALED DIMENSIONS ON DRAWINGS. IN NO EVENT IS DIMENSION TO BE SCALED OFF THE DRAWINGS WITHOUT PRIOR APPROVAL FROM THE ARCHITECT. DIMENSIONS SHOWN ON THE FLOOR PLANS, SECTIONS AND DETAILS ARE TO FACE OF FINISH (OR STUD AS APPLICABLE), COLUMN GRID LINES, AND FACE OF CONCRETE AND BLOCK WALLS UNLESS OTHERWISE NOTED OR SHOWN.

DETAILS ARE INTENDED TO SHOW FINAL EFFECT OF PARTS OF CONSTRUCTION. MINOR MODIFICATIONS MAY BE REQUIRED TO SUIT PARTICULAR JOB SITE DIMENSIONS OR CONDITIONS AND SHALL BE INCLUDED WITHIN THE SCOPE OF THE WORK AND CONSTRUCTION CONTRACT. ANY MODIFICATIONS REQUIRED TO DETAILS ARE TO BE REVIEWED AND CONFIRMED WITH THE ARCHITECT PRIOR TO CONSTRUCTION.

CONTRACTOR SHALL KEEP PREMISES SECURE, CLEAN AND HAZARD FREE. CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING HIS EQUIPMENT, MATERIALS, AND WORK IN NEAT, CLEAN, ORDERLY AND SAFE CONDITION AT ALL TIMES.

CONTRACTOR SHALL ERECT AND MAINTAIN TEMPORARY BARRICADES AND DUST-PROOF PARTITIONS AS NEEDED FOR PROTECTION AGAINST ACCIDENT, AND SHALL CONTINUOUSLY MAINTAIN ADEQUATE PROTECTION OF HIS WORK AND THE OWNER'S PROPERTY FRO M DAMAGE OR LOSS ARISING IN CONNECTION WITH CONSTRUCTION.

CONTRACTOR SHALL PROVIDE TEMPORARY TOILET FACILITIES ON THE JOB SITE IF NECESSARY OR REQUIRED BY LOCAL CODE.

CONTRACTOR SHALL REVIEW ALL ITEMS NOTED "VERIFY OR CONFIRM WITH OWNER OR ARCHITECT" WHICH MIGHT AFFECT COST PRIOR TO FINALIZING CONSTRUCTION CONTRACT AND SUBCONTRACTS AND SHALL CONFIRM FINAL DECISIONS REGARDING SELECTION, MATERIAL, COLOR, FINISH OR OTHER SPECIFICATIONS NOT YET DECIDED REGARDING THESE ITEMS. CONTRACTOR SHALL INCLUDE THE COST OF THESE ITEMS WITHIN THE ORIGINAL CONTRACT PRICE.

UNLESS ITEMS ARE SPECIFICALLY ITEMIZED AS NOT INCLUDED IN CONTRACT (NIC), THEY WILL BE ASSUMED TO BE INCLUDE IN THE ESTIMATE OR CONTRACT PRICE.

ANY ALLOWANCE ITEMS SHALL BE SPECIFICALLY IDENTIFIED AS ALLOWANCES AND INCLUDED IN THE ESTIMATE OR CONTRACT PRICE.

CONTRACTOR SHALL IMMEDIATELY NOTIFY THE OWNER OF ANY EXTRA COSTS ARISING FROM THE EXECUTION OF HIS CONTRACT OR SUBCONTRACTS AND SHALL RECEIVE OWNER'S WRITTEN APPROVAL OF SAME PRIOR TO DOING THE WORK.

CONTRACTOR SHALL BE RESPONSIBLE FOR SUPERVISING THAT ALL GENERAL AND SUBCONTRACTOR WORK IS BEING ACCOMPLISHED ACCORDING TO THE MOST CURRENT CONSTRUCTION DOCUMENTS, INCLUDING REVISIONS.

UNLESS OTHER ARRANGEMENTS ARE MADE, OWNER SHALL PROVIDE ADEQUATE PROPERTY AND LIABILITY INSURANCE IN ADDITION TO CONTRACTOR'S INSURANCE TO COVER ALL NEW WORK. THIS INSURANCE SHALL INCLUDE THE INTERESTS OF THE OWNER AND CONTRACTOR IN THE WORK, BUT SHALL NOT RELIEVE THE CONTRACTOR OF HIS RESPONSIBILITIES UNDER THE CONTRACT OR AS ITEMIZED ABOVE.

CONTRACTOR SHALL NOT USE ANY POTENTIALLY HAZARDOUS MATERIALS OR PRODUCTS IN THE CONSTRUCTION AND SHALL ADVISE OWNER OF ANY POTENTIALLY HAZARDOUS MATERIALS OR PRODUCTS RECOMMENDED, SELECTED, OR SPECIFIED PRIOR TO PURCHASING OR INSTALLING.

CONTRACTOR SHALL ADVISE OWNER AND ARCHITECT OF ANY POTENTIALLY HAZARDOUS MATERIALS ON THE SITE DISCOVERED DURING THE COURSE OF THE WORK AND SHALL STOP THE PORTION OF THE WORK AFFECTED UNTIL DIRECTED TO PROCEED.

ALL DISSIMILAR METALS SHALL BE EFFECTIVELY ISOLATED FROM EACH OTHER TO PREVENT MOLECULAR BREAKDOWN. PROVIDE GALVANIC OR BITUMINOUS INSULATION AS APPROVED BY ARCHITECT.

CONTRACTOR SHALL PROVIDE PROPER VENTILATION, CLEARANCES, AND FIRE PROTECTION FOR ALL NEW FIREPLACES, OVENS, HOT WATER HEATER, FURNACES, VENTS AND FLUES AS REQUIRED BY THE DRAWINGS, SPECIFICATIONS AND CODE.

DETAILS MARKED "TYPICAL" SHALL APPLY IN ALL CASES, UNLESS SPECIFICALLY NOTED OTHERWISE. WHERE NO DETAIL IS SHOWN, CONSTRUCTION SHALL BE AS SHOWN FOR SIMILAR WORK.

CONTRACTOR SHALL PROVIDE THE OWNER WITH RECORD DRAWINGS INDICATING ALL, STRUCTURAL AND DIMENSIONAL CHANGES AND INDICATING THE LOCATION AND SIZE OF ALL UNDERGROUND CHANGES, IN ADDITION TO THE LOCATIONS OF ALL UNDERGROUND INSTALLATIONS NOT COVERED IN ORIGINAL DRAWINGS, CHANGE ORDERS, SUPPLEMENTAL DRAWINGS, OR SHOP DRAWINGS. THE CONTRACTOR SHALL SUBMIT COMPLETED DRAWINGS TO THE ARCHITECT FOR HIS REVIEW. SUCH REVIEW SHALL NOT RELIEVE CONTRACTOR OF HIS RESPONSIBILITIES FOR THE ACCURACY OR COMPLETENESS OF THE INFORMATION RECORDED.

JOBSITE SHALL HAVE A FAX MACHINE DURING CONSTRUCTION.

WHERE SHOP DRAWINGS ARE REQUIRED, CONTRACTOR SHALL FURNISH FOR ARCHITECT'S APPROVAL PRIOR TO PROCEEDING WITH FABRICATION. ARCHITECT'S APPROVAL SHALL BE FOR DESIGN INTENT ONLY, NOT FOR DIMENSIONS OR SPECIFICATION INFORMATION. ARCHITECT'S APPROVAL SHALL BE IN ADDITION TO CONTRACTOR'S PRIOR REVIEW AND APPROVAL, WHICH SHALL INCLUDE DIMENSIONS & SPECIFICATION INFORMATION.

2A. THE CONSTUCTION SHALL NOT RESTRICT A FIVE- FOOT CLEAR AND UNOBSTRUCTED ACCESS TO ANY WATER OR POWER DISTRIBUTION FACILITIES (POWER POLES, PULL BOXES, TRANSFORMERS, VAULTS, PUMPS VALVES, METERS APPURTENANCES, ETC) OR THE LOCATION OF THE HOOKUP. THE CONSTRUCTION SHALL NOT BE WITHIN TEN FEET OF ANY POWER LINES-WHETHER OR NOT THE LINES ARE LOCATED ON THE PROPERTY. FAILURE TO COMPLY MAY CAUSE CONSTRUCTION DELAYS AND/OR ADDITIONAL EXPENSES.

B. AN APPROVED SEISMIC GAS SHUTOFF VALVE WILL BE INSTALLED ON THE FUEL GAS LINE ON THE ON THE DOWNSTREAM SIDE ONT HE UTILITY METER AND BE RIGIDLY CONNECTED TO THE EXTERIOR OF THE BUILDING OR STRUCTURE CONTAINING THE FUEL GAS PIPING. (INCLUDES COMMERCIAL ADDITIONS AND TI WORK OVER $10,000.) (SEPARATE PLUMBING PERMIT IS REQUIRED).

C. PROVIDE ULTRA-LOW FLUSH WATER CLOSETS FOR ALL NEW CONSTRUCTION. EXISTING SHOWER HEADS AND TOILETS MUST BE ADAPTED FOR LOW WATER CONSUMPTION.

D. SHOWER COMPARTMENTS AND WALLS ABOVE BATHTUBS WITH INSTALLED SHOWER HEADS SHALL BE FINISHED WITH A SMOOTH NONABSORBENT SURFACE TO HEIGHT NOT LESS THAN 72 INCHES ABOVE THE DRAIN INLET (SECTION 1210.2.3). USE OF WATER-RESISTANT GYPSUM BACKING BOARD SHALL BE AS STATED IN SECTION 2509.3.

E. WATER HEATER MUST BE STAPPED TO WALL. LAPC SEC. 507.3

F. UNIT SKYLIGHTS SHALL BE LABELED BY A LA CITY APPROVED LABELING AGENCY. SUCH LABEL SHALL STATE THE APPROVED LABELING AGENCY NAME , PRODUCT DESIGNATION AND PERFORMANCE GRADE RATING (RESEARCH REPORT NOT REQUIRED) 2405.5

G. A COPY OF THE EVALUATION REPORT AND/OR CONDITIONS OF LISTING SHALL BE MADE AVALIBLE AT THE JOB SITE.

SITEWORK, FOUNDATIONS, ETC.

THE REQUIRED FIRE FLOW FOR PUBLIC HYDRANTS AT THIS LOCATION IS 1250 GALLONS PER MINUTE AT 20 PSI FOR A DURATION OF 2 HOURS OVER AND ABOVE THE MAXIMUM DAILY DOMESTIC LOAD.

A CLASS I STANDPIPE SYSTEMS SHALL BE INSTALLED IN BUILDINGS THAT ARE FOUR OR MORE STORIES IN HEIGHT PER CBC [F] 905.3 EXCEPTION 1. SEE CBC [F] 905.4 FOR REQUIRED LOCATIONS.

DEACTIVATE ALL UTILITY LINES IN CONTRACT AREA BEFORE STARTING WORK. SECURE PERMISSIONS FROM OWNER PRIOR TO DEACTIVATION.

PLANS SHOWING UNDERGROUND PIPING OR ON-SITE HYDRANTS AND SPRINKLER SYSTEM SHALL BE SUBMITTED FOR APPROVAL PRIOR TO INSTALLATION.

ON-SITE PROTECTION FACILITIES (I. E., HYDRANTS, SPRINKLER SYSTEMS, ETC.) SHALL BE SUBMITTED FOR APPROVAL PRIOR TO OCCUPANCY.

THE INSPECTION, HYDROSTATIC TEST, AND FLUSHING OF THE HYDRANT AND/OR SPRINKLER SYSTEM SHALL BE WITNESSED BY THE PROPER FIRE DEPARTMENT REPRESENTATIVE, AND NO UNDERGROUND PIPING SHALL BE COVERED WITH EARTH OR HIDDEN FROM VIEW UNTIL THE FIRE DEPARTMENT REPRESENTATIVE HAS BEEN NOTIFIED AND GIVEN NO LESS THAN 48 HOURS IN WHICH TO INSPECT SUCH INSTALLATIONS.

PRIOR TO FORMING AND POURING CONCRETE, CONTRACTOR SHALL STAKE OUT ALL FOUNDATIONS AND PERIMETER WALL LINES AS SHOWN ON PLANS FOR ARCHITECT'S REVIEW, CONFIRM EXISTING AND NEW STRUCTURE AND PROPERTY LINE LOCATIONS AND ELEVATIONS, AND VERIFY PROPER SETBACKS AND CLEARANCES BY LOCAL CODES.

THERE SHALL BE NO TRENCHES OR EXCAVATIONS 5' OR MORE IN DEPTH INTO WHICH A PERSON IS REQUIRED TO DESCEND WITHOUT OBTAINING NECESSARY PERMITS FROM THE STATE OF CALIFORNIA DIVISION OF INDUSTRIAL SAFETY PRIOR TO ISSUANCE OF A BUILDING OR GRADING PERMIT. (HSC 17922, EFF. 3/6/76).

CONTRACTOR SHALL NOTIFY ARCHITECT AND OWNER OF ANY UNSTABLE OR QUESTIONABLE SOIL OR GEOLOGICAL CONDITIONS.

WHERE EXTERIOR CRAWL SPACE OR ROOM, PIT, OR BASEMENT FLOOR SLABS ARE BELOW EXTERIOR FINISH GRADE, CONTRACTOR SHALL PROVIDE DRAINAGE AT FOOTING

PERIMETER AND 3-PLY HOT MOPPED WATERPROOFING OF ALL EXTERIOR SURFACES OF FOUNDATION RETAINING WALLS. DRAINAGE SHALL CONSIST OF 5" DIAMETER PVC SCHEDULE 40 PERFORATED PIPE SE BELOW FLOOR LINE, SLOPED TO DRAIN, AND CONNECTED UNDERGROUND TO APPROVED STORM DRAINAGE SYSTEM OR STREET. DIRECTION OF HOLES IN PIPE SHOULD FACE DOWNWARD. PROTECT WALL WATER PROOFING WITH 1/2" RIGID MINERAL FIBER INSULATION BOARD AND BACKFILL WITH SAND AND GRAVEL.

AT THE BASE OF ALL RETAINING WALLS, DRAINAGE SHALL OCCUR IN THE FORM OF "FRENCH DRAINS" SET IN A BED OF GRAVEL.

FINAL INSPECTION OF WATERPROOFING AND DRAINAGE OF RETAINING WALLS IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR, ANY LEAKS DUE TO IMPROPER INSTALLATION OF WATERPROOFING OF DRAINAGE IS THE SOLE RESPONSIBILITY OF THE CONTRACT. THE CONTRACTOR SHALL NOTIFY THE ARCHITECT IN THE EVENT OF ANY OMISSIONS IN DRAWINGS WHICH COULD ADVERSELY AFFECT THE DRAINAGE OF WATER AWAY FROM THE RESIDENCE.

CONTRACTOR SHALL VERIFY INSETS AND EMBEDDED ITEMS WITH ALL APPLICABLE DRAWINGS BEFORE POURING CONCRETE.

ALL CONCRETE FLOOR SLABS SET BELOW EXTERIOR GRADES SHALL BE POURED OVER A CONTINUOUS 4 MIL WATERPROOF

MEMBRANE SET ON 2" SAND BED OVER 4" CRUSHED ROCK ON NATURAL OR COMPACTED SOIL. CRUSHED ROCK BED SHALL BE DRAINED TO STORM DRAIN SYSTEM OR RELIEVED TO PREVENT SUBFLOOR SATURATION. ANY LANDSCAPED OR PLANTER RETAINING WALLS AGAINST EARTH SPECIFIED WITHOUT PERIMETER DRAINS SHALL BE PROVIDED WITH ADEQUATE WEEP HOLES SURROUNDED ON THE BACK SIDE BY A MINIMUM OF 6" OF GRAVEL BACKFILL AT BASE OF WALL.

CONTRACTOR SHALL PROVIDE POSITIVE DRAINAGE AT ALL FINISHED GRADE SURFACES, SIDEWALKS AND PATIOS AWAY FROM STRUCTURES AND VERIFY THAT ALL AREAS AFFECTED BY CONSTRUCTION ARE PROPERLY DRAINED, WITH NO PONDING.

CONTRACTOR SHALL REMOVE ALL EXCAVATED OR EXCESS SOIL, DEBRIS, AND MATERIALS NOT REQUIRED BY CONSTRUCTION. CONFIRM ANY ITEMS TO REMAIN WITH ARCHITECT AND OWNER PRIOR TO START OF CONSTRUCTION. UNDERFLOOR AREAS SHALL BE ENCLOSED AT THE GROUND AS REQUIRED.

FOR DESIGN OF LANDSCAPED AREAS, CONCRETE WALKWAYS, AND PAVING AREAS, SEE LANDSCAPE DRAWINGS. SOILS REPORTS (AS APPLICABLE) TO BE CONSIDERED PART OF THE CONSTRUCTION DOCUMENTS. CONTRACTOR SHALL FOLLOW ANY RECOMMENDATIONS CONTAINED THEREIN.

A REPRESENTATIVE NUMBER OF CAISSONS (AS APPLICABLE) TO BE REVIEWED AND LOGGED BY GEOTECHNICAL ENGINEER.

SLAB PREPARATION TO BE FOUNDED ON COMPACTED FILL TO BE APPROVED BY GEOTECHNICAL ENGINEER IN ACCORDANCE WITH THE ABOVE MENTIONED SOILS REPORTS, PRIOR TO POURING OF SLAB.

FRAMING

IN ADDITION TO ANY STRUCTURAL GRADE REQUIREMENTS, ALL EXPOSED WOOD BEAMS AND POSTS SHALL BE SELECTED FOR BEST APPEARANCE GRADE, WITH A MINIMUM NUMBER OF KNOTS, CRACKS AND CHECKS. CONTRACTOR SHALL PROVIDE ACCESS TO ALL ATTIC AREAS AND PLUMBING AS REQUIRED BY CODE AND SHALL CONFIRM ACCESS LOCATIONS WITH ARCHITECT PRIOR TO FRAMING.

FRAMING SUBCONTRACTOR SHALL PROVIDE ALL NECESSARY BLOCKING, STIFFENERS, BRACING, FRAMING HANGERS, OR OTHER SUPPORT FOR ALL FIXTURES, EQUIPMENT, CABINETRY, FURNISHINGS, AND ALL OTHER ITEMS REQUIRED BY LOCAL CODES.

IN COMBUSTIBLE CONSTRUCTION, FIREBLOCKING SHALL BE INSTALLED TO CUT OFF CONCEALED DRAFT OPENINGS (BOTH VERTICAL AND HORIZONTAL) AND SHALL FORM AN EFFECTIVE BARRIER BETWEEN FLOORS, BETWEEN A TOP STORY AND A ROOF OR ATTIC SPACE. FIREBLOCKING SHALL BE INSTALLED IN THE LOCATIONS SPECIFIED IN CBC SECTIONS 718.2.2 THROUGH 718.2.7.

WHERE SHEAR WALLS ARE NOTED, CONTRACTOR TO PROVIDE CONTINUOUS SHEATHING TO ALIGN WITH PLANE OF SHEAR PANELS TO NEAREST PERPENDICULAR INTERRUPTION. CONTRACTOR SHALL COORDINATE FRAMING WITH PROPOSED LOCATIONS OF ELECTRICAL, MECHANICAL AND PLUMBING WORK SO AS TO AVOID CHANGE IN FRAMING WHICH MIGHT CONFLICT WITH PROPOSED EQUIPMENT, FIXTURE OR DIFFUSER LOCATIONS.

WOOD SILLS AND OTHER WOOD MEMBERS IN CONTACT WITH CONCRETE NEXT TO THE EARTH AND EXPOSED TO THE WEATHER SHALL BE PRESSURE TREATED.

UNDER-FLOOR VENTILATION OPENINGS SHALL BE PROVIDED AT 1.5 SF PER 25 LF OF EXTERIOR WALL SEE ARCHITECTURAL DRAWINGS FOR GRILL DETAILS.

PROVIDE FRAMED OPENINGS FOR MEDICINE CABINETS DURING ROUGH FRAMING, CONFIRMING SIZE, LOCATION AND HEIGHTS OF OPENINGS WITH ARCHITECT PRIOR TO CONSTRUCTION.

PROVIDE WALL AND CEILING FIRE STOPS AT ALL SPACES GREATER THAN 10'-0" BOTH HORIZONTALLY AND VERTICALLY, AT POCKET DOORS, CHIMNEYS, ETC. PROVIDE BLOCKING AS REQUIRED FOR CABINETS, TOILET PAPER HOLDERS, TOWEL BARS AND OTHER SPECIALTY ITEMS.

ALL EXPOSED WOOD BEAMS, DECKING OR OTHER MEMBERS INSTALLED PRIOR TO ENCLOSING THE BUILDING ENVELOPE AND COMPLETING ROOF MEMBRANE SHALL BE PROTECTED DURING CONSTRUCTION AGAINST MOISTURE, STAINING AND OTHER DAMAGE BY PROTECTING WITH WEATHERPROOF PLASTIC WRAPPERS AND ADDITIONAL PROTECTIVE MEASURES AS MAY BE REQUIRED.

ALL ROOF BEAMS AND SUPPORTING POSTS SHALL BE ANCHORED TO PROVIDE RESISTANCE AGAINST UPLIFT. POSTS SHALL BE ANCHORED TO THE FOOTINGS OR UNDER-FLOOR CONSTRUCTION. ALL ANCHORAGE SHALL BE NOT LESS THAN 1/2" BOLTS OR 1/2" LAG SCREWS.

EXTERIOR WALL COVERINGS SHALL BE MATERIALS APPROVED FOR FIRE RESISTIVE CONSTRUCTION AT WALL AND CEILING.

SEE STRUCTURAL NOTES AND DRAWINGS FOR ADDITIONAL INFORMATION.

ALL EXTERIOR EXPOSED WOOD (STRUTS, ETC.) TO BE SOAKED IN WATERPROOFING AFTER CUTS AND PRIOR TO INSTALLATION.

FIRE BLOCKING TO BE AT ALL STUD WALLS AT 10' INTERVALS HORIZONTAL AND VERTICAL WITHIN ENCLOSED AND CONCEALED SPACES, AND AT OPENINGS AROUND VENTS, PIPES, DUCTS, CHIMNEYS, BETWEEN ATTIC AND CHIMNEY CHASE, AT STAIR STRINGERS, AND AT SIMILAR PLACES AT CEILING AND FLOOR LEVELS.

THE LARGEST RISE OR RUN IN A FLIGHT OF STAIRS MAY NOT EXCEED THE SMALLEST BY MORE THAN 3/8". A CORROSION-RESISTANT WEEP SCREED IS REQUIRED BELOW THE STUCCO AT MIN. 2" ABOVE PAVED GRADE & MIN. 4" ABOVE UNPAVED GRADE.

ALL EXTERIOR WALLS TO BE SHEATHED IN PLYWOOD TO MATCH DIMENSION OF SHEAR PLYWOOD, TO ALLOW FINISH STUCCO TO BE A CONTINUOUS UNINTERRUPTED SURFACE.

BALCONIES AND SIMILAR PROJECTIONS OF COMBUSTIBLE CONSTRUCTION (705.2.3) LOCATED WHERE OPENINGS ARE NOT PERMITTED OR WHERE PROTECTION OF OPENINGS IS REQUIRED SHALL BE OF AT LEAST 1-HR FIRE RESISTANCE RATED CONSTRUCTION, TYPE IV CONSTRUCTION, FIRE-RETARDANT TREATED WOOD OR AS REQUIRED BY SECTION 1406.3.

PROVIDE TWO LAYERS OF GRADE D PAPER BETWEEN PLYWOOD SHEAR PANEL AND EXTERIOR LATH. [CBC 2510.6].

WALLS AND SOFFITS OF ENCLOSED SPACE UNDER STAIRS SHALL BE PROTECTED ON THE ENCLOSED SIDE AS REQUIRED FOR ONE-HOUR FIRE-RESISTIVE CONSTRUCTION [CBC 1009.9.3 AND 1009.9.4].

ROOF, ROOF FLASHING AND DRAINAGE

ALL ROOFS TO BE MIN. CLASS A, 20-YEAR BONDABLE. ROOF ASSEMBLY SHALL BE LISTED BY AND APPROVED TESTING AGENCY. CONFIRM SPECIFICATIONS WITH OWNER AND ARCHITECT.

CONTRACTOR AND ROOFING CONTRACTOR SHALL FURNISH AN UNCONDITIONAL WRITTEN GUARANTEE TO OWNER COVERING ALL MATERIALS AND INSTALLATION OF NEW ROOFING, FLASHINGS AND MEMBRANES FOR A PERIOD OF 20 YEARS FOLLOWING FINAL COMPLETION OF CONSTRUCTION.

CONTRACTOR SHALL EMPLOY A QUALIFIED INDEPENDENT INSPECTION SERVICE FOR INSPECTION OF THE ROOF INSTALLATION, INCLUDING ANY INSULATION AND FLASHINGS, AND SHALL CONFIRM ARRANGEMENTS WITH OWNER, ARCHITECT, MANUFACTURER'S REPRESENTATIVE AND ROOFING CONTRACTOR PRIOR TO CONSTRUCTION.

ALL BUILT UP OR SINGLE-PLY MEMBRANE ROOF AREAS SHALL HAVE MINIMUM 1/4" PER FOOT PITCH TO DRAINS FOR SPANS UP TO 20'-0", 1/2" PER FOOT FOR SPANS OVER 20'-0".

ALL ROOF PARAPET CHIMNEY AND OTHER FLASHINGS SHALL BE INSTALLED SO THAT THEY ARE WATER-TIGHT. NOTIFY ARCHITECT OF ANY POINTS WHERE WATER OR MOISTURE MAY PENETRATE FOR ADDITIONAL WATER PROTECTIVE MEASURES.

ALL ROOF DRAINAGE SHALL BE CARRIED TO THE STREET OR OTHER CODE APPROVED DRAINAGE AREA VIA NON-EROSIVE DEVICES AS REQUIRED BY CODE. AT BASE OF ALL EXTERIOR DOWNSPOUTS PROVIDE MINIMUM 4" DIAMETER PVC SCHEDULE 40 LINES UNDERGROUND TO STREET, ROADWAY OR A DRAINAGE SWALE. VERIFY LAYOUT WITH ARCHITECT PRIOR TO INSTALLING.

ALL SCUPPERS, GUTTER, DOWNSPOUTS, LEADER BOXES OR OTHER SHEET METAL WORK SHALL BE PROPERLY FLASHED AND SHALL HAVE SOLDERED WATERPROOF JOINTS. ALL BENDS, SEAMS, SPLICES, OR OTHER CONNECTIONS SHALL BE STRAIGHT, SMOOTH AND CONTINUOUS WITHOUT DIMPLES OR DENTS. UNLESS SPECIFIED, SHEET METAL GAUGE SHALL BE SUFFICIENT TO WITHSTAND DENTING OR BENDING.

TOP OF CHIMNEY SHALL EXTEND 2'-0" MIN, ABOVE ANY ROOF WITHIN 10'-0". CONTRACTOR SHALL PROVIDE CUSTOM SPARK ARRESTORS, WITH OPENINGS NOT TO EXCEED 1/2".

FASTENERS FOR ROOF COVERING SHALL COMPLY WITH SECTIONS 1507.3.6 OF THE CALIFORNIA BUILDING CODE. NAILS FOR SLATE SHINGLE AND CLAY OR CONCRETE TILES SHALL BE CORROSION RESISTANT SUCH AS COPPER, BRASS OR STAINLESS STEEL.

PROVIDE CROSS VENTILATION FOR ATTIC AND ENCLOSED RAFTER SPACES EQUAL TO 1/300 OF THE AREA OF THE VENTILATED SPACE. [1203.2].

ENERGY NOTES

ALL OPENABLE WINDOWS AND SLIDING DOORS SHALL LIMIT AIR LEAKAGE AND BE CERTIFIED AND LABELED TO COMPLY WITH CURRENT STANDARDS.

FIXED WINDOWS SHALL BE SEALED TO LIMIT AIR INFILTRATION.

ALL EXTERIOR DOORS SHALL LIMIT AIR LEAKAGE AROUND THEIR PERIMETER WHEN IN A CLOSED POSITION.
A. PROVIDE SEAL OR ASTRAGAL AT HEAD, SILL, AND JAMBS.
B. DOORS MOUNTED ON THE INSIDE OR THE OUTSIDE OF EXTERIOR WALLS SHALL HAVE A MINIMUM 1" LAP AT JAMBS.
C. MEETING PORTIONS OR SECTIONAL, BI-PARTING, OR DOUBLE DOORS SHALL BE PROVIDED WITH A WEATHER TIGHT ASTRAGAL OR SEAL.
D. DOORS REQUIRING VERTICAL TRACKS OR GUIDES SHALL USE A CONTINUOUS MOUNTING ANGLE AND SHALL BE SEALED TO LIMIT AIR LEAKAGE.

OPEN EXTERIOR JOINTS AROUND WINDOW AND DOOR FRAMES, BETWEEN WALLS AND FOUNDATIONS, BETWEEN WALLS AND ROOF, BETWEEN WALL PANELS, AT PENETRATIONS OF UTILITIES THROUGH THE ENVELOPE, SHALL BE SEALED, CAULKED OR WEATHER-STRIPPED TO LIMIT AIR LEAKAGE. INSULATION INSTALLER SHALL POST IN A CONSPICUOUS LOCATION IN THE BUILDING A CERTIFICATE SIGNED BY THE INSTALLER AND BUILDING STATING THE INSTALLATION
CONFORMS WITH THE REQUIREMENTS OF THE LOCAL ENERGY CODE.

ALL INSULATION SHALL BE OF NONCOMBUSTIBLE MATERIAL.

DOORS AND WINDOWS BETWEEN CONDITIONED AND OUTSIDE OF UNCONDITIONED SPACES SUCH AS GARAGES AND COMPARTMENTS FOR CENTRAL AIR HEAT FURNACES SHALL BE FULLY WEATHERSTRIPPED. A NIGHT SETBACK THERMOSTAT SHALL BE INSTALLED IN LOCATION APPROVED BY THE ARCHITECT.

25 LUMENS/WATT EFFICIENCY SHALL BE PROVIDED FOR GENERAL LIGHTING IN KITCHENS AND BATHROOMS(FLUORESCENT LIGHTS).

BACKDRAFT DAMPERS FOR ALL EXHAUST AND FAN SYSTEMS SHALL BE PROVIDED.

AN R-12 EXTERIOR BLANKET SHALL BE PROVIDED FOR WATER HEATER (AS APPLICABLE).

R-3 INSULATION SHALL BE PROVIDED FOR THE FIRST FIVE FEET OF THE WATER HEATER PIPE.

ALL WATER HEATING AND SPACE CONDITIONING EQUIPMENT, SHOWER HEADS AND FAUCETS SHALL BE CEC CERTIFIED.

MASONRY FIREPLACES SHALL BE INSTALLED WITH TIGHT-FITTING CLOSEABLE METAL OR GLASS DOOR, OUTSIDE AIR INTAKE WITH DAMPER, AND FLUE DAMPER. CONTINUOUS BURNING GAS PILOTS ARE PROHIBITED.

ALL STEAM AND STEAM CONDENSATE RETURN PIPING AND ALL CONTINUOUSLY CIRCULATING DOMESTIC HEATING OR HOT WATER PIPING SHALL BE INSULATED AS REQUIRED BY THE PLUMBING CODE.

ALL BATHROOMS TO HAVE WALL, FLOOR, CEILING BATT INSULATION, AS ALLOWED PER FRAMING TO LIMIT SOUND TRANSMISSION.

ALL SYSTEMS, EQUIPMENT, AND/OR BUILDING COMPONENTS SHALL COMPLY WITH THE APPLICABLE MANUFACTURER PROVISIONS.

FENESTRATION PRODUCTS, OTHER THAN PRODUCTS WHICH ARE REMOVED AND REINSTALLED, SHALL BE CERTIFIED FOR OVERALL U-VALUES AND OVERALL SHGC AND SHALL HAVE A TEMPORARY LABEL WHICH LISTS THE CERTIFIED U-VALUE AND SHGC AND CERTIFIES THAT APPLICABLE AIR INFILTRATION REQUIREMENTS ARE MET.

FIELD MANUFACTURED FENESTRATION PRODUCTS AND EXTERIOR DOORS AND FIRE DOORS SHALL BE CAULKED BETWEEN THE FENESTRATION PRODUCT OR EXTERIOR DOOR AND THE BUILDING AND SHALL BE WEATHERSTRIPPED.

FOR ENERGY / LIGHTING NOTES, SEE LIGHTING PLAN / RCP.

DOORS WINDOWS

PRIOR TO INSTALLATION, ALL PAINTED WOOD DOORS AND WINDOW FRAMES SHALL BE PRIMED WITH AN OIL BASED PRIMER, INCLUDING FRAME BUCKS AND END GRAIN CUTS. STAINED WOOD FRAMES SHALL BE BACK-PRIMED SO AS NOT TO SHOW IN FINISH.

ALL GLAZING IN HAZARDOUS LOCATIONS MUST BE IDENTIFIED BY A LABEL (PERMANENT IF TEMPERED) AS SAFETY GLAZING: GLAZING IN ALL DOORS, GLAZING IN BATH AND SHOWER ENCLOSURES, ALL GLAZING WITHIN A 24" ARC OF A DOOR EDGE, PANELS OVER 9 FEET SQUARE HAVING THE LOWEST EDGE LESS THAN 18" ABOVE THE FINISH FLOOR AND HAVING A TOP EDGE GREATER THAN 36" ABOVE FLOOR.

TUB AND SHOWER ENCLOSURES SHALL BE A MINIMUM OF 6'-0" HIGH AT THE SHOWER AND 5'-0" HIGH ABOVE TUBS WITH SHOWERS. ALL ENCLOSURES SHALL BE SHATTERPROOF 3/8" MINIMUM FULLY TEMPERED GLASS OR APPROVED SUBSTITUTE.

ALL NEW OPENINGS IN EXTERIOR WALLS , INCLUDING WINDOWS AND DOORS SHALL COMPLY WITH LOCAL CODE REQUIREMENTS FOR SECURITY OPENINGS. SEE SECURITY NOTES AND DOOR AND WINDOW SCHEDULES FOR ADDITIONAL INFORMATION.

EXIT DOORS MUST OPEN OVER A LANDING NOT MORE THAN 1/2" BELOW THE THRESHOLD. EXIT DOORS SHALL BE OPENABLE FROM THE INSIDE WITHOUT USE OF A KEY OR ANY SPECIAL KNOWLEDGE OF EFFORT. SEE ENERGY SECTION FOR ADDITIONAL INFORMATION REGARDING WEATHERSTRIPPING ETC.

SECURITY NOTES

TO ALL SECURITY OPENINGS, THE FOLLOWING NOTES SHALL APPLY. (SEE DOOR SCHEDULE).

DOOR STOPS OF IN-SWINGING DOORS SHALL BE OF ONE PIECE CONSTRUCTION WITH THE JAMB OR JOINED BY RABBET TO THE JAMB.

ALL PIN TYPE HINGES WHICH ARE ACCESSIBLE FROM OUTSIDE THE SECURED AREA WHEN THE DOOR IS CLOSED SHALL HAVE NON-REMOVABLE HINGE PINS. IN ADDITION, THEY SHALL HAVE A MINIMUM 1/4" DIAMETER STEEL JAMB STUD WITH 1/4" MINIMUM PROTECTION UNLESS THE HINGES ARE SHAPED TO PREVENT REMOVAL OF THE DOOR IF THE HINGE PINS ARE REMOVED.

THE STRIKE PLATE FOR LATCHES AND THE HOLDING DEVICE FOR PROJECTING DEADBOLTS IN WOOD CONSTRUCTION SHALL BE SECURED TO THE JAMB AND THE WALL FRAMING WITH SCREWS NOT LESS THE 2 1/2" IN LENGTH. DEADBOLTS SHALL CONTAIN HARDENED INSERTS.

STRAIGHT DEADBOLTS SHALL HAVE A MINIMUM THROW OF 1" AND AN EMBEDMENT THROW OF 3/4".

GLASS DOORS SHALL HAVE SAFETY GLAZING COMPLYING WITH SECTION 2406.4 OF THE CALIFORNIA BUILDING CODE.

CYLINDER GUARDS SHALL BE INSTALLED ON ALL CYLINDER LOCKS WHENEVER THE CYLINDER PROJECTS BEYOND THE FACE OF THE DOOR OR IS OTHERWISE ACCESSIBLE TO GRIPPING TOOLS.

SCREENS, BARRICADES OR FENCES MADE OF MATERIAL WHICH PRECLUDES HUMAN CLIMBING SHALL BE PROVIDED AT EVERY PORTION OF EVERY ROOF, BALCONY, OR SIMILAR SURFACE WHICH IS WITHIN 8' OF A UTILITY POLE OR OTHER STRUCTURE.

SLIDING DOORS AND WINDOWS SHALL BE EQUIPPED WITH LOCKING DEVICES.

SLIDING DOORS AND WINDOWS SHALL BE PROVIDED WITH A DEVICE IN THE UPPER CHANNEL OR THE MOVING PANEL TO PROHIBIT RAISING AND REMOVING OF THE MOVING PANEL IN THE CLOSED OR PARTIALLY OPEN POSITION.

EXTERIOR DOORS, DOORS BETWEEN HOUSE AND GARAGE, AND THEIR HARDWARE SHALL CONFORM TO THE SECURITY PROVISIONS OF THE BUILDING CODE.
A. DOORS SHALL BE EQUIPPED WITH A DEAD LOCKING LATCH AND WITH A HARDENED INSERT WITH 1" MINIMUM THROW AND 5/8" MINIMUM EMBEDMENT INTO JAMB. BOTH ARE TO BE KEY OPERATED FROM THE OUTSIDE.
B. WINDOWS AND DOOR LIGHTS WITHIN 40" OF THE LOCKING DEVICE SHALL BE FULLY TEMPERED/BURGLARY RESISTANT OR PROTECTED BY BARS.
C. OVERHEAD AND SLIDING GARAGE DOORS SHALL BE CAPABLE OF BEING SECURELY LOCKED WHEN NOT OTHERWISE LOCKED BY POWER OPERATION.
D. SLIDING GLASS DOORS AND SLIDING WINDOWS SHALL BE CAPABLE OF WITHSTANDING FORCED ENTRY ATTEMPTS.

GLAZED OPENINGS WITHIN 40" OF THE DOOR LOCK WHEN THE DOOR IS IN THE CLOSED POSITION SHALL BE FULLY TEMPERED GLASS OR APPROVED BURGLARY RESISTANT MATERIAL OR SHALL BE PROTECTED BY METAL BARS, SCREENS, OR GRILLES HAVING A MAXIMUM OPENING OF 2". THE PROVISIONS OF THIS SECTION SHALL NOT APPLY TO VIEW PORTS OR WINDOWS WHICH DO NOT EXCEED 2" IN THEIR GREATEST DIMENSIONS.

FINISHES, CABINETRY, RAILINGS ETC

CONTRACTOR SHALL SUBMIT ACTUAL MATERIAL SAMPLES FOR ARCHITECT'S REVIEW OF ALL FINISH MATERIALS, PAINT AND STAINS PRIOR TO ORDERING.

UNLESS NOTED OTHERWISE, ALL PLASTER AND DRYWALL MATERIALS AND INSTALLATION SHALL BE ACCORDING TO CURRENT U.S. GYPSUM HANDBOOK SPECIFICATIONS AND APPLICABLE CODE REQUIREMENTS. USE WATERPROOF DRYWALL IN ALL BATHROOMS, KITCHENS AND WET AREAS.

STANDARD DRYWALL INSTALLATIONS: BLOCK ALL PANEL EDGES AND USE DRYWALL SCREWS FOR ALL PANEL INTERIOR (FIELD) FASTENING. ALL CORNER BEADS AND EDGE TRIM SHALL BE SET LEVEL OR PLUMB, STRAIGHT AND TRUE AND CHECKED PRIOR TO TAPING. GO OVER TAPING AS MANY TIMES AS NECESSARY TO OBTAIN AN EVEN FINISH PRIOR TO APPLYING SKIM COAT. APPLY SKIM COAT AND FINISH SMOOTH. NO TAPE JOINTS OR SCREW LOCATIONS SHALL BE VISIBLE. WHEN COMPLETELY DRY, ROLL ON PAINT PRIMER COAT (DO NOT BRUSH OR SPRAY) THEN SAND LIGHTLY TO SMOOTH FINISH. TOUCH UP DRYWALL AS REQUIRED AND SPOT PRIME TOUCH-UPS PRIOR TO APPLYING FINAL PAINT
COATS.

INTERIOR 1-COAT VENEER GYPSUM WALL BOARD INSTALLATIONS SHALL BE ACCORDING TO U.S. GYPSUM "DIAMOND VENEER SYSTEM" 5/8" BASE BOARD PLUS 2-COAT "IMPERIAL" VENEER PLASTER, SMOOTH FINISH.

MARBLE OR GRANITE WORK SHALL BE IN ACCORDANCE WITH THE MASONRY INSTITUTE OF AMERICA AND BUILDING STONE INSTITUTE GUIDELINES.

ALL CERAMIC, MARBLE, GRANITE, SLATE OR OTHER TILE WORK SHALL BE ACCORDING TO CURRENT STANDARDS AND SPECIFICATIONS OF THE TILE COUNCIL OF AMERICA AND CERAMIC TILE INSTITUTE. VERIFY ALL LAYOUTS, TRIM SHAPES, GROUT SELECTIONS AND WIDTH, AND OTHER SPECIFICATIONS WITH ARCHITECT PRIOR TO ORDERING TILE.

UNLESS OTHERWISE SPECIFIED, TILE SHALL BE INSTALLED ON A WIRE- REINFORCED MORTAR BED OVER A CLEAVAGE MEMBRANE. ALL DUST SHALL BE COMPLETELY WASHED OFF TILE PRIOR TO APPLICATION OF THE BOND COAT. BONDING MORTAR SHALL COVER 100% OF BOTH THE TILE AND THE SURFACE TO BE COVERED APPROXIMATELY 1/8" THICK. ON MARBLE TILE, USE GRAY BONDING MORTAR WITH DARKER TILE, WHITE BONDING MORTAR WITH LIGHT COLORED TILE.

THE USE OF GYPSUM BOARD FOR TILED WALLS OR CEILINGS IN SHOWERS AND OTHER WET AREAS IS PROHIBITED.

THE USE OF WONDER BOARD OR DUROCK WILL BE ACCEPTABLE FOR BACKING ONLY WITH ARCHITECT'S WRITTEN APPROVAL, AND ONLY IF A WATERPROOF MEMBRANE IS INSTALLED BEHIND BOARD OVER STUDS.

USE FULL SHEETS WHEREVER POSSIBLE TO ELIMINATE JOINTS.

WHERE JOINTS ARE UNAVOIDABLE, HOLD BOARDS APART 1/8" AND USE 2" FIBERGLASS TAPE TO REINFORCE JOINTS. APPLY MIN. 1/2" THICK MORTAR BED PLUS 1/8" BONDING OVER BACKING SURFACES.

INSTALLATION OF QUARRY OF CLAY TILE, BRICK OR OTHER CERAMIC OR MASONRY PRODUCTS SHALL USE A MAX. OF 6% BY WEIGHT LOW ALKALI SULFATE CEMENT MORTAR WITH CLEAN WASHED SAND AND ALKALI SULFATE-FREE WATER TO CONTROL EFFLORESCENCE. CONTRACTOR SHALL REQUIRE TILE OR BRICK MANUFACTURER TO WICK TEST AND CERTIFY IN WRITING TO ARCHITECT THAT MATERIAL IS NON EFFLORESCENCE CONTRIBUTING.

CONTRACTOR SHALL BE RESPONSIBLE FOR ORDERING ALL CERAMIC TILE AND OTHER FINISH MATERIALS WITH ENOUGH LEAD TIME SO THAT ORDERED MATERIAL CAN BE CONFIRMED AS ACCEPTABLE, AND ANY UNACCEPTABLE MATERIAL REPLACED, WITHOUT DELAYING CONSTRUCTION.

FINISH CAULKING FOR TUBS, COUNTERS, AND OTHER ITEMS SHALL BE DAP LATEX CAULK WITH SILICON.

HARDWOOD FOR FLOORS SHALL BE TOP GRADE KILN DRIED MATERIAL, DELIVERED TO THE JOB SITE AND ALLOWED TO ACCLIMATIZE INSIDE THE HEATED OR AIR CONDITIONED SPACE FOR AT LEAST TWO WEEKS PRIOR TO INSTALLATION. HARDWOOD FLOORS SHALL BE INSTALLED OVER A MEMBRANE LAYER OF ROSINSIZED (PINK) PAPER OVER PLYWOOD SUB-FLOOR. DO NOT USE FELT OR ASPHALT PAPER. GENERAL CONTRACTOR AND FLOORING CONTRACTOR SHALL CONFIRM INSTALLATION AND FINISHING SPECIFICATIONS WITH ARCHITECT PRIOR TO ORDERING MATERIAL.

ALL CABINETRY AND MILL WORK DRAWERS AND SLIDING UNITS TO BE INSTALLED WITH FULL EXTENSION ACCURIDE GUIDES OR EQUAL AS APPROVED BY ARCHITECT. CABINET SUBCONTRACTOR SHALL SUBMIT DETAILED SHOP DRAWINGS OF ALL CABINETS, COUNTER, AND OTHER BUILT IN CABINETRY TO ARCHITECT FOR REVIEW. CONFIRM CABINET STYLE, CONSTRUCTION TYPE, HINGES AND HARDWARE WITH ARCHITECT PRIOR TO FINALIZING CONSTRUCTION CONTRACT.

CONTRACTOR SHALL INCLUDE IN CONSTRUCTION CONTRACT INSTALLATION OF ALL FINISH HARDWARE, INCLUDING BUT NOT LIMITED TO CABINET PULLS, KNOBS, DOOR STOPS, TOWEL BARS, TOILET PAPER HOLDERS AND OTHER MISCELLANEOUS ITEMS, REGARDLESS OF WHETHER THOSE ITEMS ARE SUPPLIED BY OWNER OR AND ALLOWANCE.

PROVIDE 42" GUARDRAILS AS INDICATED ON PLANS WITH 4" MAXIMUM CLEARANCE BETWEEN INTERMEDIATE RAILS.

GUARDRAILS SHALL BE PROVIDED AT OPERABLE WINDOWS WHOSE SILL HEIGHT IS 72 INCHES OR MORE ABOVE GRADE AND LESS THAN 36 INCHES ABOVE THE FINISHED FLOOR IN RESIDENTIAL OCCUPANCY. [CBC 1013.8].

CONTRACTOR SHALL REVIEW RAILINGS AND RAILING DETAILS WITH ARCHITECT PRIOR TO FINALIZING CONTRACT RAILING SUBCONTRACTOR SHALL SUBMIT SAMPLES AND DETAILED SHOP DRAWINGS FOR ARCHITECT'S REVIEW PRIOR TO MANUFACTURE.

SHOWERS AND WALLS ABOVE BATHTUBS WITH SHOWER HEADS SHALL BE FINISHED WITH A SMOOTH,
NONABSORBENT SURFACE TO A HEIGHT NOT LESS THAN 70" ABOVE THE DRAIN INLET. [CBC 1210.2.3].

SHOWER STALLS SHALL HAVE A CLEAR INTERIOR FINISH AREA OF 7.1 SQ. FT. AND BE ABLE TO ACCOMMODATE A MINIMUM 30 INCH CIRCLE AT THE THRESHOLD LEVEL. THESE CLEARANCES SHALL BE MAINTAINED UP TO A HEIGHT OF 70 INCHES ABOVE SHOWER DRAIN. [CPC 408.6]

PAINTING

CONTRACTOR SHALL INCLUDE WITHIN THE SCOPE OF HIS WORK PREPARATION, PRIMING AND FINISH PAINTING OF EXTERIOR WALLS AFFECTED BY ADDITIONS AND REMODELING AND INTERIOR WALLS AND CEILINGS, INCLUDING DOORS, SASH AND TRIM WORK. CONFIRM ANY EXPOSED BEAMS DECKING CABINETS OR WOOD TO BE STAINED AND/OR CLEAR SEALED PRIOR TO ORDERING. CONFIRM PAINT, STAIN AND FINISH SELECTIONS AND SPECIFICATIONS WITH ARCHITECT, SUBMIT COLOR SAMPLES AND APPLY SAMPLE COLORS ON ACTUAL SURFACES TO BE PAINTED FOR ARCHITECT'S REVIEW PRIOR TO ORDERING MATERIAL.

BEFORE BEGINNING, INSPECT ALL WORK TO BE PAINTED AND REPORT TO ARCHITECT ANY CONDITIONS WHICH WILL PREVENT A QUALITY FINISH FROM BEING ACCOMPLISHED. COMMENCING OF WORK BY THE CONTRACTOR INDICATES HIS ACCEPTANCE OF THE SURFACES.

ALL SPACES SHALL BE CLEANED, SANDED AND DUSTED BEFORE PAINTING. ALL WOODWORK SHALL BE SANDED LIGHTLY BETWEEN COATS.

AFTER PRIMING HAS DRIED APPLY PIGMENTED WHITE SHELLAC TO ALL KNOTS, PITCH AND SAPWOOD: PUTTY ALL NAIL HOLES, CRACKS, OPEN JOINTS AND OTHER DEFECTS.

TOPS AND BOTTOMS OF ALL DOORS SHALL BE FULLY PAINTED. REMOVE ALL ELECTRIC PLATES, SURFACES HARDWARE, ETC. BEFORE PAINTING. PROTECT AND REPLACE WHEN COMPLETED.

EXCEPT AS NOTED, ALL PAINT SHALL BE AS MANUFACTURED BY BENJAMIN MOORE OR APPROVED EQUAL. ALL MATERIAL SHALL ARRIVE AT THE JOB IN UNBROKEN CONTAINER WITH MANUFACTURER'S LABEL CLEARLY VISIBLE. UNLESS OTHERWISE NOTED, ALL PAINTS SHALL BE APPLIED IN STRICT ACCORDANCE WITH MANUFACTURER'S MASTER SPECIFICATIONS AND RECOMMENDATIONS. APPLICATION SHALL BE MINIMUM 3 COATS PER MANUFACTURER SPECS.

PAINTING COATS AS SPECIFIED ARE INTENDED TO COVER SURFACES COMPLETELY; IF NOT, NO FURTHER COATS SHALL BE APPLIED. ALL EXTERIOR STAINS SHALL BE CABOT'S OR APPROVED EQUAL.

PRIOR TO SEALING INTERIOR PLASTER OR DRYWALL, CONTRACTOR SHALL VERIFY ANY SURFACES TO RECEIVE PAPER, AND SHALL OBTAIN WRITTEN APPROVAL OF THE SPECIFIC SEALER PRODUCT TO BE USED FROM THE PAPER MANUFACTURER AND HANGER.

NATURAL WOOD FINISH INTERIOR PANELING CABINETS, DOORS AND OTHER WOODWORK SHALL BE STAINED, IF REQUIRED, AND FINISHED WITH A FLAT EGGSHELL LACQUER SANDING SEALER AS APPROVED BY THE ARCHITECT. ON SOFT WOODS, APPLY COAT OF SANDING SEALER PRIOR TO STAINING. CONFIRM STAIN AND FINISH SELECTIONS WITH ARCHITECT AND PROVIDE FINISHED SAMPLES ON THE ACTUAL WOOD USED FOR ARCHITECT'S AND OWNER'S APPROVAL PRIOR TO STARTING WORK.

UTILITIES, PLUMBING, DRAINAGE, ETC

THE CONSTRUCTION SHALL NOT RESTRICT A FIVE-FOOT CLEAR AND UNOBSTRUCTED ACCESS TO ANY WATER OR POWER DISTRIBUTION FACILITIES (POWER POLES, PULL-BOXES, TRANSFORMERS, VAULTS, PUMPS, VALVES, METERS, APPURTENANCES, ETC.) OR TO THE LOCATION OF THE HOOK-UP. THE CONSTRUCTION SHALL NOT BE WITHIN TEN FEET OF ANY POWER LINES-WHETHER OR NOT THE LINES ARE LOCATED ON THE PROPERTY. FAILURE TO COMPLY MAY CAUSE CONSTRUCTION DELAYS AND/OR ADDITIONAL EXPENSES.

THE CONTRACTOR SHALL COORDINATE THE REMOVAL, ABANDONMENT AND/ OR RELOCATION OF EXISTING UTILITIES ABOVE OR BELOW GRADE WITH THE RESPECTIVE UTILITY COMPANIES.

CONTRACTOR SHALL CONSULT REPRESENTATIVES OF LOCAL UTILITIES, INCLUDING GAS, WATER, POWER, SEWER, TELEPHONE AND TV WHERE APPLICABLE, CONCERNING LOCATIONS AND AVAILABILITY OF UTILITIES PRIOR TO COMMENCING WORK OR CONNECTING UTILITIES, AND SHALL BE RESPONSIBLE FOR ANY DAMAGE TO EXISTING UTILITY LINES. LOCATIONS AND ELEVATIONS OF ALL EXISTING AND NEW MAINS AND METERS SHALL BE CONFIRMED ON THE RECORD DRAWINGS. LOCATIONS OF METERS TO BE APPROVED BY ARCHITECT.

CONTRACTOR SHALL PROVIDE AND INSTALL NEW UNDERGROUND ELECTRIC, WATER AND GAS SUPPLY LINES AND VERIFY THAT METER, MAIN TANK AND LINE SIZES ARE ADEQUATE TO PROVIDE ACCEPTABLE PRESSURE AND VOLUME TO ALL FIXTURES AND APPLIANCES.

ALL NEW WATER SUPPLY LINES SHALL BE COOPER AND ALL NEW AND ACCESSIBLE EXISTING HOT WATER LINES SHALL BE INSULATED. NO SOFT COPPER LINES PERMITTED.

SPECIFIED COPPER WATER LINES SHALL BE TYPE "L" MINIMUM (IF UNDER THE BUILDING). [604.2 CPC].

COPPER LINES SHALL HAVE INSULATION COUPLINGS WHERE CONNECTING TO EXISTING GALVANIZED IRON OR STEEL PIPE WHICH CANNOT BE CHANGED TO COPPER.

MAIN WATER LINE TO DOMESTIC SYSTEM SHALL BE INSTALLED WITH SEPARATE GATE VALVE AND PRESSURE REGULATOR AT HOUSE ENTRY POINT.

HOSE BIBS AND IRRIGATION SYSTEMS SHALL NOT BE CONNECTED TO BUILDING WATER SYSTEM, BUT SHALL BE FED FROM MAIN WATER LINE OR GREY WATER COLLECTION SYSTEM ON SITE BEFORE BUILDING SYSTEM PRESSURE REGULATOR AND MAIN VALVE.

INDICATE ON THE PLANS THAT HOSE BIBS SHALL BE FITTED WITH A NON-REMOVABLE BACK-FLOW DEVICE. [CPC 603.5.7].

PLASTIC DRAIN, WASTE OR VENT PIPE, WHERE PERMITTED, SHALL BE A.B.S. AS APPROVED PER ASTM STANDARD D2261-73. WASTE LINES INSIDE THE STRUCTURE SHALL BE FULLY WRAPPED WITH INSULATION TO REDUCE SOUND THROUGH WALLS AND CEILINGS.

UNLESS OTHERWISE NOTED OR REQUIRED BY CODE, ALL UNDERGROUND STORM DRAIN LINES SHALL BE PVC MIN. SCHEDULE 40 AND MIN. 4" DIAMETER OR GREATER AS REQUIRED TO HANDLES LOAD. ALL CONNECTIONS SHALL BE PROPERLY JOINED AND SEALED SO THAT THEY ARE WATER-TIGHT.

FLUSH OUT NEW AND OLD WATER SUPPLY LINES PRIOR TO CONNECTING FIXTURES.

CONTRACTOR SHALL MAINTAIN ADEQUATE AND CONSTANT WATER SUPPLY TO THE EXISTING SPRINKLER SYSTEM AS DESIRED BY OWNER DURING CONSTRUCTION.

ALL NEW HOT WATER HEATERS SHALL BE AMERICAN OR EQUAL, RAPID RECOVERY, SIZED TO PROVIDE ADEQUATE VOLUME OF HOT WATER TO FIXTURES SERVED, AND INSTALLED ON SMITTY PANS WITH CONCEALED DRAINS TO EXTERIOR. HEATER DRAINS AND T&P VALVES SHALL BE POSITIONED AND EXTENDED TO DRAIN INTO SMITTY PAN. ALL HOT WATER HEATERS OVER 4' HIGH SHALL BE ANCHORED PER CODE. INSTALL PRESSURE/TEMPERATURE RELIEF VALVES WITH DRAIN LINES AT THE TOP OF EACH WATER HEATER.

GENERAL CONTRACTOR SHALL CONFIRM ARRANGEMENTS FOR ANY TEMPORARY POWER AND TELEPHONE SERVICE WITH OWNER PRIOR TO FINALIZING CONTRACT. SEE ELECTRICAL PLANS FOR ELECTRICAL WORK.

TANK-TYPE TOILETS SHALL HAVE A MAXIMUM FLUSH OF 1.28 GALLONS [CALGREEN 4.303.1].
ALL SHOWERHEADS TO HAVE FLOW OF 2.5 G.P.M. PLUMBING FIXERS AND FITTINGS SHALL COMPLY WITH CALGREEN 4.303.1.1 THROUGH 4.303.1.4.4. LOCATIONS OF ALL THROUGH THE ROOF VENT STACKS TO BE CONFIRMED WITH ARCHITECT PRIOR TO INSTALLATION.

THE FIRST 5 FEET OF HOT AND COLD WATER PIPES FROM THE STORAGE TANK FOR NON-RECIRCULATING SYSTEMS SHALL BE THERMALLY INSULATED WITH A MINIMUM OF 1" (.75") THICK INSULATION FOR HOT (COLD) WATER PIPES WITH A DIAMETER LESS THAN OR EQUAL TO 2 INCHES OR 1.5" (1") FOR HOT (COLD) WATER PIPES WITH A DIAMETER GREATER THAN 2 INCHES. [CENC TABLE 150-B].

WATER HEATER SHALL BE PROVIDED WITH TEMPERATURE AND PRESSURE RELIEF VALVES [CPC 504.6]. THE RELIEF VALVES SHALL BE PROVIDED WITH A DRAIN WHICH EXTENDS FROM THE VALVES TO THE OUTSIDE OF THE BUILDING. [608.5 CPC].

PROVIDE COMBUSTION AIR FOR THE WATER HEATER [507 CPC].

TANKLESS WATER HEATERS SHALL BE NATIONALLY LISTED AND BE INSTALLED IN ACCORDANCE WITH THE INSTALLATION INSTRUCTIONS THAT WERE APPROVED AS PART OF THEIR LISTING. THE GAS PIPING SERVING THIS APPLIANCE MUST BE SIZED IN COMPLIANCE WITH THE WATER HEATER'S LISTED INSTALLATION INSTRUCTIONS AND THE 2013 CALIFORNIA PLUMBING CODE.

WATER HEATERS ARE PROHIBITED IN A BEDROOM OR BATHROOM UNLESS THEY ARE OF THE DIRECT VENT TYPE OR COMPLIANCE WITH CPC 504.1(1) AND CPC 504.1(2) IS DEMONSTRATED. [CPC 504.1].

PROVIDE A CLEAR SPACE NOT LESS THAN 30" IN WIDTH TOILET COMPARTMENT, AND CLEAR SPACE OF 24" IN FRONT OF THE WATER CLOSET [CPC 402.5].

WATER HAMMER ARRESTERS SHALL BE INSTALLED PER CPC 609.10.

HOSE BIBBS SHALL BE FITTED WITH BACKFLOW PREVENTION DEVICES PER CPC 603.5.7. FOR OTHER BACKFLOW PREVENTION, SEE CPC 602.3 AND CPC 603.3.3.

MECHANICAL, SHEET METAL NOTES

ALL SHEET METAL WORK SHALL BE IN ACCORDANCE WITH SMACNA MANUAL STANDARDS AND LOCAL CODES.

CONTRACTOR SHALL PROVIDE AIR CONDITIONING GAS-FIRED FURNACES AND/ OR FORCED AIR HEATING SYSTEM AS INDICATED ON PLANS. EQUIPMENT, DUCTS, AND REGISTERS SHALL BE SIZED AND INSTALLED TO PROVIDE ADEQUATE AIR TEMPERATURE, VOLUME, DISTRIBUTION AND CIRCULATION AT MINIMUM NOISE LEVELS. SYSTEM EQUIPMENT AND LAYOUT SHALL BE CONFIRMED WITH OWNER AND ARCHITECT PRIOR TO ORDERING AND INSTALLATION. THE CONTRACTOR SHALL PROVIDE THE OWNER A LIST OF THE HEATING COOLING, VENTILATING, WATER HEATER AND LIGHTING SYSTEMS AND CONSERVATION OF SOLAR DEVICES INSTALLED IN THE BUILDING AND INSTRUCTIONS ON HOW TO USE THEM EFFICIENTLY.

FURNISH COMPLETE MAINTENANCE INFORMATION. REQUIRED ROUTINE MAINTENANCE ACTIONS SHALL BE CLEARLY STATED AND INCORPORATED ON A READILY ACCESSIBLE LABEL. LABEL SHALL BE AFFIXED TO ALL EQUIPMENT REQUIRING PREVENTIVE MAINTENANCE, AND A COPY OF THE MAINTENANCE INSTRUCTION SHALL BE PROVIDED FOR THE OWNER'S USE. CONTRACTOR TO PROVIDE OWNER COMPLETE MAINTENANCE INSTRUCTIONS, I.E., BELT REPLACEMENT, OIL AND LUBRICATING ALONG WITH INSTALLER'S NAME ADDRESS AND TELEPHONE NUMBER.

PROVIDE SUBMITTAL SHOP DRAWINGS. PROVIDE MANUFACTURER'S SPECIFICATIONS FOR ARCHITECT'S REVIEW, IF EQUIPMENT DEVIATES FROM THAT FROM THAT SPECIFIED.

CONTRACTOR TO THOROUGHLY CLEAN ALL PORTIONS OF THEIR WORK, REMOVE ALL DEBRIS AND LEAVE INSTALLATION IN PERFECT CONDITION, READY FOR USE.

EER RATING AND HEATING COMBUSTION EFFICIENCY RATING OF EACH HVAC UNIT SHALL COMPLY WITH STATE REQUIREMENTS AND CENC TABLE 110.2-A.

ALL FURNACES, CONDENSERS, FANS OR OTHER NOISE PRODUCING EQUIPMENT TO BE INSTALLED INSIDE OR ON THE BUILDING STRUCTURE SHALL BE MOUNTED AND INSULATED SO AS TO MINIMIZED SOUND TRANSMISSION TO USABLE AREAS. USE RIBBED NEOPRENE PADS, SOUND ISOLATORS, SPRING HANGERS AND/OR EQUIVALENT VIBRATION REDUCING DEVICES TO ISOLATE EQUIPMENT FROM STRUCTURE.

CONDENSER REFRIGERANT PIPING IN THE STRUCTURE SHALL BE INSTALLED SO AS NOT TO TOUCH STRUCTURE, FRAMING OR WALL SURFACES. INSTALL FOAM RUBBER CUSHIONS AT PENETRATIONS TO SEPARATE PIPING FROM STRUCTURE.

MAIN SUPPLY AIR DUCTS SHALL BE INSTALLED WITH FLEXIBLE CONNECTIONS TO FURNACES OR FAN COILS.

COMBUSTION AIR SHALL BE PROVIDED PER CODE. ADVISE ARCHITECT OF ANY VISIBLE OR EXPOSED PORTIONS OF COMBUSTION AIR DUCTING OR VENTING PRIOR TO ROUGH WORK.

DUCT WORK CONSTRUCTION: ALL DUCT WORK AND PLENUMS TO BE MADE OF GALVANIZED SHEET STEEL IN ACCORDANCE WITH LATEST SMACNA STANDARDS AND APPLICABLE CODES. CONTRACTOR SHALL SIZE DUCT WORK FOR S.P. NOT TO EXCEED 0.1" PER 100' LENGTH FOR A FIVEN CFM. DUCTS MAY BE RECTANGULAR OR ROUND.

IF FLEXIBLE ROUND DUCTWORK IS PROPOSED, PLEASE CONFIRM IN WRITING WITH ARCHITECT AND OWNER PRIOR TO FINALIZING CONTRACT.

DUCT INSTALLATION: FOR THERMAL INSULATION, INSULATE ALL SUPPLY AND RETURN AIR DUCT WORK AND PLENUM WITH 2" THICK FIBERGLASS INSULATION WRAPPED AROUND WITH 2" OVERLAP AND WIRED ON #18 GALVANIZED WIRE @ 12" O.C. NRC RATING SHALL BE AT LEAST 0.80 AT FREQUENCIES ABOVE 1000. FOR SOUND INSULATION, INSULATE INTERIOR OF SUPPLY AND RETURN AIR PLENUMS WITH MIN.

1" THICK SOUND ABSORBING INSULATION TO REDUCE NOISE. INSTALL SOUND TRAPS IN PLENUM AND INSULATE BLOWER COMPARTMENT WHERE RETURN AIR REGISTERS ARE IN CLOSE PROXIMITY TO UNITS.

INSULATION LINING MUST BE APPROVED BY THE BUILDING DEPARTMENT AND SHALL MEET OR EXCEED NFPA STANDARDS.

NO STAMPED GRILLS WILL BE PERMITTED FOR REGISTERS OF DIFFUSERS. ALL DIFFUSERS AND REGISTERS SHALL BE MANUALLY ADJUSTABLE, WITH DOUBLE DEFLECTION AND OPPOSED BLADE DAMPERS, UNLESS NOTED OTHERWISE. VERIFY SELECTION AND FINISH WITH ARCHITECT.

PROVIDE COMBUSTION AIR FOR THE F.A.U. [701 CMC].

PAD SUPPORTING COMPRESSOR/CONDENSER SHALL BE A MINIMUM OF 3" ABOVE THE GRADE. [1106.2 CMC].

MEANS FOR INTERRUPTING THE ELECTRICAL SUPPLY TO THE AIR CONDITIONING EQUIPMENT AND TO ITS ASSOCIATED COOLING TOWER SHALL BE PROVIDED WITHIN SIGHT OF AND NOT OVER 50 FT. FROM THE AIR-CONDITIONER AND COOLING TOWER. [903.7 CMC].

PORTIONS OF SUPPLY-AIR AND RETURN-AIR DUCTS AND PLENUMS SHALL EITHER BE INSULATED TO A MINIMUM INSTALLED LEVEL OF R-4.2 OR BE ENCLOSED ENTIRELY IN CONDITIONED SPACE. IF THE PACKAGE METHOD IS USED, HIGHER MINIMUM INSULATION MAY APPLY. [150(K)(M) CENC].

ALL PRESSURE-SENSITIVE TAPES, MASTICS, AEROSOL SEALANTS, OR OTHER CLOSURE SYSTEMS USED FOR INSTALLING FIELD-FABRICATED DUCT SYSTEMS SHALL MEET THE APPLICABLE REQUIREMENTS OF UL181, UL181A OR UL 181B." [CENC 120.4(B)(2)].

THE SUPPLY HEATING AND COOLING ENERGY TO EACH SPACE-CONDITIONING ZONE OR DWELLING UNIT SHALL BE CONTROLLED BY AN INDIVIDUAL THERMOSTATIC CONTROL THAT RESPONDS TO TEMPERATURE WITHIN THE ZONE. [CENC 120.2(A)].

IF A MASONRY OR FACTORY BUILT FIREPLACE IS INSTALLED, IT SHALL HAVE THE FOLLOWING:
A. CLOSABLE METAL OR GLASS DOOR COVERING THE ENTIRE OPENING OF THE FIRE BOX.
B. A COMBUSTION AIR INTAKE TO DRAW AIR FROM THE OUTSIDE OF THE BUILDING DIRECTLY INTO THE FIREBOX WITH A MINIMUM 6 SQ. INCH IN AREA A TIGHT FITTING DAMPER OR COMBUSTION –AIR CONTROL DEVICE, FOR EXCEPTION SEE 150(E)1B.
C. A FLUE DAMPER WITH A READILY ACCESSIBLE CONTROL.

SPECIAL HAZARDS

PROVIDE HARDWIRED SMOKE ALARMS COMPLIANT WITH UL 217 AND INSTALLED IN THE FOLLOWING LOCATIONS [NFPA 72 , 907.2.11.2]:
A. ON THE CEILING OR WALL OUTSIDE OF EACH SEPARATE SLEEPING AREA IN THE IMMEDIATE VICINITY OF BEDROOMS.
B. IN EACH ROOM USED FOR SLEEPING PURPOSES.
C. IN EACH STORY WITHIN A DWELLING UNIT, INCLUDING BASEMENTS BUT NOT INCLUDING CRAWL SPACES AND UNINHABITABLE ATTICS. IN DWELLINGS OR DWELLING UNITS WITH SPLIT LEVELS AND WITHOUT AN INTERVENING DOOR BETWEEN THE ADJACENT LEVELS, A SMOKE ALARM INSTALLED ON THE UPPER LEVEL SHALL SUFFICE FOR THE ADJACENT LOWER LEVEL PROVIDED THAT THE LOWER LEVEL IS LESS THAN ONE FULL STORY BELOW THE UPPER LEVEL.

AN APPROVED SEISMIC GAS SHUTOFF VALVE WILL BE INSTALLED ON THE FUEL GAS LINE ON THE DOWN STREAM SIDE OF THE UTILITY METER AND BE RIGIDLY CONNECTED TO THE EXTERIOR OF THE BUILDING OR STRUCTURE CONTAINING THE FUEL GAS PIPING.

CARBON MONOXIDE ALARM TO BE PROVIDED AT EVERY LEVEL, INCLUDING OUTSIDE ALL SLEEPING AREAS PER CBC 420.6.1 AND CBC 420.6.1.4. PRIMARY POWER SHALL BE FROM THE BUILDING WIRING WITH BATTERY BACKUP PER CBC 420.6.1.2. INTERCONNECT CO ALARMS PER CBC 420.6.1.3. [CBC 420.6.1].

PROVIDE EMERGENCY ESCAPE IN IN EVERY SLEEPING ROOM. EMERGENCY ESCAPE SHALL OPEN DIRECTLY INTO A PUBLIC WAY, ALLEY, AND YARD OR EXIT COURT AND SHALL BE OPERABLE FROM THE INSIDE WITHOUT THE USE OF TOOLS. ESCAPE OR RESCUE WINDOWS SHALL HAVE A MINIMUM NET CLEAR OPENABLE AREA OF 5.7' SQUARE FEET, MINIMUM NET CLEAR OPENABLE HEIGHT OF 24" AND MINIMUM NET CLEAR OPENABLE WIDTH 20" AND HAVE A SILL HEIGHT NOT MORE THAN 44" ABOVE THE FLOOR [1029].

PROVIDE FIRE SPRINKLERS AND SPECIFY THE TYPE OF SYSTEM ON THE COVER SHEET (I.E. NFPA 13 OR 13R). FIRESPRINKLERS ARE REQUIRED FOR ALL NEW CONSTRUCTION AND [SMMC 8.44.050]:
A. THROUGHOUT ANY EXISTING BUILDING, WHEN THERE IS A CHANGE IN OCCUPANCY CLASSIFICATION TO A MORE HAZARDOUS DIVISION, AS SHOWN IN TABLE 8.44-A OR AS DETERMINED BY THE FIRE CHIEF, IN 33% ORMORE OF THE EXISTING BUILDING FLOOR AREA WITHIN THREE CALENDAR YEARS.
B. THROUGHOUT ANY EXISTING BUILDING GREATER THAN 1,000 SQUARE FEET, WHENEVER MORE THAN 50% CUMULATIVE, OF THE EXISTING FLOOR AREA, INCLUDING MEZZANINES, IS ADDED TO WITHIN THREE CALENDAR YEARS.
C. THROUGHOUT ANY EXISTING BUILDING 1,000 SQUARE FEET OR LESS, WHENEVER MORE THAN 75% CUMULATIVE, OF THE EXISTING FLOOR AREA, INCLUDING MEZZANINES, IS ADDED WITHIN THREE CALENDAR YEARS.
D. THROUGHOUT ANY EXISTING BUILDING GREATER THAN 1,000 SQUARE FEET, WHENEVER MORE THAN 50% OF THE INTERIOR AND EXTERIOR WALLS AND CEILINGS ARE EXPOSED.
E. THROUGHOUT ANY EXISTING BUILDING 1,000 SQUARE FEET OR LESS, WHENEVER MORE THAN 75% OF THE INTERIOR AND EXTERIOR WALLS AND CEILINGS ARE EXPOSED.
F. THROUGHOUT ANY EXISTING BUILDING WHENEVER AN ADDITIONAL STORY IS ADDED.
PROVIDE SAFETY GLAZING IN THE FOLLOWING LOCATIONS [2406.4]:
A. GLAZING IN INGRESS AND EGRESS DOORS.
B. GLAZING IN FIXED AND SLIDING PANELS OF SLIDING DOORS AND PANELS IN SWINGING DOORS.
C. GLAZING WITHIN 2' VERTICAL EDGE OF CLOSED DOOR AND WITHIN 5' OF WALKING SURFACE.
D. GLAZING IN RAILINGS AND STAIR LANDINGS.
E. GLAZING IN DOORS AND ENCLOSURES FOR HOT TUBS, BATHTUBS, SHOWERS, STEAM ROOMS WITHIN 5' OF STANDING SURFACE AND DRAIN INLET.
F. GLAZING IN WALLS AND FENCES USED AS THE BARRIER FOR SWIMMING POOLS AND SPAS.

THRESHOLDS AT DOORWAYS SHALL NOT EXCEED 0.75 INCH IN HEIGHT FOR SLIDING DOORS SERVING DWELLING UNITS OR 0.5 INCH FOR OTHER DOORS. RAISED THRESHOLDS AND FLOOR LEVEL CHANGES GREATER THAN 0.25 INCH AT DOORWAYS SHALL BE BEVELED WITH A SLOPE NOT GREATER THAN ONE UNIT VERTICAL IN TWO UNITS HORIZONTAL (50-PERCENT SLOPE).

THE THRESHOLD HEIGHT SHALL BE LIMITED TO 7.75 INCHES WHERE THE DOOR IS AN EXTERIOR DOOR THAT IS NOT A COMPONENT OF THE REQUIRED MEANS OF EGRESS AND THE DOOR, OTHER THAN AN EXTERIOR STORM OR SCREEN DOOR DOES NOT SWING OVER THE LANDING OR STEP.

LIGHTING

LIGHTS IN BATHROOMS, GARAGES, LAUNDRY ROOMS, CLOSETS, AND UTILITY ROOMS MUST BE HIGH EFFICACY OR CONTROLLED BY A MANUAL-ON OCCUPANT SENSOR. SUCH SENSORS SHALL BE CAPABLE OF AUTOMATICALLY TURNING OFF THE LIGHTS NO MORE THAN 30 MINUTES AFTER THE AREA HAS BEEN VACATED. [CENC 150(K)12] [CENC 110.9(B)4].

LUMINARIES RECESSED INTO INSULATED CEILINGS SHALL BE APPROVED FOR ZERO CLEARANCE INSULATION CONTACT (IC) BY THE UNDERWRITERS LABORATORIES OR OTHER RECOGNIZED TESTING/RATING LABORATORY AND SHALL INCLUDE A LABEL CERTIFYING AIR TIGHT TO SHOW AIR LEAKAGE LESS THAN 2.0 CFM AT 75 PASCALS(1.75 #/SF) WHEN TESTED IN ACCORDANCE WITH ASTM E 283 AND SHALL BE SEALED WITH A GASKET OR CAULK BETWEEN THE HOUSING AND CEILING. [CENC 150(K)8].

ALL OUTDOOR LIGHTING ATTACHED TO BUILDINGS MUST BE HIGH EFFICACY OR CONTROLLED BY A MOTION SENSOR WITH PHOTO CONTROL. PHOTO CONTROL IS AN ELECTRIC DEVICE THAT DETECTS CHANGES IN ILLUMINATION, THEN CONTROLS ITS ELECTRIC LOAD AT PREDETERMINED ILLUMINATION LEVELS.[CENC(K 9].

PERMANENTLY INSTALLED LIGHTING IN THE ENCLOSED NON-DWELLING SPACES OF LOW-RISE RESIDENTIAL BUILDINGS WITH FOUR OR MORE DWELLING UNITS SHALL BE HIGH EFFICACY LUMINARIES OR CONTROLLED BY AN OCCUPANT SENSOR. SUCH SENSORS SHALL BE CAPABLE OF AUTOMATICALLY TURNING OFF THE LIGHTS NO MORE THAN 30 MINUTES AFTER THE AREA HAS BEEN VACATED. [CENC 150(K)12].

PROVIDE EGRESS ILLUMINATION AND EMERGENCY POWER PER CBC SECTION 1006. ILLUMINATION SHALL NOT BE LESS THAN 1 FOOTCANDLE AT THE WALKING SURFACE.

ELECTRICAL

BRANCH CIRCUIT OVERCURRENT DEVICES (FUSES AND BREAKERS) SHALL NOT BE LOCATED WHERE THEY WILL BE EXPOSED TO PHYSICAL DAMAGE, IN THE VICINITY OF EASILY IGNITABLE MATERIALS, SUCH AS IN CLOTHES CLOSET, BATH, OR TOILET ROOM. [240.24 CEC].

IF THE PANEL/SUBPANEL IS LOCATED IN THE MIDDLE OF A SHEAR WALL, REVISE THE LOCATION OF THE PANEL OR HAVE THE ENGINEER OF RECORD ADDRESS SHEAR TRANSFER, INCREASED LOADING, AND EDGE REINFORCING AROUND THE OPENING IN THE WALL. [CBC 2305.1].

RECEPTACLES ARE TO BE LOCATED IN A WALL EVERY 12 LINEAR FEET SO THAT A FIXTURE WILL NOT BE MORE THAN 6 FEET FROM ANY RECEPTACLE. [210.52 CEC].

A MINIMUM OF TWO 20 AMP SMALL APPLIANCE BRANCH CIRCUITS SHALL BE PROVIDED FOR ALL RECEPTACLE OUTLETS IN THE KITCHEN, DINING ROOM, PANTRY, BREAKFAST ROOM OR OTHER SIMILAR AREAS [210.11(C)(1) CEC] [210.52(B)(1)(2)(3)].

AT LEAST ONE 20 AMP BRANCH CIRCUIT SHALL BE PROVIDED TO SUPPLY LAUNDRY RECEPTACLE OUTLETS. SUCH CIRCUITS SHALL HAVE NO OTHER OUTLETS. [210.11(C)(2) CEC].

AT LEAST ONE 20 AMP BRANCH CIRCUIT SHALL BE PROVIDED TO SUPPLY BATHROOM RECEPTACLE OUTLETS. SUCH CIRCUITS SHALL HAVE NO OTHER OUTLETS. [210.11(C)(3) CEC].

A SWITCHED LIGHT SHALL BE INSTALLED AT THE EXTERIOR SIDE OF OUTDOOR ENTRANCES OR EXITS WITH GRADE LEVEL ACCESS FOR DWELLING UNITS, ATTACHED GARAGES, AND DETACHED GARAGES WITH ELECTRIC POWER. [210.70 CEC].

GROUND FAULT CIRCUIT INTERRUPTER (GFCI) RECEPTACLE PROTECTION IS REQUIRED AT THE FOLLOWING LOCATIONS [210.8 CEC]:
BATHROOMS (AT LEAST ONE SHALL BE WITHIN 3' OF THE OUTSIDE EDGE OF EACH BASIN)
GARAGES
OUTDOORS
CRAWL SPACES AT OR BELOW GRADE LEVEL
KITCHENS WHERE THE RECEPTACLES SERVE THE COUNTERTOP SURFACES
UNFINISHED BASEMENTS
LAUNDRY, UTILITY, AND WET BAR SINKS (WHERE THE RECEPTACLE IS WITHIN 6 FT OF THE OUTSIDE EDGE
OF THE SINK)

PROVIDE TAMPER RESISTANT RECEPTACLES IN EVERY KITCHEN, FAMILY ROOM, DINING ROOM, LIVING ROOM, PARLOR, LIBRARY, DEN, SUNROOM, BEDROOM, RECREATION ROOM, OR SIMILAR ROOM OR AREA OF DWELLING UNITS PER CEC 406.12.

ARC-FAULT CIRCUIT INTERRUPTER PROTECTION IS REQUIRED IN FAMILY ROOMS, DINING ROOMS, LIVING ROOMS, PARLORS, LIBRARIES, DENS, BEDROOMS, SUNROOMS, RECREATION ROOMS, CLOSETS, HALLWAYS, OR SIMILAR ROOMS PER CEC 210.12(A).

GROUND ELECTRODE (UFER) SHALL BE PROVIDED PER CEC 250.30(A)(4).

ALL ELECTRICAL FIXTURES IN WET OR DAMP LOCATIONS SHALL BE MARKED SUITABLE FOR WET OR DAMP LOCATIONS PER CEC 410.10. THIS INCLUDES FIXTURES MOUNTED OVER TUBS AND SHOWERS.

220V WEATHERPROOF DISCONNECT SHOULD BE PROVIDED AT THE EXTERIOR AIR CONDITIONING CONDENSER. A 125V WEATHERPROOF GFCI OUTLET SHALL BE PROVIDED WITHIN 25 FEET OF THE UNIT PER CEC 210.63.

PROVIDE A 120V ELECTRICAL RECEPTACLE WITHIN 3 FEET FROM THE WATER HEATER PER CENC §150.0(N).

OUTDOOR RECEPTACLE OUTLETS ARE REQUIRED AT THE FRONT AND BACK OF THE DWELLING AND AT PATIOS, BALCONIES, DECKS, AND PORCHES PER CEC 210.52(E).

EVERY PRIMARY ENTRANCE TO A COVERED MULTIFAMILY DWELLING UNIT SHALL BE PROVIDED WITH A DOOR BUZZER, BELL, CHIME OR EQUIVALENT PER CBC 1132A.10.

ENERGY CODE SUBCHAPTER 7 §150(O) REQUIRES ALL DWELLING UNITS TO HAVE A WHOLE BUILDING VENTILATION SYSTEM. THE EXHAUST FAN CAN BE A DEDICATED INDOOR AIR QUALITY (IAQ) FAN THAT RUNS CONTINUOUSLY OR AN INTERMITTENT BATH AND/OR LAUNDRY FAN USED FOR BOTH WHOLE HOUSE VENTILATION AND LOCAL VENTILATION. SIZE PER ASHRAE 62.2 TABLE 4.1A.

CAL GREEN NOTES

WHEN SINGLE SHOWER FIXTURES ARE SERVED BY MORE THAN ONE SHOWERHEAD, THE COMBINED FLOW RATE OF ALL SHOWERHEADS SHALL NOT EXCEED THE MAX FLOW RATES SPECIFIED IN CALGREEN 4.303.1.3.1 (20% REDUCTION, 2.0 GPM AVG).

ALL PLUMBING FITTINGS AND FIXTURES MUST MEET STANDARDS IN CALGREEN 4.303.1.

SEAL JOINTS AND OPENINGS IN THE BUILDING ENVELOPE BETWEEN CONDITIONED AND UNCONDITIONED SPACES [4.406.1 CGBSC].

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LICENSED ARCHITECT
MARK CHRISTOPHER BITTONI
No. C-34136
REN. 3.31.21
STATE OF CALIFORNIA

DATE	DESCRIPTION
06.17.20	TOC SUBMITTAL
07.23.20	100% SD
08.05.20	TOC - REV
11.16.20	PLAN UPDATE

EXHIBIT "A"
Page No. 2 of 20
Case No. DIR-2021-2250-TOC-HCA

GENERAL NOTES

PUBLISHED: 9/17/2021

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OPERATION AND MAINTENANCE MANUAL TO BE SUPPLIED TO OWNER AT FINAL INSPECTION [4.410.1 CGBSC].

ALL FIREPLACES ARE DIRECT VENT SEALED COMBUSTION GAS [4.503.1 CGBSC].

LOW VOC ADHESIVES, SEALANTS, PAINTS, COATINGS, CARPET SYSTEMS, LOW FORMALDEHYDE WOOD, LOW VOC RESILIENT FLOORING [4.504.2 CGBSC].

CONCRETE SLAB FOUNDATIONS REQUIRED TO HAVE A VAPOR RETARDER PER CBC MUST HAVE A CAPILLARY BREAK [4.505.2 CGBSC]: THIS BREAK MUST BE EITHER:
A. A 4-INCH THICK BASE OF ½ INCH OR LARGER CLEAN AGGREGATE WITH A VAPOR BARRIER IN DIRECT CONTACT WITH CONCRETE AND A CONCRETE MIX DESIGN THAT ADDRESSES BLEEDING, SHRINKAGE, AND CURLING; OR
B. A SLAB DESIGN SPECIFIED BY A LICENSED DESIGN PROFESSIONAL.
BUILDING MATERIALS WITH VISIBLE SIGNS OF WATER DAMAGE SHALL NOT BE INSTALLED. WALL AND FLOOR FRAMING SHALL NOT BE ENCLOSED WHEN THE FRAMING MEMBERS EXCEED 19 PERCENT MOISTURE CONTENT [4.505.3 CGBSC]: MOISTURE CONTENT MUST BE VERIFIED IN COMPLIANCE WITH ALL OF THE FOLLOWING:
A. MOISTURE CONTENT MUST BE DETERMINED WITH EITHER A PROBE-TYPE OR CONTACT TYPE MOISTURE METER;
B. MOISTURE READINGS SHALL BE TAKEN AT A POINT 2 TO 4 FEES FROM THE GRADE STAMPED END TO BE VERIFIED;
C. AT LEAST THREE RANDOM MOISTURE READINGS SHALL BE PERFORMED ON WALL AND FLOOR FRAMING WITH DOCUMENTATION TO ENCLOSE THE WALL AND FLOOR FRAMING.

BATHROOM EXHAUST FANS MUST BE ENERGY STAR AND BE DUCTED TO TERMINATE OUTSIDE OF BUILDING. UNLESS THE FAN IS PART OF A WHOLE HOUSE VENTILATION SYSTEM, IT MUST BE CONTROLLED BY A READILY ACCESSIBLE HUMIDISTAT WHICH RANGES FROM 50 TO 80 PERCENT RELATIVE HUMIDITY RANGE [4.506.1 CGBSC].

HVAC SYSTEM MUST BE SIZED AND DESIGNED WITH ACCA MANUALS J, D, AND S. [4.507.2 CGBSC].

PROVIDE PIPE INSULATION ON ALL EXPOSED AND ACCESSIBLE HOT WATER PIPES CONNECTED TO A NEW WATER HEATER PER THE CALIFORNIA ENERGY CODE.

ALL NEW PLUMBING FIXTURES INSTALLED IN NEW AND EXISTING BUILDINGS SHALL MEET THE 20% WATER USE REDUCTION.

FIRE-RESISTANCE RATED CONSTRUCTION

19. PENETRATIONS IN A FIRE-RATED WALL SHALL BE PROTECTED BY AN APPROVED FIRE STOP MATERIAL IN ACCORDANCE W/ SECTION 714.3.1.
- **A.** STEEL, COPPER OR FERROUS PIPES OR CONDUITS MAY PENETRATE CONCRETE OR MASONRY WALLS WHERE THE PENETRATING ITEM IS A MAXIMUM 6- INCH DIAMETER & THE AREA OF THE OPENING THROUGH THE WALL DOES NOT EXCEED 144 SQUARE INCHES
- **B.** MEMBRANE PENETRATIONS OF MAXIMUM 2- HR. FIRE-RESISTANCE RATED WALL & PARTITIONS BY STEEL ELECTRICAL OUTLET BOXES NOT EXCEEDING 16 SQUARE INCHES ARE PERMITTED PROVIDED OPENINGS DO NOT EXCEED 100 SQUARE INCHES FOR ANY 100 SQUARE FEET OF WALL AREA. OUTLET BOXES ON OPPOSITE SIDES OF WALLS OR PARTITIONS MUST BE SEPARATED BY A HORIZONTAL DISTANCE OF 24 INCHES.
- **C.** WHERE WALLS ARE PENETRATED BY OTHER MATERIALS OR WHERE LARGER OPENINGS ARE REQUIRED THAN PERMITTED IN (B) ABOVE, THEY MUST BE QUALIFIED BY TESTS CONDUCTED IN ACCORDANCE W/ SECTION (714.3.1.1)

20. SMOKE & FIRE DAMPERS MUST BE INSTALLED IN THE FOLLOWING LOCATIONS PER SECTIONS 717.5
- **A.** DUCT PENETRATIONS OF FIRE WALLS IN ACCORDANCE TO SECTION (717.5.1)
- **B.** DUCT PENETRATIONS OF FIRE BARRIERS, EXCEPT EXIT ENCLOSURES & EXIT PASSAGEWAYS WHERE THEY ARE NOT ALLOWED TO PENETRATE. (717.5.2)
- **C.** DUCTS PENETRATING SHAFTS. (717.5.3)
- **D.** DUCTS PENETRATING FIRE PARTITIONS & FIRE-RATED CORRIDOR WALLS. SEE EXCEPTION FOR STEEL DUCTS W/ NO OPENINGS INTO CORRIDOR (717.5.4)
- **E.** DUCTS PENETRATING SMOKE BARRIERS (717.5.5)
- **F.** DUCTS PENETRATING EXTERIOR WALLS (717.5.6)
- **G.** DUCTS PENETRATING SMOKE PARTITIONS (717.5.7)
- **H.** DUCTS PENETRATING HORIZONTAL ASSEMBLIES (717.6)

21. SHOW DRAFT STOP LOCATION ON PLANS. ALSO, PROVIDE THESE NOTES ON THE PLANS:
- **A.** IN BUILDINGS USED FOR RESIDENTIAL OCCUPANCIES, DRAFT STOPS MUST BE INSTALLED IN WOOD FRAME FLOOR CONSTRUCTION CONTAINING CONCEALED SPACE. DRAFT STOPPING SHALL BE LOCATED ABOVE & IN LINE W/ THE DWELLING UNIT & SLEEPING UNIT SEPARATION. (718.3.2).
- **B.** IN BUILDINGS USED FOR RESIDENTIAL OCCUPANCIES, DRAFT STOPS MUST BE INSTALLED IN THE ATTIC (MANSARDS) (OVERHANGS) (FALSE FRONTS SET OUT FROM WALLS) (SIMILAR CONCEALED SPACES) FORMED BY COMBUSTIBLE CONSTRUCTION. DRAFT STOPPING SHALL BE INSTALLED ABOVE & IN LINE W/ SLEEPING UNIT & DWELLING UNIT SEPARATION WALLS THAT DO NOT EXTEND TO THE UNDERSIDE OF THE FLOOR SHEATHING ABOVE. (718.4.2).
- **C.** DRAFT-STOPPING MATERIALS MUST NOT BE LESS THAN ½-INCH GYPSUM BOARD, 3/8-INCH PLYWOOD, 3/8-INCH TYPE 2-M PARTICLE BOARD OR OTHER MATERIALS APPROVED BY THE BUILDING DEPARTMENT. DRAFT-STOPPING MUST BE ADEQUATELY SUPPORTED. (718.3.1)

25. FIRE BLOCKING MUST BE PROVIDED IN ACCORDANCE W/ SECTION 718 AT THE FOLLOWING LOCATIONS:
- **A.** IN CONCEALED SPACES OF STUD WALLS & PARTITIONS, INCLUDING FURRED SPACES, AT THE CEILING & FLOOR LEVELS. (718.2.2)
- **B.** IN CONCEALED SPACES OF STUD WALLS & PARTITIONS, INCLUDING FURRED SPACES, AT 10-FOOT INTERVALS ALONG THE LENGTH OF THE WALL (718.2.2)
- **C.** AT ALL INTERCONNECTIONS BETWEEN CONCEALED VERTICAL & HORIZONTAL SPACES SUCH AS OCCUR AT SOFFITS, DROP CEILINGS, COVE CEILINGS & SIMILAR LOCATIONS. (718.2.3)
- **D.** IN CONCEALED SPACES BETWEEN STAIR STRINGERS AT THE TOP & BOTTOM OF THE RUN & BETWEEN STUDS ALONG & IN LINE W/ THE RUN OF STAIRS IF THE WALL UNDER THE STAIRS IS UNFINISHED. (718.2.4)
- **E.** IN OPENINGS AROUND VENTS, PIPES, DUCTS, CHIMNEYS, FIREPLACES & SIMILAR OPENINGS WHICH AFFORD A PASSAGE FOR FIRE AT CEILING & FLOOR LEVELS, W/ NONCOMBUSTIBLE MATERIALS. (718.2.5).

26. THIS BUILDING IS OF TYPE V-A / III-A CONSTRUCTION, PROVIDE / SHOW:
- **A.** CONTINUOUS DRYWALL BEHIND ALL TUBS IS REQUIRED UNLESS THE WALLS ARE WITHIN THE UNIT AND NON- BEARING. BACK TO BACK TUBS WITH A COMMON PLUMBING WALL ARE IMPRACTICAL IN 1-HOUR BUILDINGS.
- **B.** ALL INTERIOR BEARING WALLS SHALL BE CONSTRUCTED OF NOT LESS THAN 1-HOUR FIRE-RESISTIVE CONSTRUCTION. (T-601)
- **C.** ATTIC ACCESS OPENINGS IN 1-HOUR CEILING CAN BE 2 LAYERS OF 3/4" PLYWOOD OR ONE LAYER OF 1-5/8" T&G MATERIAL, SELF-CLOS-ING.
- **D.** ALL OPENINGS IN FLOORS ARE REQUIRED TO BE ENCLOSED BY A SHAFT HAVING WALL, FLOOR, AND CEILING OF __________ HOUR FIRE RESISTIVE CONSTRUCTION. (713.1)
- **E.** RECESSED CEILING LIGHT FIXTURES MUST BE BOXED AROUND WITH 5/8" TYPE "X" DRYWALL" TO MAINTAIN THE 1-HOUR CEILING ASSEMBLY.
- **F.** CONTINUOUS DRYWALL IS REQUIRED BEHIND ALL ELECTRICAL SERVICE PANELS, FIRE HOSES AND MEDICINE CABINETS.
- **G.** EXHAUST FANS FROM THE BATHROOM MUST ENTER THROUGH THE WALL. DAMPERS ARE REQUIRED IF THE CEILING IS PENETRATED (717.5)
- **H.** PLUMBING PENETRATION THROUGH HORIZONTAL OCCUPANCY SEPARATIONS SHALL BE BOXED OUT AND FILLED WITH APPROVED SAFING MATERIAL. INSULATION IS NOT APPROVED.
- **I.** PENETRATION OF THE 1 HOUR CEILING BY DUCTS FROM THE FAU AND THE STOVE HOOD REQUIRE DAMPERS (USE A DUCTLESS HOOD WHENEVER POSSIBLE). ATTIC UNITS (INCLUDING HEAT PUMPS) REQUIRE DAMPERS AT ALL CEILING PENETRATIONS (711)
- **J.** STEEL BEAMS AND COLUMNS SHALL BE PROTECTED AS REQUIRED FOR 1-HOUR PROTECTION. WHERE CEILING FORMS THE PROTEC-TIVE MEMBRANE FOR FIRE-RESISTIVE ASSEMBLIES (OCCUPANCY SEPARATIONS AND RATED ROOF/CEILING OR FLOOR/CEILING ASSEM-BLIES), THE CONSTRUCTION (FLOOR JOISTS) AND THEIR SUPPORTING HORIZONTAL STRUCTURAL MEMBERS (BEAMS) NEED NOT BE INDIVIDUALLY FIRE PROTECTED EXCEPT WHERE SUCH MEMBERS SUPPORT DIRECTLY APPLIED LOADS FROM MORE THAN ONE FLOOR OR ROOF. THE REQUIRED FIRE RESISTANCE SHALL NOT BE LESS THAN THAT REQUIRED FOR INDIVIDUAL PROTECTION OF MEMBERS. (704.3)
- **K.** ALL PLUMBING PENETRATIONS THRU WALLS WHICH REQUIRE PROTECTED OPENINGS (FIRE WALLS, FIRE BARRIERS, FIRE PARTITIONS) ARE REQUIRED TO BE GALVANIZED OR CAST IRON PIPING.

27. S2 OCCUPANCY, TYPE I CONSTRUCTION GARAGE REQUIRES 2-HOUR SEPARATIO (MINIMUM FLOOR ASSEMBLY FOR S2 OCCUPANCY) FROM R2 OCCUPANCY, BUT NOT LESS THAN REQUIRED PER T508.4 .

28. S2 OCCUPANCY GARAGE SHALL COMPLY W/ THE FOLLOWINGS:
- **A.** CONCRETE OR SIMILAR NONCOMBUSTIBLE AND NONABSORBENT FLOOR, OR ASPHALT SURFACE AT GROUND LEVEL ONLY. (406.4.5)
- **B.** SLOPED FLOOR TO FACILITATE THE MOVEMENT OF LIQUIDS TO A DRAIN OR TOWARD THE MAIN VEHICLE ENTRY DOORWAY. (406.4.5)
- **C.** FLOOR SYSTEM DESIGNED FOR UNIFORM OR CONCENTRATED LOADS PER TABLE 1607.1
- **D.** MINIMUM HEADROOM OF 7FT - (406.4.1)
- **E.** VEHICLE BARRIERS NOT LESS THAN 2 FEET 9 INCHES HIGH PLACED AT THE END OF DRIVE LANES, AND AT THE END OF PARKING SPACES WHERE THE DIFFERENCE IN ADJACENT FLOOR ELEVATION IS GREATER THAN 1 FOOT. (406.4.3)
- **F.** VEHICLE BARRIERS DESIGNED PER SECTION 1607.8.3

29. STRUCTURAL STEEL MEMBERS SHALL BE PROTECTED WITH INTUMESCENT FIRE RESISTIVE COATING: CAFCO® SPRAYFILM® WB 3, AND COMPLIANT WITH SECTION 703.2. THICKNESS OF FIRE PROOFING SHALL BE COMPLIANT W/ ESR-1092. (SEE A6.03)

10. BUILIDNGS SHALL HAVE APPROVED RADIO COVERAGE FOR EMERGENCY RESPONDERS. WEE LOS ANGELES FIRE CODE SECTION 510 FR MORE DETAILS.

GENERAL FIRE NOTES:

1. AN AUTOMATIC SPRINKLER SYSTEM SHALL BE INSTALLED AT THE TOP OF RUBBISH & LINEN CHUTES & IN THEIR TERMINAL ROOMS. CHUTES SHALL HAVE ADDITIONAL SPRINKLER HEADS INSTALLED AT THE ALTERNATE FLOORS AND THE LOWEST INTAKE. {LAFC 903.2.11.2}

2. PROVIDE EMERGENCY RESPONDER RADIO COVERAGE IN ACCORDANCE WITH LAFC 510 AND FPB REQ #105. {CBC916.1}

3. MEANS OF EGRESS SERVING A ROOM OR SPACE SHALL BE ILLUMINATED AT ALL TIMES THAT THE ROOM OR SPACE IS OCCUPIED. THE ILLUMINATION SLEVEL SHALL NOT BE <1 FOOTCANDLE AT THE WALKING SURFACE. {CBC 1008.2}

4. IN THE EVENT OF POWER SUPPLY FAILURE, AN EMERGENCY ELECTRICAL SYSTEM SHALL AUTOMATICALLY ILLUMINATE ALL OF THE FOLLOWING AREAS FOR A DURATION OF NOT <90 MIN. EMERGENCY LIGHTING FACILITIES SHALL BE ARRANGED TO PROVIDE INITIAL ILLUMINATION THAT IS NOT LESS THAN AN AVERAGE OF 1 FOOTCANDLE AND A MIN AT ANY POINT OF .1 FOOTCANDLE. {CBC 1008.3-5}

5. PROVIDE TWO-WAY COMMUNICATION SYSTEM AT THE LANDING SERVING EACH ELEVATOR OR BANK OF ELEVATORS ABOVE OR BELOW THE LEVEL OF EXIT DISCHARGE. {CBC 1009.8}

6. TACTILE EXIT SIGNS SHALL BE REQUIRED AT THE FOLLOWING LOCATIONS: {CBC 1013.4}
- **A**. "EXIT" SIGN AT EACH GRADE-LEVEL EXTERIOR EXIT DOOR.
- **B**. EACH EXIT DOOR THAT LEADS DIRECTLY TO A GRADE-LEVEL EXTERIOR EXIT BY MEANS OF A STAIRWAY OR RAMP SHALL BE IDENTIFIED BY A TACTILE EXIT SIGN WITH THE FOLLOWING WORDS AS APPROPRIATE:
  - I. "EXIT STAIR DOWN"
  - II. "EXIT RAMP DOWN"
  - III. "EXIT STAIR UP"
  - IV. "EXIT RAMP UP"
- **C**. "EXIT ROUTE." AT EACH EXIT DOOR THAT LEADS DIRECTLY TO A GRADE-LEVEL EXTERIOR EXIT BY MEANS OF AN EXIT ENCLOSURE OR AN EXIT PASSAGE.
- **D**. EXIT ROUTE." AT EACH EXIT ACCESS DOOR FROM AN INTERIOR ROOM OR AREA TO A CORRIDOR OR HALLWAY
- **E**."TO EXIT." AT EACH EXIT DOOR THROUGH A HORIZONTAL EXIT.

7. BUILDING HAS AN EXIT ENCLOSURE CONNECTING MORE THAN 3-STORIES. PROVIDE AN APPROVED STAIRWAY SIGN INDICATING THE FLOOR LEVEL, TERMINUS OF THE TOP AND BOTTOM OF THE STAIR. IT SHALL BE LOCATED APPROXIMATELY 5 FT. ABOVE THE FLOOR LANDING AND BE READILY VISIBLE WHEN THE STAIR DOORS ARE IN AN OPEN OR CLOSED POSITION (54 LUX). {CBC 1023.9}

8. EXIT SIGNS SHALL BE INTERNALLY OR EXTERNALLY ILLUMINATED. {CBC 1013.3}

9. EXIT SIGNS ILLUMINATED BY AN EXTERNAL SOURCE SHALL HAVE AN INTENSITY OF NOT LESS THAN 5-FOOT CANDLES. {CBC 1013.6.2}

10. INTERNALLY ILLUMINATED SIGNS SHALL BE LISTED AND LABELED AND SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S INSTRUCTIONS AND SECTION 2702.

11. EXIT SIGNS SHALL BE ILLUMINATED AT ALL TIMES. {CBC 1013.6.3}

12. EXIT SIGNS SHALL BE CONNECTED TO AN EMERGENCY POWER SYSTEM THAT WILL PROVIDE AN ILLUMINATION OF NOT LESS THAN 90 MIN. IN CASE OF PRIMARY POWER LOSS. {CBC 1013.6.3}

13. THE FACE OF AN EXIT SIGN ILLUMINATED FROM AN EXTERNAL SOURCE SHALL HAVE AN INTENSITY OF GREATER THAN OR EQUAL TO 5 FOOTCANDLES. {CBC 1013.5}

14. IN CASE OF PRIMARY POWER LOSS, THE SIGN ILLUMINATION MEANS SHALL BE CONNECTED TO AN EMERGENCY POWER SYSTEM FOR A DURATION OF NOT <90MINUTES. {CBC 1013.6.3}

15. THE POWER SUPPLY FOR MEANS OF EGRESS ILLUMINATION SHALL NORMALLY BE PROVIDED BY THE PREMISES' ELECTRICAL SUPPLY. IN THE EVENT OF POWER SUPPLY FAILURE, AN EMERGENCY ELECTRICAL SYSTEM SHALL AUTOMATICALLY ILLUMINATE THE FOLLOWING AREAS:
- A. AISLES, CORRIDORS, AND EXIT STAIRWAYS AND RAMPS IN ROOMS AND SPACES THAT REQUIRE TWO OR MORE MEANS OF EGRESS. (1008.3.1)
- B. INTERIOR EXIT ACCESS STAIRWAYS AND RAMPS, INTERIOR AND EXTERIOR STAIRWAYS AND RAMPS, EXIT PASSAGEWAYS AND VESTIBULES AND AREA ON THE LEVEL OF EXIT DISTARCH USED FOR EXIT DISCHARGE IN ACCORDANCE WITH 1028.1 IN BUILDINGS REQUIRED TO HAVE TWO OR MORE EXITS.
- C. ELECTRICAL EQUIPMENT ROOMS, FILE COMMAND CENTERS, FIRE PUMP ROOMS, GENERATOR ROOMS AND PUBLIC REST ROOMS LARGER THAN 300 SQUARE FEET.

16. THE EMERGENCY POWER SYSTEM SHALL PROVIDE POWER FOR A DURATION OF NOT LESS THAN 90 MINUTES & SHALL CONSIST OF STORAGE BATTERIES, UNIT EQUIPMENT OR AN ON-SITE GENERATOR. THE INSTALLATION OF THE EMERGENCY POWER SYSTEM SHALL BE IN ACCORDANCE W/ SECTION 2702. (1008.3.4)

17. EMERGENCY LIGHTING FACILITIES SHALL BE ARRANGED TO PROVIDE INITIAL ILLUMINATION THAT IS AT LEAST AN AVERAGE OF 1 FOOT-C&LE (11 LUX) & A MINIMUM AT ANY POINT OF 0.1 FOOT-C&LE (1 LUX) MEASURED ALONG THE PATH OF EGRESS AT FLOOR LEVEL. ILLUMINATION LEVELS SHALL BE PERMITTED TO DECLINE TO 0.6 FOOT-C&LE (6 LUX) AVERAGE & A MINIMUM AT ANY POINT OF 0.06 FOOT-C&LE (0.6 LUX) AT THE END OF THE EMERGENCY LIGHTING TIME DURATION. A MAXIMUM-TO-MINIMUM ILLUMINATION UNIFORMITY RATIO OF 40 TO 1 SHALL NOT BE EXCEEDED. (1008.2.5)

18. THE EXIT SIGNS SHALL ALSO BE CONNECTED TO AN EMERGENCY ELECTRICAL SYSTEM PROVIDED FROM STORAGE BATTERIES UNIT EQUIPMENT OR AN ON-SITE GENERATOR SET, & THE SYSTEM SHALL BE INSTALLED IN ACCORDANCE W/ THE ELECTRICAL CODE. FOR HIGH RISE BUILDINGS, SEE SECTION 403.

9. PROVIDE AN AUTOMATIC ALARM SYSTEM FOR THE HOTEL WITH BOTH VISUAL AND AUDIBLE ALARMS ACTIVATED BY THE BOTH IN-ROOM SMOKE DETECTOR AND THE BUILDING FIRE ALARM SYSTEM ON SLEEPING UNITS.

1. EXTERIOR STAIRS AND RAMPS SHALL BE LOCATED AT LEAST 10 FT FROM ADJACENT LOT LINES AND FROM OTHER BUILDINGS ON THE SAME LOT.

2. ALL STAIRWAYS SHALL BE BUILT OF MATERIALS CONSISTENT WITH THE BUILDING, EXCEPT THAT WOOD HANDRAILS SHALL BE PERMITTED FOR ALL TYPES OF CONSTRUCTION.

16. THE CAPACITY OF THE MEANS OF EGRESS REQUIRE FROM ANY STORY OF A BUILDING SHALL NOT BE REDUCED ALONG THE PATH OF EGRESS TRAVEL UNTIL ARRIVAL AT THE PUBLIC WAY. 1003.4

INTERIOR FINISHES

1. INDICATE ON PLANS THAT INTERIOR FINISH MATERIALS APPLIED TO WALL AND CEILINGS SHALL BE TESTED AS SPECIFIED IN SECTION 803. IN ADDITION, PROVIDE DETAILS SHOWING APPLICATION IN ACCORDANCE WITH SECTION 803, 804, AND TABLE 803.13.

2. THE FLAME-SPREAD RATING OF PANELING MATERIALS ON THE WALLS OF THE CORRIDOR, LOBBY AND EXIT ENCLOSURE MUST BE IDENTIFIED ON PLANS. (T-803.13)

3. INTERIOR WALL AND CEILING FINISH MATERIALS SHALL BE CLASSIFIED IN ACCORDANCE WITH NFPA 286 AND COMPLY WITH SECTION 803.1.1.1 (803.1.1)

3. AN AUTOMATIC SPRINKLER SYSTEM IS REQUIRED THROUGHOUT PER SECTION 903.2.8.

4. ANY DECORATIONS SHALL BE NONCOMBUSTIBLE OR FLAME-RETARDANT TREATED IN AN APPROVED MANNER (CURTAINS, DRAPES, SHADES, HANGING, ETC.) (LAMC 57.22)

1. INTERIOR WALL AND CEILING FINISH SHALL HAVE A FLAME SPREAD INDEX NOT GREATER THAN THE SPECIFIED IN T803.11. SPECIFY INTERIOR WALL AND CEILING FINISH ON PLANS. LAFC803.3

2. MATERIAL, OTHER THAN FOAM PLASTICS, USED AS INTERIOR TRIM SHALL HAVE A MIN CLASS C FLAME SPREAD AND SMOKE-DEVELOPED INDEX AND SHALL NOT EXCEED 10% OF THE WALL OR CEILING AREA IN WHICH IT IS ATTACHED. LAFC 804.1

3. CURTAINS, DRAPERIES, FABRIC HANGINGS, AND SIMILAR COMBUSTIBLE CURTAINS, DROPS, AND ALL OTHER DECORATIVE MATERIALS SUSPENDED FROM WALLS OR CEILINGS SHALL NOT EXCEED 10% OF THE WALL OR CEILING AREA TO WHICH SUCH MATERIALS ARE ATTACHED. LAFC 807.3

4. IN EVERY GROUP A, E, I, R-1, R-2, AND R-2.1, ALL DRAPES HANGINGS, CURTAINS, DROPS, AND ALL OTHER DECORATIVE MATERIALS SHALL BE MADE FROM A NONFLAMMABLE MATERIAL OR TREATED AND MAINTAINED IN A FLAME-RETARDANT CONDITION BY MEANS OF A FLAME-RETARDANT SOLUTION OR PROCESS APPROVED BY THE OSFM. TITLE 17, DIV 13.08

5. GYPSUM BOARD TO HAVE LEVEL 3 FINISH PER STANDARD ASTM C 840-04 AND UNITED STATES GYPSUM CORPORATION (USG) SPECIFICATIONS.

GREEN BUILDING NOTES

2. THE FLOW RATES FOR ALL PLUMBING FIXTURES SHALL COMPLY WITH THE MAXIMUM FLOW RATES SPECIFIED IN SECTION 4.303.1

3. WHEN A SHOWER IS SERVED BY MORE THAN ONE SHOWERHEAD, THE COMBINED FLOW RATE OF ALL THE SHOWERHEADS AND/OR OTHER OUTLETS CONTROLLED BY A SINGLE VALVE SHALL NOT EXCEED 2.0 GALLONS PER MINUTE AT 80 PSI, OR THE SHOWER SHALL BE DESIGNED TO ONLY ALLOW ONE SHOWERHEAD TO BE IN OPERATION AT A TIME

4. FOR PROJECTS THAT INCLUDE LANDSCAPE WORK, THE LANDSCAPE CERTIFICATION, FORM GRN 12, SHALL BE COMPLETED PRIOR TO FINAL INSPECTION APPROVAL

5. LOCKS SHALL BE INSTALLED ON ALL PUBLICLY ACCESSIBLE EXTERIOR FAUCETS AND HOSE BIBS.

6. FOR SITES WITH OVER 500 SQUARE FEET OF LANDSCAPE AREA, WASTE PIPING SHALL BE ARRANGED TO PERMIT DISCHARGE FROM THE CLOTHES WASHER, BATHTUB, SHOWERS, AND BATHROOM/RESTROOMS WASH BASINS TO BE USED FOR A FUTURE GRAYWATER IRRIGATION SYSTEM.

7. WATER USED IN THE BUILDING FOR WATER CLOSETS, URINALS, FLOOR DRAINS, AND PROCESS COOLING AND HEATING SHALL COME FROM CITY-RECYCLE WATER IF AVAILABLE FOR USE WITHIN 200 FEET OF THE PROPERTY LINE.

BUILDING NOT EXCEEDING 25 STORIES SHALL HAVE COOLING TOWERS WITH MINIMUM OF 6 CYCLES OF CONCENTRATION (BLOWDOWN) OR HAVE A MINIMUM OF 50% OF MAKEUP WATER SUPPLY TO COOLING TOWERS COME FROM NON-POTABLE WATER SOURCES.

WHERE GROUNDWATER IS BEING EXTRACTED AND DISCHARGED, A SYSTEM FOR ONSITE REUSE OF THE GROUNDWATER SHALL BE DEVELOPED AND CONSTRUCTED IF THE GROUNDWATER WILL NOT BE DISCHARGED TO THE SEWER.

THE HOT WATER SYSTEM SHALL NOT ALLOW MORE THAN 0.6 GALLONS OF WATER TO BE DELIVERED TO ANY FIXTURE BEFORE HOT WATER ARRIVES OR SHALL COMPLY WITH EITHER LOS ANGELES PLUMBING CODE SECTION 610.4.1.2 OR 610.4.1.3.

SHOW OR STATE ON PLANS THAT ANNULAR SPACES AROUND PIPES, ELECTRIC CABLES, CONDUITS, OR OTHER OPENINGS IN THE SOLE/BOTTOM PLATES AT EXTERIOR WALLS SHALL BE PROTECTED AGAINST THE PASSAGE OF RODENTS BY CLOSING SUCH OPENINGS WITH CEMENT MORTAR, CONCRETE MASONRY, OR METAL PLATES. PIPING PRONE TO CORROSION SHALL BE PROTECTED IN ACCORDANCE WITH SECTION 313.0 OF THE LOS ANGELES PLUMBING CODE.

MATERIALS DELIVERED TO THE CONSTRUCTION SITE SHALL BE PROTECTED FROM RAIN OR OTHER SOURCES OF MOISTURE.

CONSTRUCTION WASTE SHALL BE REDUCED BY 65%. INDICATE HOW CONSTRUCTION WASTE WILL BE HANDLED: A. CITY OF LOS ANGELES CERTIFIED HAULER B. SOURCE SEPARATED ON SITE (INCORPORATE WASTE MANAGEMENT PLAN ONTO PLANS)

FORM GRN16 AND AN OPERATION AND MAINTENANCE MANUAL, INCLUDING, AT A MINIMUM, THE ITEMS LISTED IN SECTION 4.410.1, SHALL BE COMPLETED AND PLACED IN THE BUILDING AT THE TIME OF FINAL INSPECTION.

ALL DUCT AND OTHER RELATED AIR DISTRIBUTION COMPONENT OPENINGS SHALL BE COVERED WITH TAPE, PLASTIC, OR SHEET METAL UNTIL THE FINAL STARTUP OF THE HEATING, COOLING AND VENTILATING EQUIPMENT.

ARCHITECTURAL PAINTS AND COATINGS, ADHESIVES, CAULKS AND SEALANTS SHALL COMPLY WITH THE VOLATILE ORGANIC COMPOUND (VOC) LIMITS LISTED IN TABLES 4.504.1- 4.504.3.

THE VOC CONTENT VERIFICATION CHECKLIST, FORM GRN 2, SHALL BE COMPLETED AND VERIFIED PRIOR TO FINAL INSPECTION APPROVAL. THE MANUFACTURER'S SPECIFICATIONS SHOWING VOC CONTENT FOR ALL APPLICABLE PRODUCTS SHALL BE READILY AVAILABLE AT THE JOB SITE AND BE PROVIDED TO THE FIELD INSPECTOR FOR VERIFICATION.

80% OF THE TOTAL AREA RECEIVING RESILIENT FLOORING SHALL COMPLY WITH ONE OR MORE OF THE FOLLOWING: I. CERTIFIED AS A CHPS LOW-EMITTING MATERIAL IN THE CHPS HIGH PERFORMANCE PRODUCTS DATABASE II. CERTIFIED UNDER UL GREENGUARD GOLD III. CERTIFIED UNDER THE RESILIENT FLOOR COVERING INSTITUTE (RFCI) FLOORSCORE PROGRAM IV. MEET THE CALIFORNIA DEPARTMENT OF PUBLIC HEALTH'S SPECIFICATION 01350

NEW HARDWOOD PLYWOOD, PARTICLE BOARD, AND MEDIUM DENSITY FIBERBOARD COMPOSITE WOOD PRODUCTS USED IN THE INTERIOR OR EXTERIOR OF THE BUILDING SHALL MEET THE FORMALDEHYDE LIMITS LISTED IN TABLE 4.504.5.

THE FORMALDEHYDE EMISSIONS VERIFICATION CHECKLIST, FORM GRN 3, SHALL BE COMPLETED PRIOR TO FINAL INSPECTION APPROVAL. THE MANUFACTURER'S SPECIFICATIONS SHOWING FORMALDEHYDE CONTENT FOR ALL APPLICABLE WOOD PRODUCTS SHALL BE READILY AVAILABLE AT THE JOB SITE AND BE PROVIDED TO THE FIELD INSPECTOR FOR VERIFICATION.

NEW MECHANICALLY VENTILATED BUILDINGS WITHIN 1,000 FEET OF A FREEWAY SHALL PROVIDE REGULARLY OCCUPIED AREAS OF THE BUILDING WITH A MERV 13 FILTER FOR OUTSIDE AND RETURN AIR. FILTERS SHALL BE INSTALLED PRIOR TO OCCUPANCY AND RECOMMENDATIONS FOR MAINTENANCE WITH FILTERS OF THE SAME VALUE SHALL BE INCLUDED IN THE OPERATION AND MAINTENANCE MANUAL.

BUILDING MATERIALS WITH VISIBLE SIGNS OF WATER DAMAGE SHALL NOT BE INSTALLED. WALL AND FLOOR FRAMING SHALL NOT BE ENCLOSED UNTIL IT IS INSPECTED AND FOUND TO BE SATISFACTORY BY THE BUILDING INSPECTOR.

THE HEATING AND AIR-CONDITIONING SYSTEMS SHALL BE SIZED AND DESIGNED USING ANSI/ACCA MANUAL J2011, ANSI/ACCA 29-D-2014 OR ASHRAE HANDBOOKS AND HAVE THEIR EQUIPMENT SELECTED IN ACCORDANCE WITH ANSI/ACCA 3 MANUAL S-2014.

RESIDENTIAL CHECKLIST

1. SMOKE ALARMS SHALL BE INTERCONNECTED IN SUCH A MANNER THAT ACTIVATION OF ONE ALARM SHALL ACTIVATE ALL OF THE ALARMS IN THE INDIVIDUAL UNIT. REQUIRED SMOKE ALARMS SHALL RECEIVE THEIR PRIMARY POWER FROM THE BUILDING WIRING, & SHALL BE EQUIPPED WITH A BATTERY BACKUP

2. CARBON MONOXIDE ALARMS SHALL BE INTERCONNECTED IN SUCH A MANNER THAT ACTIVATION OF ONE ALARM SHALL ACTIVATE ALL OF THE ALARMS IN THE INDIVIDUAL UNIT. REQUIRED CARBON MONOXIDE ALARMS SHALL RECEIVE THEIR PRIMARY POWER FROM THE BUILDING WIRING, & SHALL BE EQUIPPED WITH A BATTERY BACKUP.

BUILDING ENVELOPE

1. PROVIDE CLASS A,B, OR C FIRE RETARDANT ROOF COVERING PER SECTION R902. WITHIN 7-DAYS OF THE GRAFFITI BEING APPLIED. (6306)

2. LOTS SHALL BE GRADED TO DRAIN SURFACE WATER AWAY FROM FOUNDATION WALLS WITH A MINIMUM FALL OF 6 INCHES WITHIN THE FIRST TEN FEET. (R401.3)

3. PROTECTION OF WOOD AND WOOD BASED PRODUCTS FROM DECAY SHALL BE PROVIDED IN THE LOCATIONS SPECIFIED PER SECTION R317.1 BY THE USE OF NATURALLY DURABLE WOOD OR WOOD THAT IS PRESERVATIVE-TREATED IN ACCORDANCE WITH AWPA U1 FOR THE SPECIES, PRODUCT, PRESERVATIVE AND END USE. PRESERVATIVES SHALL BE LISTED IN SECTION 4 OF AWPA U1.

7. PROVIDE ANTI-GRAFFITI FINISH AT THE FIRST 9 FEET, MEASURED FROM GRADE, AT EXTERIOR WALLS & DOORS. (6306)

9. IN R1 AND R2 OCCUPANCIES, WHERE THE TOP OF STHE SILL OF AN OPERABLE WINDOW OPENING IS LOCATED LESS THAN 36 INCHES ABOVE THE FINISHED FLOOR OR MORE THAN 72 INCHES ABOVE THE FINISHED GRADE OR OTHER SURFACE BELOW ON THE EXTERIOR OF THE BUILDING. SHALL COMPLY WITH 1015.

10. DETAILS OF THE GUARDRAILS AT THE FLOOR AND ROOF OPENINGS, OCCUPIED ROOFS AND BALCONIES OR PORCHES MORE THAN 30" ABOVE GRADE ARE REQUIRED. GUARDRAILS SHALL BE 42" IN HEIGHT HAVE INTERMEDIATE RAILS OR BALUSTERS SPACED AT 4" MAXIMUM. IT SHALL BE DESIGNED PER SECTION 1607.8 (1015.2)

11. EACH PANE OF SAFETY GLAZING INSTALLED IN HAZARDOUS LOCATIONS SHALL BE IDENTIFIED BY A MANUFACTURER'S DESIGNA-TION SPECIFYING WHO APPLIED THE DESIGNATION, THE MANUFACTURER OR INSTALLER AND THE SAFETY GLAZING STANDARD. THE FOLLOWING SHALL BE CONSIDERED SPECIFIC HAZARDOUS LOCATIONS FOR THE PURPOSED OF SAFETY GLAZING. GLAZING IN: SECTION 2406
- **A.** SWING DOORS.
- **B.** FIXED AND SLIDING PANELS OF SLIDING DOOR ASSEMBLIES AND PANELS IN SLIDING AND BI-FOLD CLOSET DOOR ASSEMBLIES.
- **C.** STORM DOORS.
- **D.** UNFRAMED SWINGING DOORS.
- **E.** DOORS AND ENCLOSURES FOR HOT TUBS, WHIRLPOOLS, SAUNAS, STEAM ROOMS, BATHTUBS, AND SHOWERS.
- **F.** FIXED OR OPERABLE PANELS ADJACENT TO A DOOR WHERE THE NEAREST EXPOSED EDGE OF THE GLAZING IS WITHIN 24 INCHES (610 MM) ARC OF EITHER VERTICAL EDGE OF THE DOOR IN A CLOSED POSITION AND WHERE THE BOTTOM EXPOSED EDGE OF THE GLAZING IS LESS THAN 60 INCHES (1525 MM) ABOVE THE WALKING SURFACE. READ CODE FOR EXCEPTIONS.
- **G.** FIXED OR OPERABLE PANEL, OTHER THAN DESCRIBED IN ITEMS E AND F, WHICH MEETS ALL OF THE FOLLOWING CONDITIONS (READ CODE FOR EXCEPTION WITH SPECIAL INSTALLATION).
  - I. EXPOSED AREA OF AN INDIVIDUAL PANE GREATER THAN 9 SQUARE FEET (0.84 M2)
  - II. EXPOSED BOTTOM EDGE LESS THAN 18 INCHES (457 MM) ABOVE THE FLOOR.
  - III. EXPOSED TOP EDGE GREATER THAN 36 INCHES (914 MM) ABOVE THE FLOOR.
  - IV. ONE OR MORE WALKING SURFACES WITHIN 36 INCHES (914 MM) HORIZONTALLY OF THE PLANE OF THE GLAZING.
- **H.** GUARDS AND RAILINGS REGARDLESS OF AREA OR HEIGHT ABOVE A WALKING SURFACE. INCLUDED ARE STRUCTURAL BALUSTER PANELS AND NONSTRUCTURAL IN-FILL PANELS.
- **I.** WALLS AND FENCES ENCLOSING INDOOR AND OUTDOOR SWIMMING POOLS AND SPAS WHERE ALL OF THE FOLLOWING CONDITIONS ARE PRESENT:
  - I. THE BOTTOM EDGE OF THE GLAZING IS LESS THAN 60 INCHES (1525 MM) ABOVE A WALKING SURFACE ON THE POOL OR SPA SIDE OF THE GLAZING.
  - II. THE GLAZING IS WITHIN 60 INCHES (1525 MM) OF A SWIMMING POOL OR SPA WATER'S EDGE.
- **J.** ADJACENT TO STAIRWAYS, LANDINGS AND RAMPS WITHIN 36 INCHES HORIZONTALLY OF A WALKING SURFACE; WHEN THE EXPOSED SURFACE OF THE GLASS IS LESS THAN 60 INCHES ABOVE THE PLANE OF THE ADJACENT WALKING SURFACE(READ CODE FOR EXCEPTION WITH SPECIAL INSTALLATION).
- **K.** ADJACENT TO STAIRWAYS WITHIN 60 INCHES HORIZONTALLY OF THE BOTTOM TREAD OF A STAIRWAY IN ANY DIRECTION WHEN THE EXPOSED SURFACE OF THE GLASS IS LESS THAN 60 INCHES ABOVE THE NOSE OF THE TREAD (READ CODE FOR EXCEPTION WITH SPECIAL INSTALLATION).

14. A. PROVIDE AN APPROVED SPARK ARRESTER FOR THE CHIMENY OF A FIREPLACE, STOVE, OR BARBECUE. (LAMC 57.20.25)
B. PROVIDE A WEEP SCREED FOR STUCCO AT THE FOUNDATION PLATE LINE A MINIMUM OF 4 INCHES ABOVE THE EARTH OR 2 INCHES ABOVE PAVED AREAS. WEEP SCREEDS SHALL BE OF A TYPE WHICH WILL ALLOW TRAPPED WATER TO DRAIN TO THE EXTERIOR OF THE BUILDING. (SHOW THESE DIMENSIONS ON A FOUNDATION DETAIL DRAWING) (SECTION 2512.1.2)

WATER HEATING

1. THE FIRST 5 FT OF HOT AND COLD WATER PIPES FROM THE STORAGE TANK FOR NONRECIRCULATING SYSTEMS SHALL BE THERMALLY INSULATED WITH A MINIMUM OF 1" (.75") THICK INSULATION FOR HOT (COLD) WATER PIPES WITH A DIAMETER LESS THAN OR EQUAL TO 2 INCHES OR 1.5" (1") FOR HOT (COLD) WATER PIPES WITH A DIAMETER GREATER THAN 2 INCHES. FIXTURES

2. SHOWERS SHALL BE PROVIDED WITH INDIVIDUAL CONTROL VALVES OF THE PRESSURE BALANCE, THERMOSTATIC, OR COMBINATION PRESSURE BALANCE/ THERMOSTATIC MIXING VALVE TYPE THAT PROVIDE SCALD AND THERMAL SHOCK PROTECTION.

INTERIOR ENVIRONMENT

1. PROVIDE STAIRWAY ILLUMINATION. MIN. 1 FOOT-C&LE AT TREAD RUNS. (1205.4)

2. PROVIDE 32" WIDE DOORS TO ALL INTERIOR ACCESSIBLE ROOMS. 1010.1.1

5. REQUIRED CEILING HEIGHT IS 7'-6" MIN., 7'-0" IN KITCHEN , BATHROOMS LAUNDRY ROOMS AND STORAGE ROOMS. 1207.2

6. PROVIDE NATURAL LIGHT IN (HABITABLE ROOMS) BY MEANS OF EXTERIOR WALL OPENINGS WITH AN AREA NOT LESS THAN 8% OF FLOOR AREA.

9. PROVIDE NATURAL VENTILATION FOR ADJOINING SPACES. 1202.5.1.1

10. FOR THE PURPOSE OF PROVIDING NATURAL LIGHT OR VENTILATION AT EXTERIOR OPENINGS OF BUILDING, A MIN YARD OF 3 FEET IN WIDTH FOR ONE AND TWO STORY BUILDING IS REQUIRED. FOR BUILDINGS MORE THAN TWO STORIES, THE MINIMUM WIDTH OF THE YARD SHALL BE INCREASED TO 1 FOOR FOR EACH ADDITIONAL STORY. 1205.2

15. UNDERFLOOR VENTILATION SHALL BE NOT LESS THAN 1/150 OF UNER FLOOR AREA.

21. ALL SHOWER COMPARTMENTS, REGARDLESS OF SHAPE, SHALL HAVE A MINIMUM FINISHED INTERIOR ARE OF NOT LESS THAN 1024 SQUARE INCHES AND SHALL BE CAPABLE OF ENCOMPASSING A 30 INCH MINIMUM AREA AND DIMENSIONS SHALL BE MAINTAINED TO A POINT 72 INCHES ABOVE THE SHOWER DRAIN INLET. 1209.2.3, LAPC 411.7

23. TOILET ROOMS SHALL BE PROVIDED WITH A FULLY OPENABLE EXTERIOR WINDOW WITH AN AREA NOT LESS THAN 3 SQUARE FEET OR A VERTICAL DUCT NOT LESS THAN 100 SQUARE INCHES IN AREA FOR THE FIRST WATER CLOSET PLUS 50 SQUARE INCHES ADDITIONAL OF AREA FOR EACH ADDITIONAL WATER CLOSET, OR A MECHANICALLY OPERATED EXHAUST SYSTEM CAPABLE OF PROVIDING A COMPLETE CHANGE OF AIR EVERY 15 MINUTES. SUCH MECHANICALLY OPERATED EXHAUST SYSTEM SHALL BE CONNECTED DIRECTLY TO THE OUTSIDE, AND THE POINT OF DISCHARGE SHALL BE AT LEAST 3 FEET FROM ANY OPENING THAT ALLOWS AIR ENTRY INTO OCCUPIED PORTIONS OF THE BUILDING.

24. TOILET ROOM FLOORS SHALL HAVE A SMOOTH, HARD NON-ABSORBENT SURFACE SUCH AS PORTLAND CEMENT, CERAMIC TILE OR OTHER APPROVED MATERIAL THAT EXTENDS UPWARD ONTO THE WALLS AT LEAST 4" (1210.2.1)

25. WALLS AND PARTITIONS WITHIN 2 FEET OF SERVICE SINKS, URINALS, AND WATER CLOSETS SHALL HAVE A SMOOTH, HARD, NONAB-SORBENT SURFACE, TO A HEIGHT OF NOT LESS THAN 4 FEET ABOVE THE FLOOR, AND EXCEPT FOR STRUCTURAL ELEMENTS, THE MATERIALS USED IN SUCH WALLS SHALL BE OF A TYPE THAT IS NOT ADVERSELY AF-FECTED BY MOISTURE. (1210.2.2)

26. CEMENT, FIBER-CEMENT, OR GLASS MAT GYPSUM BACKERS IN COMPLIANCE WITH ASTM C1178, C1288 OR C1325 SHALL BE USED AS A BASE FOR WALL TILE IN TUB AND SHOWER AREAS AND WALL AND CEILING PANELS IN SHOWER AREAS. WATER-RESISTANCE GYPSUM BACKING BOARD SHALL BE USED AS A BASE FOR TILE IN WATER CLOSET COMPARTMENT WALLS WHEN INSTALLED IN ACCORDANCE WITH GA-216 OR ASTM C840. REGULAR GYPSUM WALL-BOARD IS PERMITTED UNDER TILE OR WALL PANELS IN OTHER WALL AND CEILING AREAS WHEN INSTALLED IN ACCORDANCE WITH GA-216 OR ASTM C840. WATER-RESISTANT GYPSUM BOARD SHALL NOT BE USED IN THE FOLLOWING LOCATIONS: SECTION 2509.2
- **A.** OVER A VAPOR RETARDER.
- **B.** IN AREAS SUBJECT TO CONTINUOUS HIGH HUMIDITY, SUCH AS SAUNAS, STEAM ROOMS OR GANG SHOWER ROOMS
- **C.** ON CEILINGS WHERE FRAME SPACING EXCEEDS 12 INCHES O.C. FOR ½ INCH THICK AND MORE THAN 16 INCHES O.C. FOR 5/8 INCH THICK.

29. ONE ELEVATOR IN BUILDINGS FOUR OR MORE STORIES ABOVE OR BELOW GRADE PLANE SHALL BE OF SUCH A SIZE TO ACCOMMO-DATE A 24-INCH BY 84-INCH AMBULANCE STRETCHER IN THE HORIZONTAL, OPEN POSITION AND SHALL BE IDENTIFIED BY THE INTER-NATIONAL SYMBOL FOR EMERGENCY MEDICAL SERVICES. SEE 3002.4A FOR EXCEPTIONS. 91.3002.4)

30. EVERY SPACE INTENDED FOR HUMAN OCCUPANCY SHALL BE PROVIDED W/ NATURAL LIGHT BY MEANS OF EXTERIOR GLAZED OPENINGS IN ACCORDANCE W/ SECTION 1205.2 OR SHALL BE PROVIDED W/ ARTIFICIAL LIGHT THAT IS ADEQUATE TO PROVIDE AN AVERAGE ILLUMINATION OF 10 FOOT-C&LES OVER THE AREA OF THE ROOM AT A HEIGHT OF 30 INCHES ABOVE THE FLOOR LEVEL.(1204.1 & 1204.3)

SPECIAL HAZARD REQUIREMENTS

1. 1 HR FIRE-RES. CONST. ON ENCLOSED USABLE SPACE OF INTERIOR STAIR.

2. AUTOMATIC EARTHQUAKE SHUT-OFF VALVE.

3. SAFETY GLAZING W/IN 2' VERTICAL EDGE OF CLOSED DOOR AND W/IN 5' OF WALKING SURFACE; SHOWER DOORS.

4. AN APPROVED SMOKE ALARMS SHALL BE INSTALLED IN EACH SLEEPING ROOM AND HALLWAY OR AREA GIVING ACCESS TO A SLEEPING ROOM, AND ON EACH STORY AND BASEMENT FOR DWELLINGS WITH ORE THAN ONE STORY. SMOKE ALARMS SHALL BE INTERCONNECTED SO THAT ACTUATION OF ONE ALARM WILL ACTIVATE ALL THE ALARMS WITHIN THE INDIVIDUAL DWELLING UNIT. IN NEW CONSTRUCTION SMOKE ALARMS SHALL RECEIVE THEIR PRIMARY POWER SOURCE FROM THE BUILDING WIRING AND SHALL BE EQUIPPED WITH BATTERY BACKUP AND LOW BATTERY SIGNAL. (R314)

5. AN APPROVED CARBON MONOXIDE ALARM SHALL BE INSTALLED IN DWELLING UNITS AND IN SLEEPING UNITS WITHIN WHICH FUEL-BURNING APPLIANCES ARE INSTALLED AND IN DWELLING UNITS THAT HAVE ATTACHED GARAGES. CARBON MONOXIDE ALARM SHALL BE PROVIDED OUTSIDE OF EACH SEPARATE DWELLING UNIT SLEEPING AREA IN THE IMMEDIATE VICINITY OF THE BEDROOM(S) AND ON EVERY LEVEL OF A DWELLING UNIT INCLUDING BASEMENTS. (R315)

ENERGY EFFICIENCY STANDARDS

1. COMPLIANCE INFORMATION THE BUILDER SHALL LEAVE IN THE BUILDING, COPIES OF THE COMPLETED, SIGNED AND SUBMITTED COMPLIANCE DOCUMENTS FOR THE BUILDING OWNER AT OCCUPANCY. FOR LOW-RISE RESIDENTIAL BUILDINGS, SUCH INFORMATION SHALL, AT A MINIMUM, INCLUDE COPIES OF ALL CERTIFICATE OF COMPLIANCE, CERTIFICATE OF INSTALLATION, AND CERTIFICATE OF VERIFICATION DOCUMENTATION SUBMITTED. . [10-103(B)1]

2. OPERATING INFORMATION. THE BUILDER SHALL PROVIDE THE BUILDING OWNER AT OCCUPANCY, OPERATING INFORMATION FOR ALL APPLICABLE FEATURES, MATERIALS, COMPONENTS, AND MECHANICAL DEVICES INSTALLED IN THE BUILDING. OPERATING INFOR-MATION SHALL INCLUDE INSTRUCTIONS ON HOW TO OPERATE THE FEATURES, MATERIALS, COMPONENTS, AND MECHANICAL DEVIC-ES CORRECTLY AND EFFICIENTLY. THE INSTRUCTIONS SHALL BE CONSISTENT WITH SPECIFICATIONS SET FORTH BY THE EXECUTIVE DIRECTOR. FOR RESIDENTIAL BUILDINGS, SUCH INFORMATION SHALL BE CONTAINED IN A FOLDER OR MANUAL WHICH PROVIDES ALL CERTIFICATE OF COMPLIANCE, CERTIFICATE OF INSTALLATION, AND CERTIFICATE OF VERIFICATION DOCUMENTATIONS. THIS OPERAT-ING INFORMATION SHALL BE IN PAPER OR ELECTRONIC FORMAT. [10-103(B)2]

3. MAINTENANCE INFORMATION. THE BUILDER SHALL PROVIDE TO THE BUILDING OWNER AT OCCUPANCY, MAINTENANCE INFORMA-TION FOR ALL FEATURES, MATERIALS, COMPONENTS, AND MANUFACTURED DEVICES THAT REQUIRE ROUTINE MAINTENANCE FOR EFFICIENT OPERATION. REQUIRED ROUTINE MAINTENANCE ACTIONS SHALL BE CLEARLY STATED AND INCORPORATED ON A READILY ACCESSIBLE LABEL. THE LABEL MAY BE LIMITED TO IDENTIFYING, BY TITLE AND/OR PUBLICATION NUMBER, THE OPERATION AND MAINTENANCE MANUAL FOR THAT PARTICULAR MODEL AND TYPE OF FEATURE, MATERIAL, COMPONENT OR MANUFACTURED DEVICE. [10-103(B)3]

4. VENTILATION INFORMATION. THE BUILDER SHALL PROVIDE TO THE BUILDING OWNER AT OCCUPANCY, A DESCRIPTION OF THE QUANTITIES OF OUTDOOR AIR THAT THE VENTILATION SYSTEM(S) ARE DESIGNED TO PROVIDE TO THE BUILDING'S CONDITIONED SPACE, AND INSTRUCTIONS FOR PROPER OPERATION AND MAINTENANCE OF THE VENTILATION SYSTEM. [10-103(B)4]

5. ALL SYSTEMS, EQUIPMENT, APPLIANCES AND BUILDING COMPONENTS SHALL COMPLY WITH THE APPLICABLE MANUFACTURING, CONSTRUCTION, AND INSTALLA-TION PROVISIONS OF SECTIONS 110.0 THROUGH 110.11 FOR NEWLY CONSTRUCTED BUILDINGS.

7. SERVICE WATER-HEATING SYSTEMS SHALL BE EQUIPPED WITH AUTOMATIC TEMPERATURE CONTROLS CAPABLE OF ADJUSTMENT FROM THE LOWEST TO THE HIGHEST ACCEPTABLE TEMPERATURE SETTINGS FOR THE INTENDED USE AS LISTED IN TABLE 3, CHAPTER 50 OF THE ASHRAE HANDBOOK, HVAC APPLICATIONS VOLUME. [110.3 (A)1]

8. ON SYSTEMS THAT HAVE A TOTAL CAPACITY GREATER THAN 167,000 BTU/HR, OUTLETS THAT REQUIRE HIGHER THAN SERVICE WATER TEMPERATURES AS LISTED IN THE ASHRAE HANDBOOK, APPLICATIONS VOLUME, SHALL HAVE SEPARATE REMOTE HEATERS, HEAT EXCHANGERS, OR BOOSTERS TO SUPPLY THE OUTLET WITH THE HIGHER TEMPERATURE. [110.3(C)1]

9. SERVICE HOT WATER SYSTEMS WITH CIRCULATING PUMPS OR WITH ELECTRICAL HEAT TRACE SYSTEMS SHALL BE CAPABLE OF AUTOMATICALLY TURNING OFF THE SYSTEM. [110.3(C)2]

10. CONTROLS FOR SERVICE WATER-HEATING SYSTEMS SHALL LIMIT THE OUTLET TEMPERATURE AT PUBLIC LAVATORIES TO 110°F. [110.3(C)3]

11. UNFIRED SERVICE WATER-HEATER STORAGE TANKS AND BACKUP TANKS FOR SOLAR WATER-HEATING SYSTEMS SHALL HAVE:
- **A.** EXTERNAL INSULATION WITH AN INSTALLED R-VALUE OF AT LEAST R-12, OR
- **B.** INTERNAL AND EXTERNAL INSULATION WITH A COMBINED R-VALUE OF AT LEAST R-16, OR
- **C.** THE HEAT LOSS OF THE TANK SURFACE BASED ON AN 80°F WATER-AIR TEMPERATURE DIFFERENCE SHALL BE LESS THAN 6.5 BTU/HR PER SQUARE FOOT. [110.3 (C)4]

12. FOR NONRESIDENTIAL, HIGH-RISE RESIDENTIAL, AND HOTEL/MOTEL BUILDINGS, SPACE CONDITIONING SYSTEMS SHALL MEET THE EFFICIENCY STANDARDS SPECIFIED SECTION 120.2.

13. CONTINUOUSLY BURNING PILOT LIGHT SHALL BE PROHIBITED FOR THE FOLLOWING NATURAL GAS SYSTEM OR EQUIPMENT LISTED BELOW: [110.5]
- **A.** FAN-TYPE CENTRAL FURNACES
- **B.** HOUSEHOLD COOKING APPLIANCES, EXCEPT FOR HOUSEHOLD COOKING APPLIANCES WITHOUT AN ELECTRICAL SUPPLY VOLTAGE CONNECTION AND IN WHICH EACH PILOT CONSUMES LESS THAN 150 BTU/HR
- **C.** POOL HEATERS
- **D.** SPA HEATERS

14. ANY POOL OR SPA HEATING SYSTEM OR EQUIPMENT SHALL: [110.4]
- **A.** A THERMAL EFFICIENCY THAT COMPLIES WITH THE APPLIANCE EFFICIENCY REGULATIONS
- **B.** HAVE A READILY ACCESSIBLE ON-OFF SWITCH, MOUNTED ON THE OUTSIDE OF THE HEATER THAT ALLOWS SHUTTING OFF THE HEATER WITHOUT ADJUSTING THE THERMOSTAT SETTING.
- **C.** NOT UTILIZE ELECTRIC RESISTANCE HEATING.
- **D.** HAVE A COVER FOR OUTDOOR POOLS OR SPAS THAT HAVE A HEAT PUMP OR GAS HEATER.
- **E.** HAVE A PERMANENT, EASILY READABLE, AND WEATHERPROOF INSTRUCTION CARD THAT GIVES INSTRUCTIONS FOR THE ENERGY EFFICIENT OPERATION OF THE POOL OR SPA HEATER AND FOR THE PROPER CARE OF POOL OR SPA WATER WHEN A COVER IS USED.
- **F.** HAVE AT LEAST 36 INCHES OF PIPE INSTALLED BETWEEN THE FILTER AND HEATER OR DEDICATED SUCTION AND RETURN LINES, OR BUILT-IN OR BUILT-UP CON-NECTIONS SHALL BE INSTALLED TO ALLOW FOR THE FUTURE ADDITION OF SOLAR HEATING EQUIPMENT.
- **G.** HAVE DIRECTIONAL INLETS FOR THE POOL OR SPA THAT ADEQUATELY MIX THE POOL WATER.
- **H.** A TIME SWITCH OR SIMILAR CONTROL MECHANISM SHALL BE INSTALLED AS PART OF A POOL WATER CIRCULATION CONTROL SYSTEM THAT WILL ALLOW ALL PUMPS TO BE SET OR PROGRAMMED TO RUN ONLY DURING THE OFF-PEAK ELECTRIC DEMAND PERIOD AND FOR THE MINIMUM TIME NECESSARY TO MAINTAIN THE WATER IN THE CONDITION REQUIRED BY APPLICABLE PUBLIC HEALTH STANDARDS.

15. MANUFACTURED FENESTRATION PRODUCTS AND EXTERIOR DOORS SHALL HAVE AIR INFILTRATION RATES NOT EXCEEDING 0.3 CFM/FT2 OF WINDOW AREA, 0.3 CFM/FT2 OF RESIDENTIAL DOOR AREA, 0.3 CFM/FT2 OF NONRESIDENTIAL SINGLE DOOR AREA, AND 1.0 CFM/FT2 OF NONRESIDENTIAL DOUBLE DOOR AREA. [110.6(A)1]

16. FENESTRATION PRODUCTS SHALL BE RATED IN ACCORDANCE WITH NFRC 100 FOR U-FACTOR, NFRC 200 FOR SHGC, AND VT OR USE THE APPLICABLE DEFAULT VALUE. FENESTRATION PRODUCTS SHALL HAVE A TEMPORARY LABEL FOR MANUFACTURED FENESTRATION PRODUCTS OR A LABEL CERTIFICATE WHEN THE COM-PONENT MODELING APPROACH IS USED AND FOR SITE-BUILT FENESTRATION MEETING THE REQUIREMENTS OF SECTION 10-111(A)1. [110.6(A)2, 110.6(A)3, 110.6(A)4, 110.6(A)5]6. ANY APPLIANCE REGULATED BY THE APPLIANCE EFFICIENCY REGULATIONS, TITLE 20 CALIFORNIA CODE OF REGULATIONS, SECTION 1601 ET SEQ., MAY BE INSTALLED ONLY IF THE APPLIANCE FULLY COMPLIES WITH SECTION 1608(A) OF THOSE REGULATIONS. [110.1 (A)]

17. FIELD-FABRICATED FENESTRATION PRODUCTS AND EXTERIOR DOORS, OTHER THAN UNFRAMED GLASS DOORS AND FIRE DOORS, SHALL BE CAULKED BETWEEN THE FENESTRATION PRODUCTS OR EXTERIOR DOOR AND THE BUILDING, AND SHALL BE WEATHERSTRIPPED. [110.6(B)]

18. JOINTS, PENETRATIONS AND OTHER OPENINGS IN THE BUILDING ENVELOPE THAT ARE POTENTIAL SOURCES OF AIR LEAKAGE SHALL BE CAULKED, GASKETED, WEATHER STRIPPED, OR OTHERWISE SEALED TO LIMIT INFILTRATION AND EXFILTRATION. [110.7]

19. INSULATION SHALL BE CERTIFIED BY DEPARTMENT OF CONSUMER AFFAIRS, BUREAU OF HOME FURNISHING AND THERMAL INSULATION THAT THE INSULATION CONDUCTIVE THERMAL PERFORMANCE IS APPROVED PURSUANT TO THE CALIFORNIA CODE OF REGULATIONS, TITLE 24, PART 12, CHAPTER 12-13, ARTICLE 3, "STAN-DARDS FOR INSULATING MATERIAL." [110.8(A)]

20. UREA FORMALDEHYDE FOAM INSULATION MAY ONLY BE USED IN EXTERIOR SIDE WALLS, AND REQUIRES A FOUR-MIL-THICK PLASTIC POLYETHYLENE VAPOR BARRIER BETWEEN THE UREA FORMALDEHYDE FOAM INSULATION AND THE INTERIOR SPACE IN ALL APPLICATIONS. [110.8(B)]
21. INSULATING MATERIAL SHALL BE INSTALLED IN COMPLIANCE WITH THE FLAME SPREAD RATING AND SMOKE DENSITY REQUIREMENTS OF THE CBC. [110.8(C)]

22. INSULATION INSTALLED ON AN EXISTING SPACE CONDITIONING DUCT, IT SHALL COMPLY WITH SECTION 604.0 OF THE CMC. [110.8(D)3]

23. EXTERNAL INSULATION INSTALLED ON AN EXISTING UNFIRED WATER STORAGE TANK OR ON AN EXISTING BACK-UP TANK FOR A SOLAR WATER-HEATING SYSTEM, IT SHALL HAVE AN R-VALUE OF AT LEAST R-12, OR THE HEAT LOSS OF THE TANK SURFACE BASED ON AN 80 EF WATER-AIR TEMPERATURE DIFFERENCE SHALL BE LESS THAN 6.5 BTU PER HOUR PER SQUARE FOOT. [110.8(D)2]

SOUND TRANSMISSION

1. IN GROUP R OCCUPANCIES, WALL AND FLOOR- CEILING ASSEMBLIES SEPARATING DWELLING UNITS OR GUEST ROOMS FROM EACH OTHER AND FROM PUBLIC SPACE SUCH AS INTERIOR CORRIDORS AND SERVICE AREAS SHALL PROVIDE AIRBORNE SOUND INSULATION FOR WALLS, AND BOTH AIRBORNE AND IMPACT SOUND INSULATION FOR FLOOR-CEILING ASSEMBLIES. ALL SUCH SEPARATING WALLS AND FLOOR-CEILING ASSEMBLIES SHALL PROVIDE AN AIRBORNE SOUND INSULATION EQUAL TO THAT REQUIRED TO MEET A SOUND TRANSMISSION CLASS (STC) OF 50 (DN OF 45 IF FIELD TESTED). ALL SEPARATING FLOOR-CEILING SHALL PROVIDE IMPACT SOUND INSULATION EQUAL TO THAT REQUIRED TO MEET AN IMPACT INSULA-TION CLASS (IIC) OF 50 (FIIC OF 45 IF FIELD TESTED). (1207.6.1, 1207.7, 1207.8)
EXCEPTION: IMPACT SOUND INSULATION IS NOT REQUIRED FOR FLOOR-CEILING ASSEMBLIES OVER NON HABITABLE ROOMS OR SPACES NOT DESIGNED TO BE OCCUPIED, SUCH AS GARAGES, MECHANICAL ROOMS OR STORAGE AREAS.
- **A.** IDENTIFY ALL SOUND RATED PARTITIONS ON THE FLOOR PLANS.
- **B.** PROVIDE CONSTRUCTION DETAILS FOR SOUND RATED WALL ASSEMBLIES.
- **C.** PROVIDE CONSTRUCTION DETAILS FOR SOUND RATED FLOOR-CEILING ASSEMBLIES
- **D.** ALL RIGID CONDUITS, DUCTS, PLUMBING PIPES, AND APPLIANCE VENTS LOCATED IN SOUND ASSEMBLIES SHALL BE ISOLATED FROM THE BUILDING CONSTRUCTION BY MEANS OF RESILIENT SLEEVES, MOUNTS, OR A MINIMUM 1/4" THICK APPROVED RESILIENT MATERIAL. VENTS LOCATED IN SOUND ASSEMBLIES SHALL BE ISOLATED FROM THE BUILDING CONSTRUCTION BY MEANS OF RESILIENT SLEEVES, MOUNTS, OR A MINIMUM 1/4" THICK APPROVED RESILIENT MATERIAL.
- **E.** AN APPROVED PERMANENT, AND RESILIENT ACOUSTICAL SEALANT SHALL BE PROVIDED ALONG THE JOINT BETWEEN THE FLOOR AND THE SEPARATION WALLS. FLOOR-CEILING ASSEMBLIES SHALL BE SEALED, LINED OR INSULATED WITH_______________________ .
- **F.** CARPETS OR SIMILAR SURFACE MATERIAL WHICH ARE PART OF THE FLOOR-CEILING ASSEMBLY MUST BE INSTALLED AND INSPECTED BEFORE THE CERTIFICATE OF OCCUPANCY IS ISSUED AND MAY BE REPLACED ONLY BY OTHER FLOOR COVERING THAT PROVIDES THE REQUIRED IMPACT SOUND INSULATION. (1207.8)
- **G.** METAL VENTILATING AND CONDITIONED AIR DUCTS LOCATED IN SOUND ASSEMBLIES SHALL BE LINED. (EXCEPTION: DUCTS SERVING ONLY EXIT WAYS, KITCHEN COOKING FACILITIES, AND BATHROOMS NEED NOT BE LINED).
- **H.** MINERAL FIBER INSULATION SHALL BE INSTALLED IN JOIST SPACES WHENEVER A PLUMBING PIPING, OR DUCT PENETRATES A FLOOR-CEIL-ING ASSEMBLY OR WHERE SUCH UNIT PASSES THROUGH THE PLANE OF THE FLOOR-CEILING ASSEMBLY FROM WITHIN A WALL. THE INSULATION SHALL BE IN-STALLED TO A POINT 12" BEYOND THE PIPE OR DUCT. THIS REQUIREMENT IS NOT APPLICABLE TO FIRE SPRINKLER PIPE, GAS LINE OR ELECTRICAL CONDUIT.
- **I.** ELECTRICAL OUTLET BOXES IN OPPOSITE FACES OF SEPARATION WALLS SHALL BE SEPARATED HORIZONTALLY BY 24" AND NOTE THAT BACK AND SIDES OF BOXES WILL BE SEALED WITH 1/8" RESILIENT SEALANT AND BACKED BY A MINIMUM OF 2" THICK MINERAL FIBER INSULATION. (TV, TELEPHONE AND INTERCOM OUTLETS MUST BE INSTALLED IN BOXES ACCORDINGLY.)
- **J.** THE ENTRANCE DOORS TO RESIDENTIAL UNITS FROM INTERIOR CORRIDORS ARE REQUIRED TO HAVE A MINIMUM STC RATING OF 26. (LAM-INATED 1 3/8" SOLID-CORE DOORS WITH RESILIENT STOPS AND GASKETS OR 18 GAUGE INSULATED STEEL SLAB DOORS WITH COMPRESSION SEALS ALL AROUND, INCLUDING THRESHOLDS WILL MEET THIS REQUIREMENT).
- **K.** WALL MOUNTED LAVATORIESAND TOILETS ARE NOT PERMITTED IN SOUND RATED PARTITIONS.
- **L.** ELECTRICAL PANELS ARE NOT PERMITTED IN SOUND RATED PARTITIONS.

2. THE BUILDING IS LOCATED WHERE THE ANNUAL LDN OR CNEL EXCEEDS 60 DB. PROVIDE INTERIOR LEVEL, OR SHOW COMPLIANCE WITH PRESCRIPTIVE BUILDING STANDARDS OF P/BC 2017-074. (1207.11.3, 1207.11.1)

SECURITY REQUIREMENTS

1. ALL ENTRY DOORS TO DWELLING UNITS OR GUEST ROOMS SHALL BE ARRANGED SO THAT THE OCCUPANT HAS A VIEW OF THE AREA IMMEDIATELY OUTSIDE THE DOOR WITHOUT OPENING THE DOOR. SUCH VIEW MAY BE PROVIDED BY A DOOR VIEWER, THROUGH WINDOWS LOCATED IN THE VICINITY OF THE DOOR OR THROUGH VIEW PORTS IN THE DOOR OR ADJOINING WALL. (6706)

2. SCREENS, BARRICADES, OR FENCES MADE OF A MATERIAL WHICH WOULD PRECLUDE HUMAN CLIMBING SHALL BE PROVIDED AT EVERY PORTION OF EVERY ROOF, BALCONY, OR SIMILAR SURFACE WHICH IS WITHIN 8 FT. OF THE UTILITY POLE OR ACCESS STRUCTURES. (6707)

3. WOOD FLUSH-TYPE DOORS SHALL BE 1 3/8" THICK MINIMUM WITH SOLID CORE CONSTRUCTION. (6709.1) DOOR STOPS OF IN-SWINGING DOORS SHALL BE OF ONE-PIECE CONSTRUCTION WITH THE JAMB, OR JOINED BY RABBET TO THE JAMB. (6709.4)

4. EVERY DOOR IN A SECURITY OPENING FOR AN APARTMENT HOUSE SHALL BE PROVIDED WITH INCANDESCENT LIGHT BULB (60 WATT MIN) AT A MAXIMUM HEIGHT OF 8 FEET ON THE EXTERIOR SIDE OF THE UNIT. (6708)

5. ALL PIN-TYPE DOOR HINGES ACCESSIBLE FROM OUTSIDE SHALL HAVE NON-REMOVABLE HINGE PINS. HINGES SHALL HAVE MIN. 1/4" DIA. STEEL JAMB STUD WITH 1/4" MIN. PROTECTION. THE STRIKE PLATE FOR LATCHES AND HOLDING DEVICE FOR PROJECTING DEAD BOLTS IN WOOD CONSTRUCTION SHALL BE SECURED TO THE JAMB AND THE WALL FRAMING WITH SCREWS NO LESS THAN 2-1/2" LONG. (6709.5, 6709.7)

6. PROVIDE DEAD BOLTS WITH HARDENED INSERTS; DEADLOCKING LATCH WITH KEY-OPERATED LOCKS ON EXTERIOR. DOORS MUST BE OPERABLE FROM THE INSIDE WITHOUT A KEY, SPECIAL KNOWLEDGE, OR SPECIAL EFFORT (LATCH NOT REQUIRED IN B, F, M AND S OCCUPANCIES). (6709.2)

7. STRAIGHT DEAD BOLTS SHALL HAVE A MIN. THROW OF 1" AND AN EMBEDMENT OF NOT LESS THAN 5/8", AND A HOOK-SHAPED OR AN EXPANDING-LUG DEADBOLT SHALL HAVE A MINIMUM THROW OF 3/4".(6709.2)

8. WOOD PANEL TYPE DOORS MUST HAVE PANELS AT LEAST 9/16 INCH THICK WITH SHAPED PORTIONS OF THE PANELS NOT LESS THAN 1/4 INCH THICK, AND INDIVID-UAL PANELS MUST BE NO MORE THAN 300 SQ. IN. IN AREA. MULLIONS SHALL BE CONSIDERED A PART OF ADJACENT PANELS EXCEPT MULLIONS NOT OVER 18 INCHES LONG MAY HAVE AN OVERALL WIDTH OF NOT LESS THAN 2 INCHES. STILES AND RAILS SHALL BE OF SOLID LUMBER IN THICKNESS WITH OVERALL DIMENSIONS OF NOT LESS THAN 1 3/8 INCHES AND 3 INCHES IN WIDTH. (6709.1 ITEM 2)

9. SLIDING GLASS DOORS SHALL BE PROVIDED WITH A DEVICE IN THE UPPER CHANNEL OF THE MOVING PANEL TO PROHIBIT RAISING AND REMOVAL OF THE MOVING PANEL FROM THE TRACK WHILE IN THE CLOSED POSITION. (6710)

10. SLIDING GLASS DOORS SHALL BE EQUIPPED WITH LOCKING DEVICES AND SHALL BE SO CONSTRUCTED AND INSTALLED THAT THEY REMAIN INTACT AND EN-GAGED WHEN SUBJECTED TO THE TESTS SPECIFIED IN SEC. 6717.1

11. METAL OR WOODEN OVERHEAD AND SLIDING DOORS SHALL BE SECURED WITH A CYLINDER LOCK, PADLOCK WITH A MIN. 9/32" DIAMETER HARDENED STEEL SHACKLE BOLTED, HARDENED STEEL HASPS, METAL SLIDE BOARD, BOLT OR EQUIVALENT DEVICE UNLESS SECURED ELECTRICALLY OPERATED. (6711)

12. PROVIDE METAL GUIDES AT TOP AND BOTTOM OF METAL ACCORDION GRATE OR GRILLE-TYPE DOORS AND CYLINDER LOCKS OR PADLOCKS. CYLINDER GUARDS SHALL BE INSTALLED ON ALL CYLINDER LOCKS WHENEVER THE CYLINDER PROJECTS BEYOND THE FACE OF THE DOOR OR IS OTHERWISE ACCESSIBLE TO GRIP-PING TOOLS. (6712)
13. IN GROUP B, F, M, AND S OCCUPANCIES, PANES OF GLAZING WITH AT LEAST ONE DIMENSION GREATER THAN 6 IN. BUT LESS THAN 48 IN, SHALL BE CONSTRUCTED OF TEMPERED OR APPROVED BURGLARY-RESISTANT MATERIAL OR PROTECTED WITH METAL BARS OR GRILLES. (6714)

14. GLAZED OPENINGS WITHIN 40" OF THE DOOR LOCK WHEN THE DOOR IS IN THE CLOSED AND LOCKED POSITION, SHALL BE FULLY TEMPERED GLASS OR AP-PROVED BURGLARY-RESISTANT MATERIAL, OR SHALL BE PROTECTED BY METAL BARS, SCREENS OR GRILLES HAVING A MAXIMUM OPENING OF 2". THE PROVISIONS OF THIS SECTION SHALL NOT APPLY TO VIEW PORTS OR WINDOWS WHICH DO NOT EXCEED 2" IN THEIR GREATEST DIMENSIONS. (6713)

15. LOUVERED WINDOWS SHALL BE PROTECTED BY METAL BARS OR GRILLES WITH OPENINGS THAT HAVE AT LEAST ONE DIMENSION OF 6" OR LESS, WHICH ARE CONSTRUCTED TO PRECLUDE HUMAN ENTRY. (6715.3)

16. OTHER OPENABLE WINDOWS SHALL BE PROVIDED WITH SUBSTANTIAL LOCKING DEVICES. IN GROUP B, F, M AND S OCCUPANCIES, SUCH DEVICES SHALL BE GLIDE BARS, BOLTS, CROSS-BARS, AND/OR PADLOCKS WITH MINIMUM 9/32" HARDENED STEEL SHACKLES AND BOLTED, HARDENED STEEL HASPS. (6715.2)

17. SLIDING WINDOWS SHALL BE PROVIDED WITH LOCKING DEVICE IN THE UPPER CHANNEL OF THE MOVING PANEL TO PROHIBIT RAISING AND REMOVAL OF THE MOVING PANEL IN THE CLOSED OR PARTIALLY OPEN POSITION. (6715.1)

18. SLIDING WINDOWS SHALL BE EQUIPPED WITH LOCKING DEVICES AND SHALL BE SO CONSTRUCTED AND INSTALLED THAT THEY REMAIN INTACT AND ENGAGED WHEN SUBJECTED TO THE TESTS SPECIFIED IN SEC. 6717.2.

19. ANY RELEASE FOR METAL BARS, GRILLES, GRATES OR SIMILAR DEVICES CONSTRUCTED TO PRECLUDE HUMAN ENTRY THAT ARE INSTALLED SHALL BE LOCATED ON THE INSIDE OF THE ADJACENT ROOM AND AT LEAST 24 INCHES FROM THE CLOSEST OPENING THROUGH SUCH METAL BARS, GRILLES, GRATES OR SIMILAR DE-VICES THAT EXCEEDS TWO INCHES IN ANY DIMENSION. (6715.4)

20. ALL OTHER OPENINGS MUST BE PROTECTED BY METAL BARS OR GRILLES WITH OPENINGS OF NOT LESS THAN 6 INCHES IN ONE DIMENSION. (6716)

ACOUSTIC NOTES

1. IN DEMISING CONSTRUCTION, INSULATION SHALL BE IN THE PRESENT IN ALL WALL AND JOIST CAVITY AND SHALL BE THE DEPTH OF THE CAVITY.

2. OTHER WALLS INCLUDING SERVICES (MECHANICAL, ELECTRICAL, PLUMBING, ETC.) SHALL ALSO INCLUDE INSULATION. INSULATION SHALL BE THE DEPTH OF THE CAVITY.

3. GYPSUM BOARD SHALL BE SCREWED, NOT NAILED.

4. ANY GYPSUM BOARD DAMAGED IN THE INSTALLATION SHALL BE REMOVED AND REPLACED IF THE DAMAGE IS EQUAL TO OR GREATER THAN 1 INCH.

5. ELECTRICAL BOXES OR ANY OTHER SERVICE BOXES SHALL BE OFFSET AS REQUIRED IN THE CODE.

6. ELECTRICAL BOX PADS SHALL BE INSTALLED BEHIND ALL ELECTRICAL BOXES.

7. ELECTRICAL BOX PADS SHALL COMPLETELY WRAP THE ELECTRICAL BOXES.

8. ELECTRICAL BOXES SHALL BE SEALED TO GYPSUM BOARD WITH ACOUSTICAL SEALANT.

9. IN A DEMISING WALL CONDITION AND WHEREVER POSSIBLE, CONDUIT (AND ALL OTHER SERVICES, INCLUDING MECHANICAL, ELECTRICAL AND PLUMBING) SHALL BE RUN ON THE STUD SIDE SERVED.

10. IN A DEMISING WALL, NO SERVICE, WIRE OR CONDUIT SHALL BE INSTALLED INTO THE AIR SPACE BETWEEN THE STUDS.

11. A GAP SHALL BE MAINTAINED AT THE PERIMETER OF ALL WALL AND FLOOR-CEILING ASSEMBLY GYPSUM WALL BOARD. THE GAP SHALL BE A MINIMUM OF 1/4 INCH AND BE FILLED WITH PERMANENTLY RESILIENT NON-HARDENING ACOUSTICAL SEALANT (GRADE 0 ACCORDING TO ASTM C834) OR PERMANENTLY RESILIENT NON-HARDENING FIRE RATED SEALANT DEPENDING ON THE APPLICATION. USG SHEETROCK FIRE RATED ACOUSTICAL SEALANT IN TUBE, OR EQUAL.

12. ALL DEMISING PARTITION GYPSUM WALL BOARD SHALL EXTEND UP TO THE ROOF OR FLOOR-CEILING STRUCTURE ABOVE. IT IS NOT ACCEPTABLE TO TERMINATE AT THE CEILING LINE.

13. REFER TO EXTERIOR ENVELOPE ACOUSTICAL DESIGN REPORT FOR GUIDANCE ON ENTRY DOOR SOUND RATINGS.

14. ALIGNMENT OF ENTRY DOOR SEALS SO THAT THEY ARE IN SLIGHT COMPRESSION WHEN THE DOOR IS CLOSED IS CRITICAL TO THE ACOUSTICAL PERFORMANCE.

15. ALL RESILIENT CHANNELS DESCRIBED WITHIN THE DOCUMENTS SHALL BE CLARK DIETRICH RCSD, NO EXCEPTIONS.

16. ALL RESILIENT CHANNELS SHALL BE INSTALLED PER MANUFACTURER'S RECOMMENDATIONS WITH CLOSE ATTENTION PAID TO THE FOLLOWING ITEMS:
- **A)** MAINTAIN A GAP BETWEEN THE STRUCTURE AND THE CHANNEL AT THE PERIMETER.
- **B)** USE THE PRE-DRILLED HOLES TO SCREW TO THE JOISTS.
- **C)** USE A TECH SCREW TO HOLD THE OVERLAPPING CHANNELS TOGETHER.
- **D)** NO FREE FLANGE SHOULD BE IN CONTACT WITH THE STRUCTURE PRIOR TO THE INSTALLATION OF GYPSUM BOARD.
- **E)** MARK THE LOCATION OF THE JOISTS ON THE GYPSUM WALL BOARD IN ORDER TO VERIFY THAT NO SCREW IS POTENTIALLY CONNECTED TO A JOIST.
- **F)** THE MINIMUM NUMBER OF SCREWS REQUIRED BY CODE SHALL BE INSTALLED THROUGH THE GYPSUM BOARD INTO ANY RESILIENT CHANNEL. ANY SCREWS NOT NEEDED SHOULD BE REMOVED.

17. ALL SERVICES RUN IN THE ATTIC OR ROOF CAVITY SHALL BE INSTALLED AS HIGH AS POSSIBLE.

18. ROUTING OF SERVICES IN ANY UNIT SHALL BE COMPLETED TO AVOID AREAS OF ACOUSTIC SENSITIVITY INCLUDING BEDROOMS, LIVING ROOMS AND DINING ROOMS.

19. IF SERVICES ARE INSTALLED AND CAN BE RE-ROUTED IN A MANNER TO AVOID SENSITIVE LOCATIONS, THIS MAY BE REQUESTED AND REQUIRED.

20. NO PLUMBING MANIFOLDS, IF EMPLOYED, SHALL BE INSTALLED IN OR ABOVE ACOUSTICALLY SENSITIVE SPACE.

21. INSTALLATION OF GYPSUM BOARD AND ALL ACOUSTICAL MATERIALS SHALL BE COMPLETED IN ACCORDANCE WITH THE APPROPRIATE UL RATING, THE USG CON-STRUCTION HANDBOOK, MANUFACTURER REQUIREMENTS AND PRACTICES, AND ASTM PRACTICE STANDARDS FOR LIGHT WALL CONSTRUCTION. IF THESE REQUIRE-MENTS CONTRADICT METHODS RECOMMENDED WITHIN THIS DOCUMENT, THEN DURING DESIGN, THE METHOD SHOULD BE DISCUSSED. IF THIS OCCURS DURING CONSTRUCTION, AN RFI SHOULD BE PREPARED AND DISCUSSED.

22. PRACTICES UTILIZED BY CONTRACTORS SHALL ALWAYS BE THOSE THAT MAXIMIZE ACOUSTICAL PERFORMANCE.

MEANS OF EGRESS

58F. EGRESS DOORS SHALL BE READILY OPENABLE FROM THE EGRESS SIDE WITHOUT THE USE OF A KEY OR SPECIAL KNOWLEDGE OR EFFORT.
G. DOOR HANDLES, LOCK AND OTHER OPERATING DEVICES SHALL BE INSTALLED AT A MIN. 34" AND A MAX. 48" ABOVE THE FINISHED FLOOR.
H. ALL EGRESS DOOR OPERATION SHALL ALSO COMPLY WITH SECTION 1010.1.9
I. THE MEANS OF EGRESS, INCLUDING THE EXIT DISCHARGE, SHALL BE ILLUMINATED AT ALL TIMES THE BUILDING SPACE SERVED BY THE MEANS OF EGRESS OCCUPIED. THE MEANS OF EGRESS ILLUMINATION LEVEL SHALL NOT BE LESS THAN 1FOOT-CANDLE AT THE WALKING SURFACE. 1008.1
J. THE POWER SUPPLY FOR MEANS OF EGRESS ILLUMINATION SHALL NORMALLY BE PROVIDED BY THE PREMISES' ELECTRICAL SUPPLY. IN THE EVENT OF POWER SUPPLY FAILURE, AN EMERGENCY ELECTRICAL SYSTEM SHALL AUTOMATICALLY ILLUMINATE THE FOLLOWING AREAS:
- **i.** AISLES AND UNENCLOSED EGRESS STAIRWAYS IN ROOMS AND SPACES THAT REQUIRE TWO OR MORE MEANS OF EGRESS;
- **ii.** CORRIDORS, EXIT ENCLOSURES AND EXIT PASSAGEWAYS IN BUILDINGS REQUIRED TO HAVE TWO OR MORE EXITS.
- **iii.** EXTERIOR EGRESS COMPONENTS AT OTHER THAN THEIR LEVEL OF EXIT DISCHARGE UNTIL EXIT DISCHARGE IS ACCOMPLISHED FOR BUILDINGS REQUIRED TO HAVE TWO OR MORE EXITS.
- **iv.** INTERIOR EXIT DISCHARGE ELEMENTS, AS PERMITTED IN SECTION 1028.1, IN BUILDINGS REQUIRED TO HAVE TWO OR MORE EXITS.
- **v.** EXTERIOR LANDINGS, AS REQUIRED BY SECTION 1010.1.6, FOR EXIT DISCHARGE DOORWAYS IN BUILDINGS REQUIRED TO HAVE TWO OR MORE EXITS.

K. THE EMERGENCY POWER SYSTEM SHALL PROVIDE POWER FOR A DURATION OF NOT LESS THAN 90 MINUTES AND SHALL CONSIST OF STORAGE BATTERIES, UNIT EQUIPMENT OR AN ONSITE GENERATOR. THE INSTALLATION OF THE EMERGENCY POWER SYSTEM SHALL BE IN ACCORDANCE WITH SECTION 2702. 1008.3
L. EMERGENCY LIGHTING FACILITIES SHALL BE ARRANGED TO PROVIDE INITIAL ILLUMINATION THAT IS AT LEAST AN AVERAGE OF 1 FOOT-CANDLE (11 LUX) AND A MINIMUM AT ANY POINT OF 0.1 FOOT-CANDLE (1 LUX) MEASURED ALONG THE PATH OF EGRESS AT FLOOR LEVEL. ILLUMINATION LEVELS SHALL BE PERMITTED TO DECLINE TO 0.6 FOOT-CANDLE (0.6 LUX) AT THE END OF THE EMERGENCY LIGHTING TIME DURATION. A MAXIMUM-TO MINIMUM ILLUMINATION UNIFORMITYRATIO OF 40 TO 1 SHALL NOT BE EXCEEDED. 1008.3
M. THE EXIT SIGNS SHALL ALSO BE CONNECTED TO AN EMERGENCY ELECTRICAL SYSTEM PROVIDED FROM STORAGE BATTERIES UNIT EQUIPMENT OR AN ON-SITE GENERATOR SET, AND THE SYSTEM SHALL BE INSTALLED IN ACCORDANCE WITH THE ELECTRICAL CODE. FOR HIGH RISE GUILDINGS, SEE SECTION 403.

GREEN BUILDING
WATER EFFICIENCY AND CONSERVATION

1. FOR PROJECTS THAT INCLUDE LANDSCAPE WORK, THE LANDSCAPE CERTIFICATION, FORM GRN 12, SHALL BE COMPLETED PRIOR TO FINAL INSPECTION APPROVAL.

2. LOCKS SHALL BE INSTALLED ON ALL PUBLICLY ACCESSIBLE EXTERIOR FAUCETS AND HOSE BIBS.

3. FOR SITES WITH OVER 500 SQUARE FEET OF LANDSCAPE AREA, WASTE PIPING SHALL BE ARRANGED TO PERMIT DISCHARGE FROM THE CLOTHES WASHER, BATHTUB, SHOWERS, AND BATHROOM/RESTROOMS WASH BASINS TO BE USED FOR A FUTURE GRAYWATER IRRIGATION SYSTEM.

4. WATER USED IN THE BUILDING FOR WATER CLOSETS, URINALS, FLOOR DRAINS, AND PROCESS COOLING AND HEATING SHALL COME FROM CITY-RECYCLE WATER IF AVAILABLE FOR USE WITHIN 200 FEET OF THE PROPERTY LINE.

5. PLUMBING FIXTURE FLOW RATES SEE FORM GRN 16.

MATERIAL CONSERVATION AND RESOURCE EFFICIENCY

1. ANNULAR SPACES AROUND PIPES, ELECTRIC CABLES, CONDUITS, OR OTHER OPENINGS IN THE SOLE/BOTTOM PLATES AT EXTERIOR WALLS SHALL BE PROTECTED AGAINST THE PASSAGE OF RODENTS BY CLOSING SUCH OPENINGS WITH CEMENT MORTAR, CONCRETE MASONRY, OR METAL PLATES. PIPING PRONE TO CORROSION SHALL BE PROTECTED IN ACCORDANCE WITH SECTION 313.0 OF THE LOS ANGELES PLUMBING CODE.

ENVIRONMENTAL QUALITY

1. ALL DUCT AND OTHER RELATED AIR DISTRIBUTION COMPONENT OPENINGS SHALL BE COVERED WITH TAPE, PLASTIC, OR SHEET METAL UNTIL THE FINAL STARTUP OF THE HEATING, COOLING AND VENTILATING EQUIPMENT.

2. NEW MECHANICALLY VENTILATED BUILDINGS SHALL PROVIDE REGULARLY OCCUPIED AREAS OF THE BUILDING WITH A MERV 13 FILTER FOR OUTSIDE AND RETURN AIR. FILTERS SHALL BE INSTALLED PRIOR TO OCCUPANCY AND RECOMMENDATIONS FOR MAINTENANCE WITH FILTERS OF THE SAME VALUE SHALL BE INCLUDED IN THE OPERATION AND MAINTENANCE MANUAL.

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LICENSED ARCHITECT
MARK CHRISTOPHER BITTONI
No. C-34136
REN. 3.31.21
STATE OF CALIFORNIA

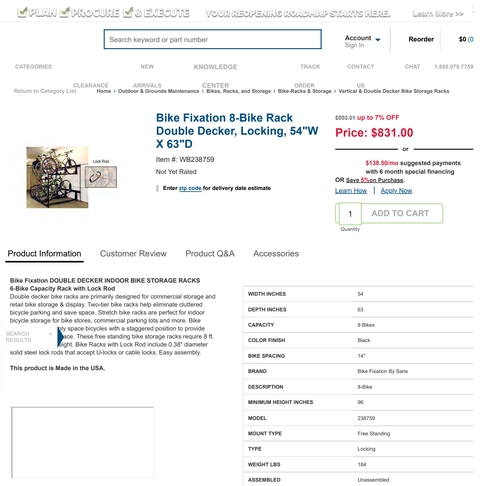
DATE	DESCRIPTION
06.17.20	TOC SUBMITTAL
07.23.20	100% SD
08.05.20	TOC - REV
11.16.20	PLAN UPDATE

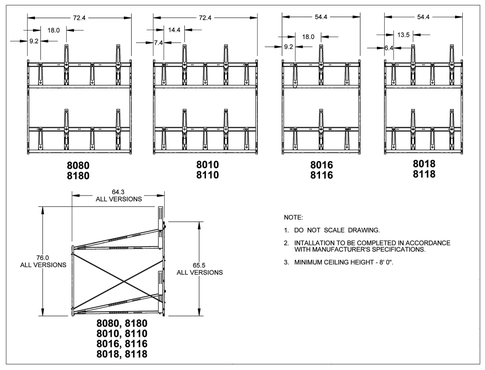
EXHIBIT "A"
Page No. 3 of 20
Case No. DIR-2021-2250-TOC-HCA

GENERAL NOTES

PUBLISHED: 9/17/2021

A0.02





SEE A2.00

LONG-TERM BICYCLE PARKING:

NTS

BICYCLE PARKING GENERAL NOTES:

10. EACH BICYCLE PARKING SPACE SHALL BE A MINIMUM SIX FEET IN LENGTH.
11. BICYCLE PARKING INSTALLED VERTICALLY SHALL BE A MINIMUM OF 4 FEET DEEP AND 6 FEET IN HEIGHT.
12. FOR SINGLE-TIERED BICYCLE PARKING, MINIMUM HEADROOM OF 7 FEET SHALL BE PROVIDED.
13. FOR FACILITIES WHERE TWO TIERS OF BICYCLE PARKING ARE INSTALLED ONE ABOVE ANOTHER, MINIMUM HEADROOM OF 4 FEET SHALL BE PROVIDED FOR EACH TIER.
14. BICYCLE PARKING SPACES SHALL BE SEPARATED FROM AUTOMOBILE PARKING SPACES OR AISLES BY A WALL, FENCE, OR CURB OR BY AT LEAST FIVE FEET OF OPEN SPACE MARKED TO PROHIBIT PARKING.
17. PROVIDE ADEQUATE LIGHTING TO ENSURE SAFE ACCESS TO BICYCLE PARKING FACILITIES IN ACCORDANCE WITH SECTION 12.21A.5(K).

LONG-TERM BICYCLE PARKING NOTES:

1. SHALL BE SECURED FROM THE GENERAL PUBLIC, ROOFED, AND ENCLOSED ON ALL SIDES TO PROTECT BICYCLE FROM INCLEMENT WEATHER
2. MUST BE PROVIDED ONSITE ONLY SHALL NOT BE LOCATED IN THE PUBLIC RIGHT-OF-WAY
3. PROVIDE A MINIMUM OF 18 INCHES WIDE STALL
4. BICYCLE PARKING STALL SHALL PROVIDE A MEANS OF SECURING THE BICYCLE FRAME AT TWO POINTS TO A SECURELY ANCHORED RACK, EXCEPT IN THE CASE OF LOCKERS AND COMMERCIALLY OPERATED ATTENDED BICYCLE PARKING
5. INDIVIDUAL RACKS INSTALLED SIDE BY SIDE TO ONE ANOTHER WITHIN BICYCLE ROOMS OR BICYCLE CAGES THAT ALLOW BICYCLES TO BE LOCKED TO EITHER SIDE OF THE RACK SHALL BE SPACED A MINIMUM OF 30 INCHES ON CENTER
6. RACKS INSTALLED PARALLEL TO WALLS SHALL BE A MINIMUM OF 30 INCHES FROM THE WALL
7. WHEN MORE THAN 20 LONG-TERM BICYCLE PARKING SPACES ARE PROVIDED, A, WORKSPACE OF 100 SQUARE FEET SHALL BE PROVIDED ADJACENT TO THE LONG-TERM BICYCLE PARKING TO ALLOW BICYCLISTS TO MAINTAIN THEIR BICYCLES
8. WHEN LOCATED INSIDE A PARKING GARAGE, IT SHALL BE LOCATED ALONG THE SHORTEST WALKING DISTANCE TO THE NEAREST PEDESTRIAN ENTRANCE OF THE BUILDING FROM THE PARKING GARAGE

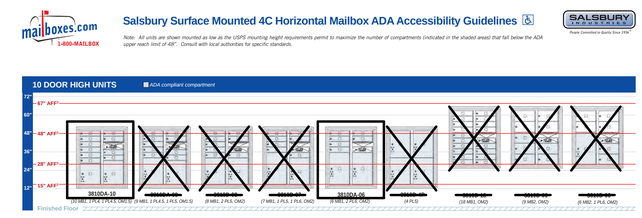
SHORT-TERM BICYCLE PARKING NOTES:

1. PROVIDE A MINIMUM OF 2 FEET WIDE STALL
2. RACKS SHALL BE LOCATED OUTSIDE THE BUILDING, WITH EXCEPTION FOR EXISTING DEVELOPMENTS
3. INDIVIDUAL RACKS INSTALLED SIDE BY SIDE TO ONE ANOTHER THAT ALLOW BICYCLES TO BE LOCKED TO EITHER SIDE OF THE RACK SHALL BE SPACES A MINIMUM OF 30 INCHES ON CENTER
4. RACKS INSTALLED PARALLEL TO WALLS SHALL BE A MINIMUM OF 30 INCHES FROM THE WALL
5. RACKS SHALL ALLOW FOR THE BICYCLE FRAME AND AT LEAST ONE WHEEL TO BE LOCKED TO THE RACKS
6. THE BICYCLE RACK SHALL ALLOW FOR THE USE OF A CABLE AS WELL AS A U-SHAPED LOCK
7. RACKS SHALL BE SECURELY ANCHORED TO A PERMANENT SURFACE
8. FOR NEW DEVELOPMENTS, SHORT-TERM BICYCLE PARKING SHALL BE LOCATED TO MAXIMIZE VISIBILITY FROM THE MAIN ENTRANCE
9. SHALL BE LOCATED NO FARTHER THAN 50 FEET OF WALKING DISTANCE FROM A MAIN PEDESTRIAN ENTRANCE OR THE WALKING DISTANCE FROM A MAIN PEDESTRIAN ENTRANCE TO THE NEAREST OFF-STREET AUTOMOBILE PARKING SPACE, WHICHEVER IS CLOSER

SEE A2.01

SHORT-TERM BICYCLE PARKING:

NTS



*USE 3810DA-10 AND 3810DA-06 FOR A TOTAL OF 16 UNITS

100% ADA ACCESSIBLE

SEE A2.01

MAILBOX SPECIFICATION:

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EXHIBIT "A"
Page No. 4 of 20
Case No. DIR-2021-2250-TOC-HCA

BIKE PARKING / MAIL

PUBLISHED: 9/17/2021

A0.11

SHEET 12 OF 101

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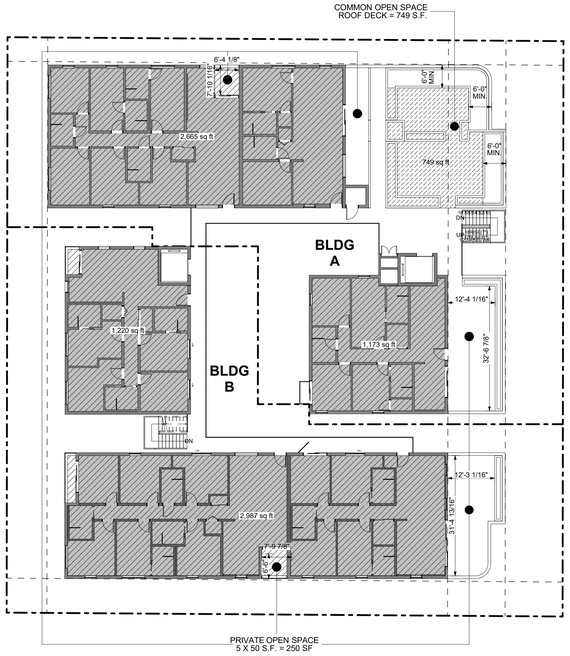


BLDG A
3,898 S.F.
3,838 S.F.
648 SF

BLDG B
4,334 S.F.
4,207 S.F.

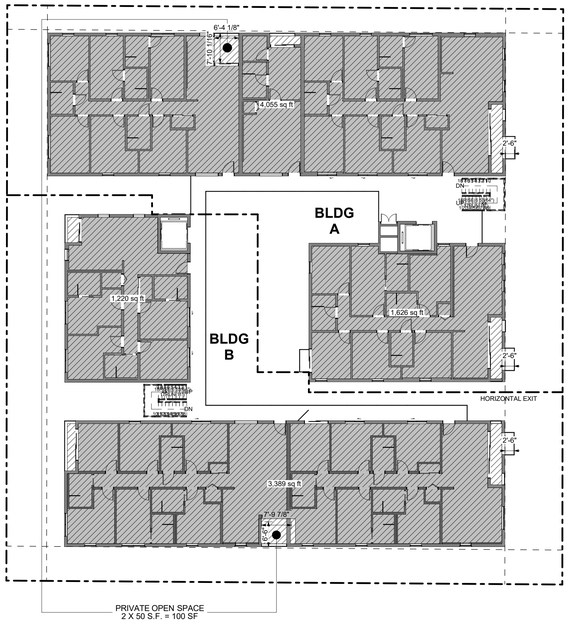
BUILDING TYPE III-A
OCCUPANCY FACTOR
A-3 FACTOR 15 (ROOF DECK)
R-2 FACTOR 200 (RESIDENTIAL)

OCCUPANCY LOAD, EXIT WIDTH
ROOF DECK 648 SF / 15 = 43.2 OCC LOAD
RESIDENTIAL 8,529 SF / 200 = 42.65 OCC LOAD
TOTAL AREA 9,177 SF = 86 OCC LOAD

EGRESS WIDTH. CBC 1005.3
EXIT COMP. 86 x 0.2 = 17.2
STAIR WIDTH 86 / (2 STAIRS) = 43 x 0.3 = 12.9" = 44" REQ
PROVIDED = 44" (44" MIN)

6TH FL.

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



BLDG A
5,906 S.F.
5,681S.F.

BLDG B
4,796 S.F.
4,609 S.F.

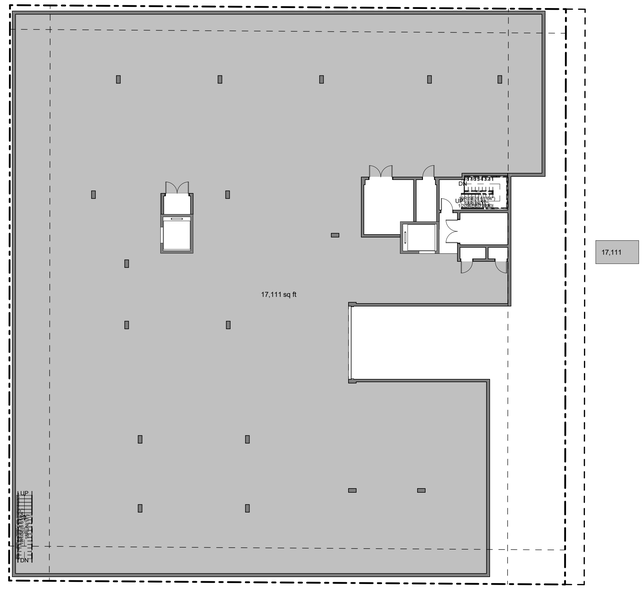
BUILDING TYPE III-A
OCCUPANCY FACTOR
R-2 FACTOR 200 (RESIDENTIAL)

OCCUPANCY LOAD, EXIT WIDTH
RESIDENTIAL 10,707 SF / 200 = 53.54 OCC LOAD
TOTAL AREA 10,707 SF = 54 OCC LOAD

EGRESS WIDTH. CBC 1005.3
EXIT COMP. 54 x 0.2 = 11
STAIR WIDTH 54 / (2 STAIRS) = 27 x 0.3 = 8.1" = 44" REQ
PROVIDED = 44" (44" MIN)

2ND + 4TH FL.

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



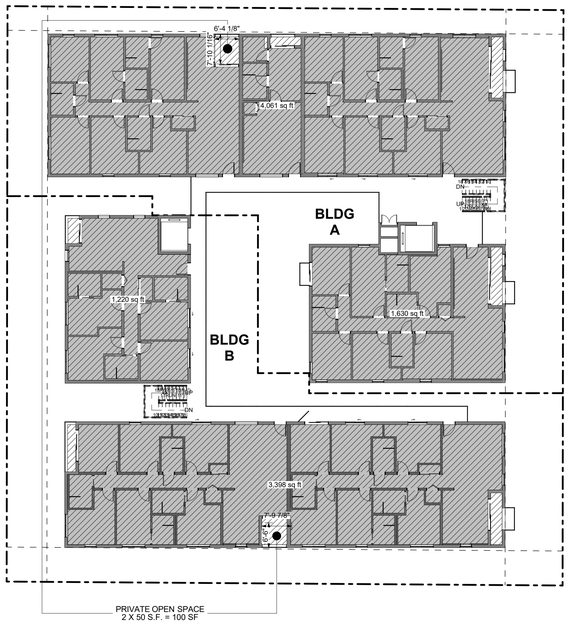
17,111

BUILDING TYPE I-A
OCCUPANCY FACTOR
S-2 FACTOR 200 (GARAGE)
OCCUPANCY LOAD, EXIT WIDTH
GARAGE 17,568 SF / 200 = 87.84 OCC LOAD
TOTAL AREA 17,568 SF = 88 OCC LOAD

EGRESS WIDTH. CBC 1005.3
EXIT COMP. 88 x 0.2 = 17.6
STAIR WIDTH 88 / (2 STAIRS) = 44 x 0.3 = 13.2" REQ
PROVIDED = 44" (44" MIN)

GARAGE

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



BLDG A
5,906 S.F.
5,691 S.F.

BLDG B
4,796 S.F.
4,618 S.F.

BUILDING TYPE III-A
OCCUPANCY FACTOR
R-2 FACTOR 200 (RESIDENTIAL)

OCCUPANCY LOAD, EXIT WIDTH
RESIDENTIAL 10,721 SF / 200 = 53.61 OCC LOAD
TOTAL AREA 10,721 SF = 54 OCC LOAD

EGRESS WIDTH. CBC 1005.3
EXIT COMP. 54 x 0.2 = 11
STAIR WIDTH 54 / (2 STAIRS) = 27 x 0.3 = 8.1" = 44" REQ
PROVIDED = 44" (44" MIN)

3RD + 5TH FL.

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

10,066 S.F.
9,744 S.F.
3,386 S.F.

BUILDING TYPE I-A
OCCUPANCY FACTOR
R-2 FACTOR 200 (RESIDENTIAL)
R-2 FACTOR 15 (REC ROOM)
A-3 FACTOR 15 (OPEN SPACE)
OCCUPANCY LOAD, EXIT WIDTH
RESIDENTIAL 8,939 SF / 200 = 45 OCC LOAD
REC ROOM 489 SF / 15 = 33 OCC LOAD
OPEN SPACE 3,496 SF / 15 = 233 OCC LOAD
TOTAL AREA 12,924 SF = 311 OCC LOAD

EGRESS WIDTH. CBC 1005.3
EXIT COMP. 311 x 0.2 = 63
STAIR WIDTH 311 / (2 STAIRS) = 155.5 x 0.3 = 46.65" = 44" REQ
PROVIDED = 44" (44" MIN)

1ST FL.

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

* Per CBC 1011.2.1 Stairways serving an occupant load of 50 or less shall have a width or not less than **36"**
* Per CBC 1011.2.1 The width of stairways shall be determined as specified in Section 1005.3, but such width shall not be less than **44"**
** minimum width of exit passage ways shall not be less than **36"** per CBC 1024.2
*** means of egress doors shall have a min. width of **32"** and a min. clear height of 80" per CBC 1011.3.1 & 1010.1.1

BUILDING CODE FLOOR AREA SUMMARY

GARAGE	17,111 SF **OK**	(S-2, TYPE I-A = UNLIMITED)
1ST FLOOR	9,744 SF **OK**	(R-2, TYPE I-A = UNLIMITED)
TOTAL =	**26,855 SF**	
BLDG A:		
2ND FLOOR	5,681 SF **OK**	(R-2, TYPE III-A ; 48,000 SF MAX.)
3RD FLOOR	5,691 SF **OK**	(R-2, TYPE III-A ; 48,000 SF MAX.)
4TH FLOOR	5,681 SF **OK**	(R-2, TYPE III-A ; 48,000 SF MAX.)
5TH FLOOR	5,691 SF **OK**	(R-2, TYPE III-A ; 48,000 SF MAX.)
6TH FLOOR	3,838 SF **OK**	(R-2, TYPE III-A ; 48,000 SF MAX.)
TOTAL =	**26,582 SF**	
BLDG B:		
2ND FLOOR (BLDG B)	4,609 SF **OK**	(R-2, TYPE III-A ; 48,000 SF MAX.)
3RD FLOOR (BLDG B)	4,618 SF **OK**	(R-2, TYPE III-A ; 48,000 SF MAX.)
4TH FLOOR (BLDG B)	4,609 SF **OK**	(R-2, TYPE III-A ; 48,000 SF MAX.)
5TH FLOOR (BLDG B)	4,618 SF **OK**	(R-2, TYPE III-A ; 48,000 SF MAX.)
6TH FLOOR	4,207 SF **OK**	(R-2, TYPE III-A ; 48,000 SF MAX.)
TOTAL =	**22,661 SF**	

*BUILDING CODE AREA EXCLUDING EXTERIOR WALLS, AREA OF COURTS AND SHAFTS.

ZONING SF PER CODE

BUILDING SF PER CODE

COMMON OPEN SPACE

ZONING CODE FLOOR AREA SUMMARY

GARAGE	0 SF
1ST FLOOR	10,066 SF
2ND FLOOR	10,702 SF
3RD FLOOR	10,702 SF
4TH FLOOR	10,702 SF
5TH FLOOR	10,702 SF
6TH FLOOR	8,232 SF

MAX ALLOWED (PER TOC) = 72,563 > 61,106 SF **OK**

*ZONING FLOOR AREA EXCLUDING EXTERIOR WALLS, SHAFTS, MECHANICAL, STAIRS AND PARKING PER FLOOR AREA DEFINITION (LMC 12.03). INCLUDES OVERHANGS.

OPEN SPACE AREA SUMMARY

GARAGE	0 SF
1ST FLOOR	3,536 SF (3,386 SF COMMON + 3X50 SF PRIVATE BALCONIES)
2ND FLOOR	100 SF (2X50 SF PRIVATE BALCONIES)
3RD FLOOR	100 SF (2X50 SF PRIVATE BALCONIES)
4TH FLOOR	100 SF (2X50 SF PRIVATE BALCONIES)
5TH FLOOR	100 SF (2X50 SF PRIVATE BALCONIES)
6TH FLOOR	999 SF (749 SF COMMON + 5X50 SF PRIVATE BALCONIES)

TOTAL = 4,935 SF > 4,935 SF REQ'D **OK**

* INDICATED PRIVATE OPEN SPACE IS MIN. 6' IN ANY DIRECTION

***SCHOOL FEE AREA TABULATION INCLUDES EXTERIOR WALLS. EXCLUDES PARKING GARAGES + OVERHANGS

EXHIBIT "A"
Page No. 5 of 20
Case No. DIR-2021-2250-TOC-HCA

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AREA + OCC. DIAGRAMS

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A0.41

SHEET 25 OF 101

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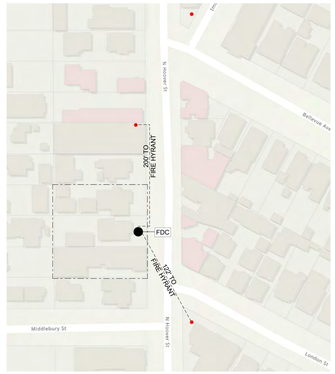
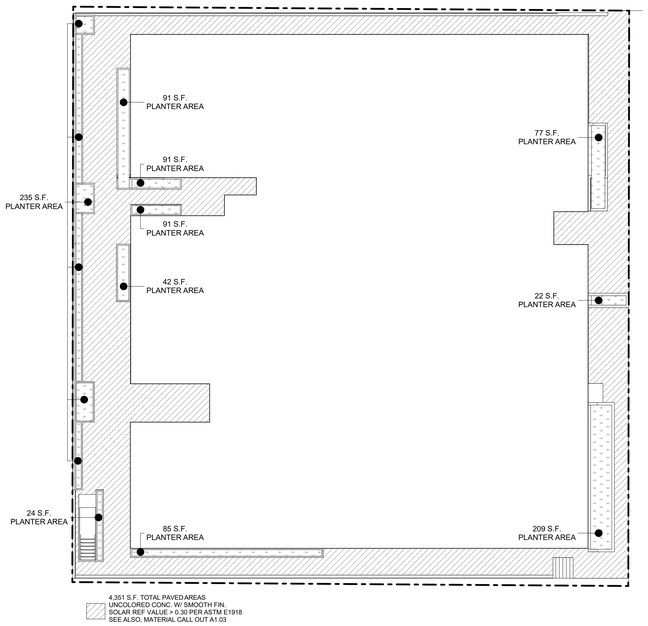
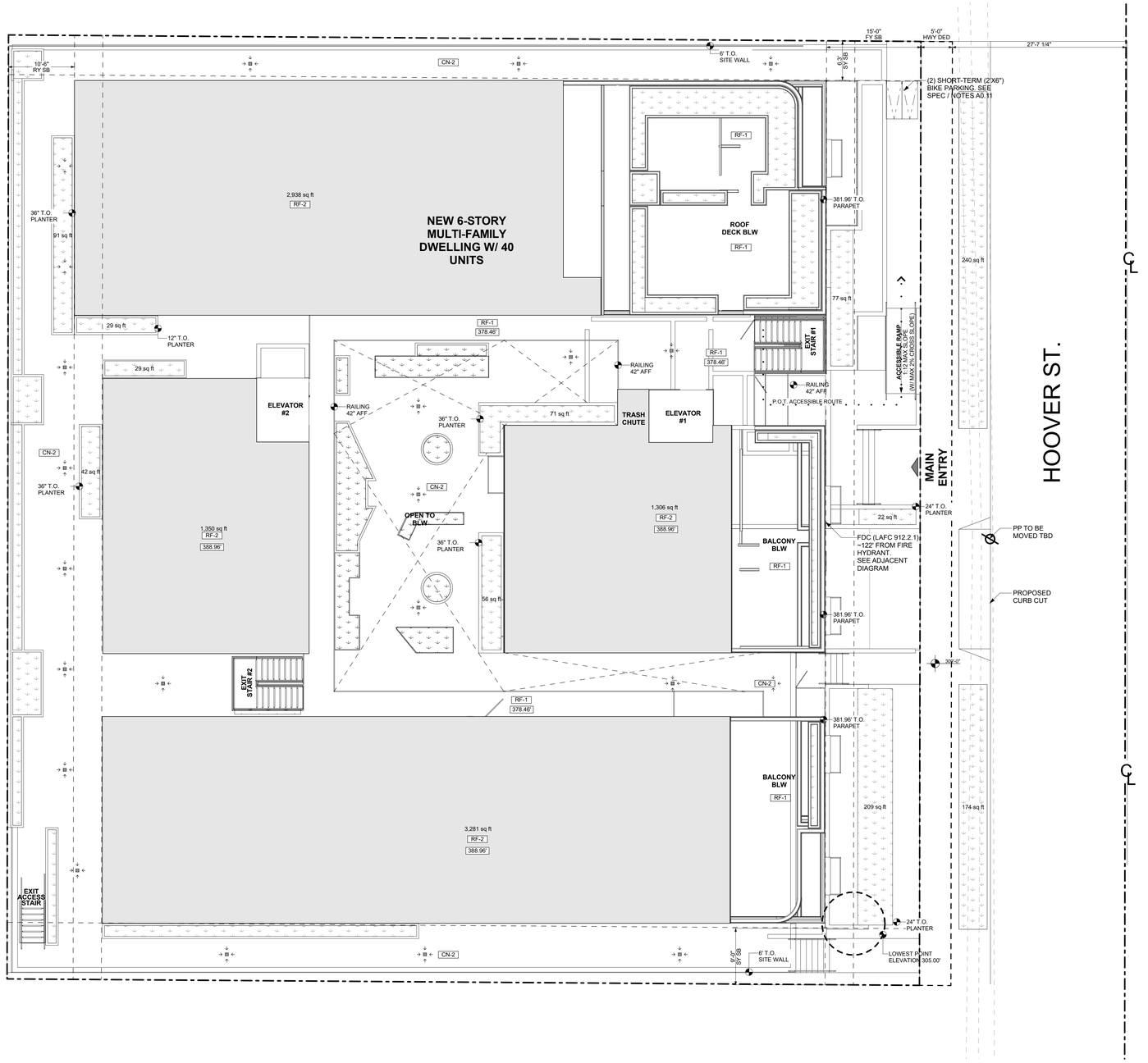


FIRE HYDRANT DISTANCE



HARDSCAPE DIAGRAM

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



SITE PLAN

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

0 2" 4" 8" N

SITE PLAN NOTES

1. STATE LICENSED SURVEYOR OR CIVIL ENGINEER SHALL LOCATE OR VERIFY THE LOCATIONS OF ANY AND ALL STRUCTURES. A LETTER INDICATING THAT STRUCTURES ARE LOCATED IN ACCORDANCE WITH THE PLANS SHALL BE PREPARED AND KEPT ON A FILE, A COPY GIVEN TO THE OWNER.
2. CONTRACTOR TO VERIFY MAXIMUM BUILDING HEIGHT LIMIT OF STRUCTURE WITH LICENSED SURVEYOR AND INSPECTOR PRIOR TO CONSTRUCTION. NOTIFY ARCHITECT OF ANY DISCREPANCIES.
3. SEISMIC SHUTOFF VALVE TO BE INSTALLED AT ALL FUEL LOCATIONS.
4. **ALL DOWNSPOUTS AND AREA DRAINS OPEN TO SKY. DISCHARGE INTO PERMAVOID PLANTERS. SEE LID 1-6**
5. REFER TO LANDSCAPE PLANS FOR PAVING, AND OTHER HARD AND SOFT SCAPE ITEMS TO BE INCLUDE IN SCOPE OF WORK.
6. CONTRACTOR AND SUBCONTRACTORS TO INFORM THE ARCHITECT OF ANY DISCREPANCIES IN THE ARCHITECT'S DRAWINGS AND DRAWINGS PREPARED BY ANY OTHER CONSULTANTS.
7. ALL GRADES SURROUNDING BUILDING TO SLOPE AWAY FROM STRUCTURE AT A MINIMUM SLOPE OF 2%.
8. PROVIDE DAMP PROOFING FOR ALL WALLS BELOW GRADE THAT ENCLOSE USABLE SPACE.
9. THE CONSTRUCTION SHALL NOT RESTRICT A FIVE FOOR CLEAR AND UNOBSTRUCTED ACCESS TO ANY WATER OR POWER DISTRIBUTION FACILITIES (POWER POLES, PULL BOXES, TRANSFORMERS, VAULT PUMPS, VALVES, METERS, ETC.) OR THE LOCATION OF THE HOOK-UP. THE CONSTRUCTION SHALL NOT BE WITHIN TEN FEET OF ANY POWER LINES- WHETHER OR NOT THE LINES ARE LOCATED ON THE PROPERTY. FAILURE TO COMPLY MAY CAUSE CONSTRUCTION DELAYS AND/OR ADDITIONAL EXPENSES.
10. FOR GRADES SPECIFIED TO BE LESS THAN 6" FROM WOOD SILL PLATES AND FOR AREAS WHERE CONCRETE PAVING IS ADJACENT TO BUILDING, SILL PLATES WILL BE PROTECTED WITH A CONTINUOUS STRIP OF ELASTOMERIC FLASHING COVERED WITH GALVANIZED SHEET METAL FLASHING. OVERLAP SHOULD BE A MINIMUM OF 6" BETWEEN STUD WALL AND FLASHINGS.

EXHIBIT "A"
Page No. 6 of 20
Case No. DIR-2021-2250-TOC-HCA

FINISH LEGEND

CN-1	CONCRETE MASONRY UNIT
CN-2	UNCOLORED CONC. W/ SMOOTH FIN. SOLAR REFLECTANCE VALUE = 0.30 PER ASTM E1918.
GB-1	TYPE X GYPSUM BOARD, GREENBOARD IN ALL WET AREAS
GL-1	TEMPERED GLASS SHOWER ENCLOSURE
MT-1	METAL W/ POWDER COATED FINISH
PL-1	SAND FINISH PLASTER W/ INTEGRAL COLOR: WHITE
PL-2	SAND FINISH PLASTER W/ INTEGRAL COLOR: GREY
GR-1	VERTICAL METAL PICKET GUARDRAIL COLOR: BLACK
TL-1	TILE FLOOR, SLIP RESISTANT
TL-2	CERAMIC WALL TILE
TL-3	QUARTZ COUNTERTOP
WD-1	WOOD FLOORING SPECIES / FIN. TBD
WD-2	WOOD DECKING SPECIES / FIN. TBD
RF-1	DEXOTEX 'WEATHERWEAR' ESR 1757. W/ AJ-44 SR TOP COAT: 413 SPEEDWAY GRAY. SRI 65 SEE (A7.30)
RF-2	SARNAFIL MEMBRANE, WHITE, LARR 24852 SEE (A7.30)

GENERAL KEYNOTES

GK1	GUARDRAIL TO BE 42" MIN. HEIGHT WITH 3 15/16" MAX. OPENING SIZE. SEE DETAIL 01/A7.11
GK2	GUARDRAIL TO BE 42" MIN. HEIGHT WITH 3 15/16" MAX. OPENING SIZE. SEE DETAIL 02/A7.11
GK3	GUARDRAIL TO BE 42" MIN. HEIGHT WITH 3 15/16" MAX. OPENING SIZE. SEE DETAIL 02/A7.11
GK4	CONC. FOOTING PER STRUCTURAL
GK5	COLUMN PER STRUCTURAL

LEGEND

GKXX	GENERAL KEYNOTE (THIS SHEET)
	PROPERTY LINE
	SETBACK LINE
	CENTERLINE
	LINE OF OBJECT ABOVE
	LINE OF OBJECT BELOW
	WALL TYPE PER A7.00
	SLOPE TO DRAIN MAX 2%
304.50'	FLOOR ELEVATIONS
1/2"	MAX. ELEV. TRANSITION W/ BEVEL W/ MAX 1:2 SLOPE
	EXIT SIGN
	ROOF DRAIN W / OVERFLOW W / 4" PVC DRAIN PIPE TO STREET AS PER LA CITY REQ.
	AREA DRAIN
C	IRRIGATION CONTROLLER
RSD	RAIN SENSOR DEVICE SEE
WC	WATER CURTAIN PER LABC 705.8.2 & MIN. REQ. PER DOC P/BC 2014-106
	ONE-HOUR FIRE PARTITION IN ACCORDANCE WITH SECTION 708.3
	TWO-HOUR FIRE-RESISTANCE RATED ENCLOSURE IN ACCORDANCE WITH SECTION 707 AND 711.
5'-0"	DIMENSION TO FINISH FACE OF WALLS / SURFACES
5'-0"	DIMENSION TO FRAMING (FACE OF STUD)

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DATE	DESCRIPTION

SITE PLAN + HARDSCAPE DIAGRAM

PUBLISHED: 9/17/2021

A1.03

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GENERAL NOTES

CONTRACTOR TO FIELD VERIFY ALL DIMENSIONS, AND NOTIFY ARCHITECT OF ANY DISCREPANCIES PRIOR TO CONSTRUCTION OR INSTALLATION. CONFIRM SHEAR WALL & OTHER STRUCTURAL REQUIREMENTS WITH STRUCTURAL ENGINEER'S DRAWINGS. **SEE ALSO GENERAL NOTES A0.01 & A0.02**

MEANS OF EGRESS

1. EGRESS DOORS SHALL BE READILY OPENABLE FROM THE EGRESS SIDE WITHOUT THE USE OF A KEY OR SPECIAL KNOWLEDGE OR EFFORT. SEE 1008.1.9 FOR EXCEPTIONS
2. DOOR HANDLES, LOCK AND OTHER OPERATING DEVICES SHALL BE INSTALLED AT A MIN. 34" AND A MAX. 48" ABOVE THE FINISHED FLOOR. (1008.1.9.2)
3. ALL EGRESS DOOR OPERATION SHALL ALSO COMPLY WITH SECTION 1010.1.9 - 1010.1.9.12.
4. THE MEANS OF EGRESS, INCLUDING THE EXIT DISCHARGE, SHALL BE ILLUMINATED AT ALL TIMES THE BUILDING SPACE SERVED BY THE MEANS OF EGRESS IS OCCUPIED.
5. THE MEANS OF EGRESS ILLUMINATION LEVEL SHALL NOT BE LESS THAN 1 FOOTCANDLE AT THE WALKING SURFACE. (1008.2.1, 1008.3.5)
6. ALL BUILDINGS WITH ONE OR MORE PASSENGER SERVICE ELEVATORS SHALL BE PROVIDED WITH NOT LESS THAN ONE MEDICAL EMERGENCY SERCIE ELEVATOR TO ALL LANDINGS. ELEVATOR CAB SHALL HAVE AN MINIMUM DIMENSION OF 80" X 54" WITH 42" CLEAR OPENING.
7. MEANS OF EGRESS SHALL HAVE A CEILING HEIGHT OF AT LEAST 7'-6". CBC 1003.2
8. STAIRWAYS SHALL BE BUILT OF MATERIALS CONSISTENT WITH THE TYPE OF CONSTRUCTION. (CBC 1011.7)
9. PROVIDE AN ELEVATOR WITH STANDBY POWER IN ACCORDANCE WITH CBC CHAPTER 27 CBC 3003 FOR BUILDINGS WHERE A REQUIRED ACCESSIBLE FLOORS IS 4 OR MORE STORIES ABOVE OR BELOW A LEVEL OF EXIT DISCHARGE. (CBC1009.2.1)

FIRE PROTECTION

1. THIS BUILDING MUST BE EQUIPPED W/ AN AUTOMATIC FIRE EXTINGUISHING SYSTEM, COMPLYING WITH NFPA-13; THE SPRINKLER SYSTEM SHALL BE APPROVED BY PLUMBING DIV. PRIOR TO INSTALLATION.
2. PROVIDE A PORTABLE FIRE EXTINGUISHER WITH RATING OF NOT LESS THAN 2-A OR 2-A10BC WITHIN 75 FEET TRAVEL DISTANCE TO ALL PORTIONS OF THE BUILDING ON EACH FLOOR, INCLUDING DURING CONSTRUCTION.
3. PROVIDE A PORTABLE FIRE EXTINGUISHER WITH RATING OF NOT LESS THAN 10BC FOR KITCHENS, ELECTRICAL ROOMS, MECHANICAL ROOMS, AND PARKING GARAGES.
4. PROVIDE FIRE EXTINGUISHER AS REQUIRED BY FIRE DEPT FIELD INSPECTOR.
5. PROVIDE PANIC / FIRE EXIT HARDWARE AT DOORS SERVING ROOMS/SPACES WITH AN OCCUPANT LOAD OF 50 OR MORE
6. CORRIDORS AND ENCLOSURE FOR EXIT ACCESS STAIRWAYS AND EXIT ACCESS RAMPS TO BE CLASS C.
7. PROVIDE 1 HOUR RATED SEALANT AT ALL PENETRATIONS THROUGH WALLS, FLOORS AND GARAGE DECK PER 7.13.4 SEALANT SHALL BE DAP FIREBLOCK FOAM SEALANT, ICC # ESR-1868.
8. DOORS SHALL BE 1.5 HR FIRE RATED AND WINDOWS SHALL BE 1.5 HR FIRE RATED IN 2 HR WALLS. DOORS SHALL BE 3/4 HR FIRE RATED AND WINDOWS SHALL BE 3/4 HR FIRE RATED IN 1 HR WALLS.
9. EMERGENCY & STANDBY POWER SYSTEMS SHALL BE DESIGNED TO PROVIDE REQUIRED POWER FOR 2-HR MIN. U.N.O (LAFC 604.1.4)
15. PROVIDE FIRE SPRINKLERS THROUGHOUT. THE SPRINKLER SYSTEM SHALL BE APPROVED BY PLUMBING DIVISION PRIOR TO INSTALLATION.
12. THIS BUILDING SHALL BE PROVIDED WITH A MANUAL ALARM SYSTEM WITH THE CAPABILITY TO SUPPORT VISIBLE ALARM NOTIFICATION APPLIANCES IN ACCORDANCE WITH NFPA 72. (907.2.9, 907.5.2.3.3, 907.5.2.3.4)

GREEN NOTES

1. IRRIGATION CONTROLLERS SHALL BE WEATHER OR OIL BASED. LOCATE CONTROLLERS AS INDICATED ON THE PLAN.
2. PROVIDE A 4" BASE OF 1/2" OR LARGER CLEAN AGGREGATE SHALL BE PROVIDED FOR SLABS ON GRADE.
3. PROVIDE A VAPOR BARRIER SHALL BE PROVIDED IN DIRECT CONTACT WITH FOR SLAB ON GRADE.
4. BATH FANS TO BE ENERGY STAR COMPLIANT, CONTROLLED BY HUMIDISTAT AND VENTED TO OUTSIDE.
5. THE FLOW RATES FOR ALL PLUMBING FIXTURES SHALL COMPLY WITH THE MAXIMUM FLOW RATES SPECIFIED IN SECTION4.303.1.
6. WHEN A SHOWER IS SERVED BY MORE THAN ONE SHOWERHEAD, THE COMBINED FLOW RATE OF ALL THE SHOWERHEAD AND/OR OTHER OUTLETS CONTROLLED BY A SINGE VALVE SHALL NOT EXCEED 2.0 GALLONS PER MINUTE AT 80 PSI, OR THE SHOWER SHALL BE DESIGNED TO ONLY ALLOW ONE SHOWERHEAD TO BE IN OPERATION AT A TIME.
7. MULTI-FAMILY DWELLINGS NOT EXCEEDING THREE STORIES AND CONTAIN 50 UNITS OR LESS SHALL INSTALL A SEPARATE METER OR SUBMETER WITHIN COMMOM AREAS AND WITHIN EACH INDIVIDUAL DWELLING UNIT.

EXHIBIT "A"
Page No. 7 of 20
Case No. DIR-2021-2250-TOC-HCA

FINISH LEGEND

CN-1	CONCRETE MASONRY UNIT
CN-2	UNCOLORED CONC. W/ SMOOTH FIN. SOLAR REFLECTANCE VALUE > 0.30 PER ASTM E1918,
GB-1	TYPE X GYPSUM BOARD, GREENBOARD IN ALL WET AREAS
GL-1	TEMPERED GLASS SHOWER ENCLOSURE
MT-1	METAL W/ POWDER COATED FINISH
PL-1	SAND FINISH PLASTER W/ INTEGRAL COLOR: WHITE
PL-2	SAND FINISH PLASTER W/ INTEGRAL COLOR: GREY
GR-1	VERTICAL METAL PICKET GUARDRAIL COLOR: BLACK
TL-1	TILE FLOOR, SLIP RESISTANT
TL-2	CERAMIC WALL TILE
TL-3	QUARTZ COUNTERTOP
WD-1	VERTICAL WOOD SIDING 1" X 3" CLEAR CEDAR T&G
WD-2	WOOD DECKING SPECIES / FIN. TBD
RF-1	DEXOTEX WEATHERWEAR ESR 1757. W/ AJ-44 SR TOP COAT: 413 SPEEDWAY GRAY. SRI 65 SEE (A7.30)
RF-2	SARNAFIL MEMBRANE, WHITE, LARR 24852 SEE (A7.30)

GENERAL KEYNOTES

GK1	GUARDRAIL TO BE 42" MIN. HEIGHT WITH 3 15/16" MAX. OPENING SIZE. SEE DETAIL 01/A7.11
GK2	GUARDRAIL TO BE 42" MIN. HEIGHT WITH 3 15/16" MAX. OPENING SIZE. SEE DETAIL 02/A7.11
GK3	CONC. FOOTING PER STRUCTURAL
GK4	COLUMN PER STRUCTURAL

LEGEND

GKXX	GENERAL KEYNOTE (THIS SHEET)
	PROPERTY LINE
	SETBACK LINE
	CENTERLINE
	LINE OF OBJECT ABOVE
	LINE OF OBJECT BELOW
	STRUCTURAL GRIDLINE
	WALL TYPE PER A7.00
	SLOPE TO DRAIN MAX 2%
304.50'	FLOOR ELEVATIONS
1/2"	MAX. ELEV. TRANSITION W/ BEVEL W/ MAX 1:2 SLOPE
	EXIT SIGN
SD	CEILING MOUNTED SMOKE DETECTOR
CD	CEILING MOUNTED CARBON MONOXIDE DET.
	ENERGY STAR EXHAUST FAN
	ROOF DRAIN W / OVERFLOW W / 4" PVC DRAIN PIPE TO STREET AS PER LA CITY REQ.
	AREA DRAIN
C	IRRIGATION CONTROLLER
RSD	RAIN SENSOR DEVICE SEE
WC	WATER CURTAIN PER LABC 705.8.2 & MIN. REQ. PER DOC P/BC 2014-106. SEE A7.02
PH	DOOR W/ PANIC HARDWARE PER CBC 1010.1.10
SG	90 MIN RATED DOORS W/ SMOKEGUARD SEE A7.25
	ONE-HOUR FIRE PARTITION IN ACCORDANCE WITH SECTION 708.3
	TWO-HOUR FIRE-RESISTANCE RATED ENCLOSURE IN ACCORDANCE WITH SECTION 707 AND 711.
4'-0"	DIMENSION TO FINISH FACE OF WALLS / SURFACES
4'-0"	DIMENSION TO FRAMING (FACE OF STUD)

0 2' 4' 8' N

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LICENSED ARCHITECT
MARK CHRISTOPHER BITTONI
No. C-34136
REN. 3.31.21
STATE OF CALIFORNIA

06.17.20	TOC SUBMITTAL
07.23.20	100% SD
08.05.20	TOC - REV
11.16.20	PLAN UPDATE

DATE	DESCRIPTION

GARAGE PARKING PLAN

PUBLISHED: 9/17/2021

A2.00

SHEET 33 OF 101

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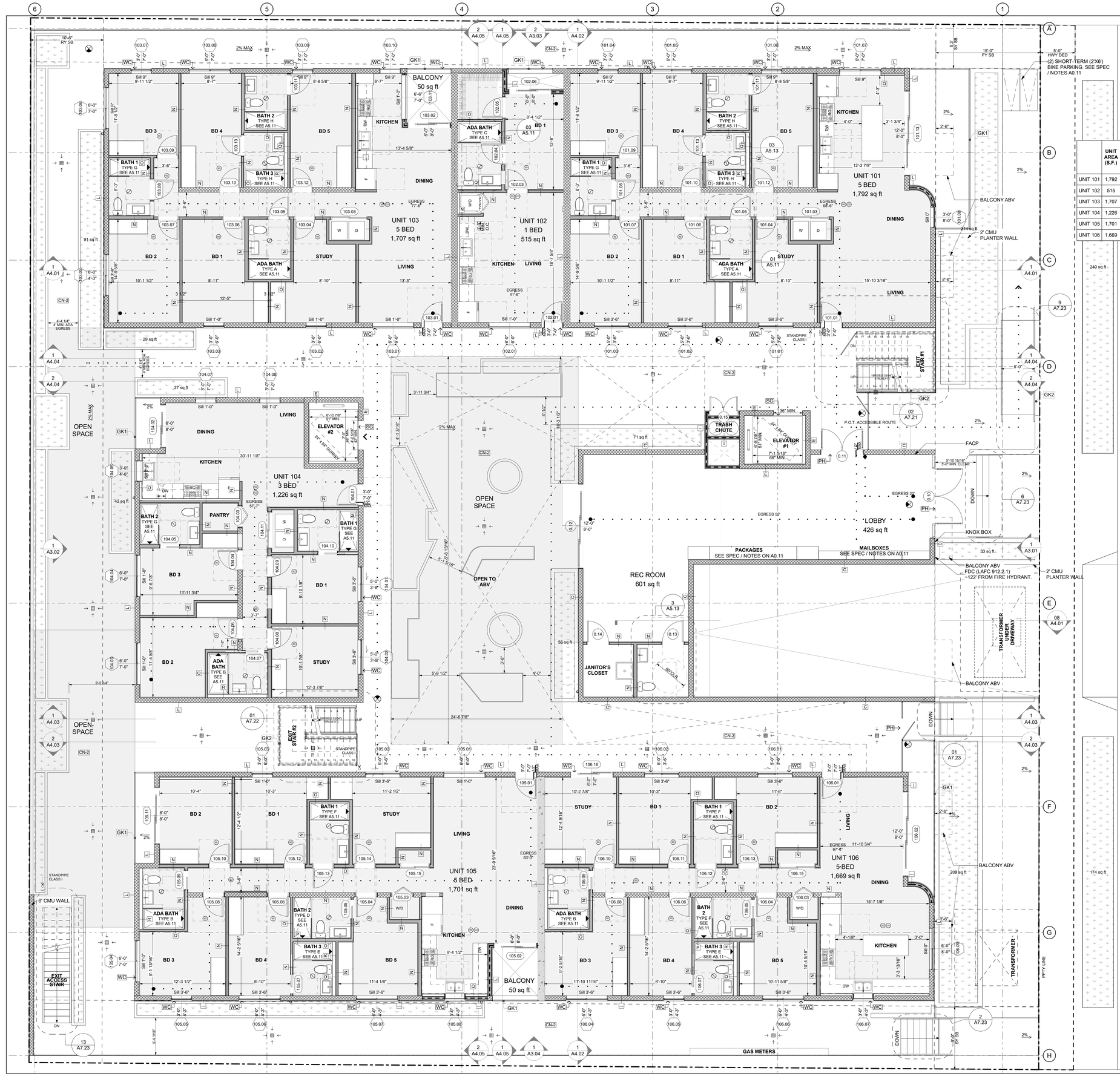

GENERAL NOTES

CONTRACTOR TO FIELD VERIFY ALL DIMENSIONS, AND NOTIFY ARCHITECT OF ANY DISCREPANCIES PRIOR TO CONSTRUCTION OR INSTALLATION. CONFIRM SHEAR WALL & OTHER STRUCTURAL REQUIREMENTS WITH STRUCTURAL ENGINEER'S DRAWINGS. **SEE ALSO GENERAL NOTES A0.01 & A0.02**

MEANS OF EGRESS

1. EGRESS DOORS SHALL BE READILY OPENABLE FROM THE EGRESS SIDE WITHOUT THE USE OF A KEY OR SPECIAL KNOWLEDGE OR EFFORT. SEE 1008.1.9 FOR EXCEPTIONS
2. DOOR HANDLES, LOCK AND OTHER OPERATING DEVICES SHALL BE INSTALLED AT A MIN. 34" AND A MAX. 48" ABOVE THE FINISHED FLOOR. (1008.1.9.2)
3. ALL EGRESS DOOR OPERATION SHALL ALSO COMPLY WITH SECTION 1010.1.9 - 1010.1.9.12.
4. THE MEANS OF EGRESS, INCLUDING THE EXIT DISCHARGE, SHALL BE ILLUMINATED AT ALL TIMES THE BUILDING SPACE SERVED BY THE MEANS OF EGRESS IS OCCUPIED.
5. THE MEANS OF EGRESS ILLUMINATION LEVEL SHALL NOT BE LESS THAN 1 FOOTCANDLE AT THE WALKING SURFACE. (1008.2.1, 1008.3.5)
6. ALL BUILDINGS WITH ONE OR MORE PASSENGER SERVICE ELEVATORS SHALL BE PROVIDED WITH NOT LESS THAN ONE MEDICAL EMERGENCY SERCIE ELEVATOR TO ALL LANDINGS. ELEVATOR CAB SHALL HAVE AN MINIMUM DIMENSION OF 80" X 54" WITH 42" CLEAR OPENING.
7. MEANS OF EGRESS SHALL HAVE A CEILING HEIGHT OF AT LEAST 7'-6". CBC 1003.2
8. STAIRWAYS SHALL BE BUILT OF MATERIALS CONSISTENT WITH THE TYPE OF CONSTRUCTION. (CBC 1011.7)
9. PROVIDE AN ELEVATOR WITH STANDBY POWER IN ACCORDANCE WITH CBC CHAPTER 27 CBC 3003 FOR BUILDINGS WHERE A REQUIRED ACCESSIBLE FLOORS IS 4 OR MORE STORIES ABOVE OR BELOW A LEVEL OF EXIT DISCHARGE. (CBC1009.2.1)

FIRE PROTECTION

1. THIS BUILDING MUST BE EQUIPPED W/ AN AUTOMATIC FIRE EXTINGUISHING SYSTEM, COMPLYING WITH NFPA-13; THE SPRINKLER SYSTEM SHALL BE APPROVED BY PLUMBING DIV. PRIOR TO INSTALLATION.
2. PROVIDE A PORTABLE FIRE EXTINGUISHER WITH RATING OF NOT LESS THAN 2-A OR 2-A10BC WITHIN 75 FEET TRAVEL DISTANCE TO ALL PORTIONS OF THE BUILDING ON EACH FLOOR, INCLUDING DURING CONSTRUCTION.
3. PROVIDE A PORTABLE FIRE EXTINGUISHER WITH RATING OF NOT LESS THAN 10BC FOR KITCHENS, ELECTRICAL ROOMS, MECHANICAL ROOMS, AND PARKING GARAGES.
4. PROVIDE FIRE EXTINGUISHER AS REQUIRED BY FIRE DEPT FIELD INSPECTOR.
5. PROVIDE PANIC / FIRE EXIT HARDWARE AT DOORS SERVING ROOMS/SPACES WITH AN OCCUPANT LOAD OF 50 OR MORE
6. CORRIDORS AND ENCLOSURE FOR EXIT ACCESS STAIRWAYS AND EXIT ACCESS RAMPS TO BE CLASS C.
7. PROVIDE 1 HOUR RATED SEALANT AT ALL PENETRATIONS THROUGH WALLS, FLOORS AND GARAGE DECK PER 7.13.4 SEALANT SHALL BE DAP FIREBLOCK FOAM SEALANT, ICC # ESR-1868.
8. DOORS SHALL BE 1.5 HR FIRE RATED AND WINDOWS SHALL BE 1.5 HR FIRE RATED IN 2 HR WALLS. DOORS SHALL BE 3/4 HR FIRE RATED AND WINDOWS SHALL BE 3/4 HR FIRE RATED IN 1 HR WALLS.
9. EMERGENCY & STANDBY POWER SYSTEMS SHALL BE DESIGNED TO PROVIDE REQUIRED POWER FOR 2-HR MIN. U.N.O (LAFC 604.1.4)
15. PROVIDE FIRE SPRINKLERS THROUGHOUT. THE SPRINKLER SYSTEM SHALL BE APPROVED BY PLUMBING DIVISION PRIOR TO INSTALLATION.
12. THIS BUILDING SHALL BE PROVIDED WITH A MANUAL ALARM SYSTEM WITH THE CAPABILITY TO SUPPORT VISIBLE ALARM NOTIFICATION APPLIANCES IN ACCORDANCE WITH NFPA 72. (907.2.9, 907.5.2.3.3, 907.5.2.3.4)

GREEN NOTES

1. IRRIGATION CONTROLLERS SHALL BE WEATHER OR OIL BASED. LOCATE CONTROLLERS AS INDICATED ON THE PLAN.
2. PROVIDE A 4" BASE OF 1/2" OR LARGER CLEAN AGGREGATE SHALL BE PROVIDED FOR SLABS ON GRADE.
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7. MULTI-FAMILY DWELLINGS NOT EXCEEDING THREE STORIES AND CONTAIN 50 UNITS OR LESS SHALL INSTALL A SEPARATE METER OR SUBMETER WITHIN COMMOM AREAS AND WITHIN EACH INDIVIDUAL DWELLING UNIT.

	UNIT AREA (S.F.)	LIGHT REQ. (S.F. x 8%)	LIGHT PROV (S.F.)	VENT. REQ. (S.F. x 4%)	VENT PROV. (S.F.)
UNIT 101	1,792	141	299	72	173
UNIT 102	515	41	76	21	53
UNIT 103	1,707	137	292	68	136
UNIT 104	1,226	98	223	46	97
UNIT 105	1,701	139	315	70	133
UNIT 106	1,669	142	302	71	184

FINISH LEGEND

CN-1	CONCRETE MASONRY UNIT
CN-2	UNCOLORED CONC. W/ SMOOTH FIN. SOLAR REFLECTANCE VALUE > 0.30 PER ASTM E1918,
GB-1	TYPE X GYPSUM BOARD, GREENBOARD IN ALL WET AREAS
GL-1	TEMPERED GLASS SHOWER ENCLOSURE
MT-1	METAL W/ POWDER COATED FINISH
PL-1	SAND FINISH PLASTER W/ INTEGRAL COLOR: WHITE
PL-2	SAND FINISH PLASTER W/ INTEGRAL COLOR: GREY
GR-1	VERTICAL METAL PICKET GUARDRAIL COLOR: BLACK
TL-1	TILE FLOOR, SLIP RESISTANT
TL-2	CERAMIC WALL TILE
TL-3	QUARTZ COUNTERTOP
WD-1	VERTICAL WOOD SIDING 1" X 3" CLEAR CEDAR T&G
WD-2	WOOD DECKING SPECIES / FIN. TBD
RF-1	DEXOTEX WEATHERWEAR ESR 1757. W/ AJ-44 SR TOP COAT: 413 SPEEDWAY GRAY. SRI 69 SEE (A7.30)
RF-2	SARNAFIL MEMBRANE, WHITE, LARR 24852 SEE (A7.30)

GENERAL KEYNOTES

GK1	GUARDRAIL TO BE 42" MIN. HEIGHT WITH 3 15/16" MAX. OPENING SIZE. SEE DETAIL 01/A7.11
GK2	GUARDRAIL TO BE 42" MIN. HEIGHT WITH 3 15/16" MAX. OPENING SIZE. SEE DETAIL 02/A7.11
GK3	CONC. FOOTING PER STRUCTURAL
GK4	COLUMN PER STRUCTURAL

LEGEND

- GKXX — GENERAL KEYNOTE (THIS SHEET)
- PROPERTY LINE
- SETBACK LINE
- CENTERLINE
- LINE OF OBJECT ABOVE
- LINE OF OBJECT BELOW
- STRUCTURAL GRIDLINE
- WALL TYPE PER A7.00
- SLOPE TO DRAIN MAX 2%
- 304.50' — FLOOR ELEVATIONS
- 1/2" — MAX. ELEV. TRANSITION W/ BEVEL W/ MAX 1:2 SLOPE
- EXIT SIGN
- SD — CEILING MOUNTED SMOKE DETECTOR
- CO — CEILING MOUNTED CARBON MONOXIDE DET.
- ENERGY STAR EXHAUST FAN
- ROOF DRAIN W / OVERFLOW W / 4" PVC DRAIN PIPE TO STREET AS PER LA CITY REQ.
- AREA DRAIN
- C — IRRIGATION CONTROLLER
- RSD — RAIN SENSOR DEVICE SEE
- WC — WATER CURTAIN PER LABC 705.8.2 & MIN. REQ. PER DOC P/BC 2014-106. SEE A7.02
- PH — DOOR W/ PANIC HARDWARE PER CBC 1010.1.10
- SG — 90 MIN RATED DOORS W/ SMOKEGUARD SEE A7.25
- ONE-HOUR FIRE PARTITION IN ACCORDANCE WITH SECTION 708.3
- TWO-HOUR FIRE-RESISTANCE RATED ENCLOSURE IN ACCORDANCE WITH SECTION 707 AND 711.
- 4'-0" — DIMENSION TO FINISH FACE OF WALLS / SURFACES
- 4'-0" — DIMENSION TO FRAMING (FACE OF STUD)

0 2' 4' 8' N

1ST FL.
SCALE: 3/16" = 1'-0"

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LICENSED ARCHITECT
MARK CHRISTOPHER BITTONI
No. C-34136
REN. 3.31.21
STATE OF CALIFORNIA

DATE	DESCRIPTION
06.17.20	TOC SUBMITTAL
07.23.20	100% SD
08.05.20	TOC - REV
11.16.20	PLAN UPDATE

1ST FLOOR PLAN

PUBLISHED: 9/17/2021

A2.01

	UNIT AREA (S.F.)	LIGHT REQ. (S.F. x 8%)	LIGHT PROV. (S.F.)	VENT. REQ. (S.F. x 4%)	VENT PROV. (S.F.)
UNIT 201	1,781	143	266	73	201
UNIT 202 (LI)	515	41	82	21	53
UNIT 203	1,707	137	355	69	136
UNIT 204	1,226	98	223	49	97
UNIT 205	1,702	140	331	70	159
UNIT 206	1,671	142	292	71	184
UNIT 207	1,628	143	317	72	213

GENERAL NOTES

CONTRACTOR TO FIELD VERIFY ALL DIMENSIONS, AND NOTIFY ARCHITECT OF ANY DISCREPANCIES PRIOR TO CONSTRUCTION OR INSTALLATION. CONFIRM SHEAR WALL & OTHER STRUCTURAL REQUIREMENTS WITH STRUCTURAL ENGINEER'S DRAWINGS. **SEE ALSO GENERAL NOTES A0.01 & A0.02**

MEANS OF EGRESS

1. EGRESS DOORS SHALL BE READILY OPENABLE FROM THE EGRESS SIDE WITHOUT THE USE OF A KEY OR SPECIAL KNOWLEDGE OR EFFORT. SEE 1008.1.9 FOR EXCEPTIONS
2. DOOR HANDLES, LOCK AND OTHER OPERATING DEVICES SHALL BE INSTALLED AT A MIN. 34" AND A MAX. 48" ABOVE THE FINISHED FLOOR. (1008.1.9.2)
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8. STAIRWAYS SHALL BE BUILT OF MATERIALS CONSISTENT WITH THE TYPE OF CONSTRUCTION. (CBC 1011.7)
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EXHIBIT "A"
Page No. 9 of 20
Case No. DIR-2021-2250-TOC-HCA

FINISH LEGEND

CN-1	CONCRETE MASONRY UNIT
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GENERAL KEYNOTES

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GK4	COLUMN PER STRUCTURAL

LEGEND

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- STRUCTURAL GRIDLINE
- WALL TYPE PER A7.00
- SLOPE TO DRAIN MAX 2%
- 304.50' — FLOOR ELEVATIONS
- 1/2" — MAX. ELEV. TRANSITION W/ BEVEL W/ MAX 1:2 SLOPE
- EXIT SIGN
- SD — CEILING MOUNTED SMOKE DETECTOR
- CO — CEILING MOUNTED CARBON MONOXIDE DET.
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- ROOF DRAIN W / OVERFLOW W / 4" PVC DRAIN PIPE TO STREET AS PER LA CITY REQ.
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2ND FL.
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07.23.20	100% SD
08.05.20	TOC - REV
11.16.20	PLAN UPDATE

DATE	DESCRIPTION

2ND FLOOR PLAN

PUBLISHED: 9/17/2021

A2.02

SHEET 35 OF 101

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	UNIT AREA (S.F.)	LIGHT REQ. (S.F. x 8%)	LIGHT PROV. (S.F.)	VENT. REQ. (S.F. x 4%)	VENT PROV. (S.F.)
UNIT 301	1,789	144	319	72	201
UNIT 302	515	42	76	21	53
UNIT 303	1,707	137	346	69	136
UNIT 304 (LI)	1,226	99	222	50	97
UNIT 305	1,705	140	345	70	159
UNIT 306	1,677	143	311	72	197
UNIT 307	1,631	143	317	72	149

GENERAL NOTES

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MEANS OF EGRESS

1. EGRESS DOORS SHALL BE READILY OPENABLE FROM THE EGRESS SIDE WITHOUT THE USE OF A KEY OR SPECIAL KNOWLEDGE OR EFFORT. SEE 1008.1.9 FOR EXCEPTIONS
2. DOOR HANDLES, LOCK AND OTHER OPERATING DEVICES SHALL BE INSTALLED AT A MIN. 34" AND A MAX. 48" ABOVE THE FINISHED FLOOR. (1008.1.9.2)
3. ALL EGRESS DOOR OPERATION SHALL ALSO COMPLY WITH SECTION 1010.1.9 - 1010.1.9.12.
4. THE MEANS OF EGRESS, INCLUDING THE EXIT DISCHARGE, SHALL BE ILLUMINATED AT ALL TIMES THE BUILDING SPACE SERVED BY THE MEANS OF EGRESS IS OCCUPIED.
5. THE MEANS OF EGRESS ILLUMINATION LEVEL SHALL NOT BE LESS THAN 1 FOOTCANDLE AT THE WALKING SURFACE. (1008.2.1, 1008.3.5)
6. ALL BUILDINGS WITH ONE OR MORE PASSENGER SERVICE ELEVATORS SHALL BE PROVIDED WITH NOT LESS THAN ONE MEDICAL EMERGENCY SERCIE ELEVATOR TO ALL LANDINGS. ELEVATOR CAB SHALL HAVE AN MINIMUM DIMENSION OF 80" X 54" WITH 42" CLEAR OPENING.
7. MEANS OF EGRESS SHALL HAVE A CEILING HEIGHT OF AT LEAST 7'-6". CBC 1003.2
8. STAIRWAYS SHALL BE BUILT OF MATERIALS CONSISTENT WITH THE TYPE OF CONSTRUCTION. (CBC 1011.7)
9. PROVIDE AN ELEVATOR WITH STANDBY POWER IN ACCORDANCE WITH CBC CHAPTER 27 CBC 3003 FOR BUILDINGS WHERE A REQUIRED ACCESSIBLE FLOORS IS 4 OR MORE STORIES ABOVE OR BELOW A LEVEL OF EXIT DISCHARGE. (CBC1009.2.1)

FIRE PROTECTION

1. THIS BUILDING MUST BE EQUIPPED W/ AN AUTOMATIC FIRE EXTINGUISHING SYSTEM, COMPLYING WITH NFPA-13; THE SPRINKLER SYSTEM SHALL BE APPROVED BY PLUMBING DIV. PRIOR TO INSTALLATION.
2. PROVIDE A PORTABLE FIRE EXTINGUISHER WITH RATING OF NOT LESS THAN 2-A OR 2-A10BC WITHIN 75 FEET TRAVEL DISTANCE TO ALL PORTIONS OF THE BUILDING ON EACH FLOOR, INCLUDING DURING CONSTRUCTION.
3. PROVIDE A PORTABLE FIRE EXTINGUISHER WITH RATING OF NOT LESS THAN 10BC FOR KITCHENS, ELECTRICAL ROOMS, MECHANICAL ROOMS, AND PARKING GARAGES.
4. PROVIDE FIRE EXTINGUISHER AS REQUIRED BY FIRE DEPT FIELD INSPECTOR.
5. PROVIDE PANIC / FIRE EXIT HARDWARE AT DOORS SERVING ROOMS/SPACES WITH AN OCCUPANT LOAD OF 50 OR MORE
6. CORRIDORS AND ENCLOSURE FOR EXIT ACCESS STAIRWAYS AND EXIT ACCESS RAMPS TO BE CLASS C.
7. PROVIDE 1 HOUR RATED SEALANT AT ALL PENETRATIONS THROUGH WALLS, FLOORS AND GARAGE DECK PER 7.13.4 SEALANT SHALL BE DAP FIREBLOCK FOAM SEALANT, ICC # ESR-1868.
8. DOORS SHALL BE 1.5 HR FIRE RATED AND WINDOWS SHALL BE 1.5 HR FIRE RATED IN 2 HR WALLS. DOORS SHALL BE 3/4 HR FIRE RATED AND WINDOWS SHALL BE 3/4 HR FIRE RATED IN 1 HR WALLS.
9. EMERGENCY & STANDBY POWER SYSTEMS SHALL BE DESIGNED TO PROVIDE REQUIRED POWER FOR 2-HR MIN. U.N.O (LAFC 604.1.4)
15. PROVIDE FIRE SPRINKLERS THROUGHOUT. THE SPRINKLER SYSTEM SHALL BE APPROVED BY PLUMBING DIVISION PRIOR TO INSTALLATION.
12. THIS BUILDING SHALL BE PROVIDED WITH A MANUAL ALARM SYSTEM WITH THE CAPABILITY TO SUPPORT VISIBLE ALARM NOTIFICATION APPLIANCES IN ACCORDANCE WITH NFPA72. (907.2.9, 907.5.2.3.3, 907.5.2.3.4)

GREEN NOTES

1. IRRIGATION CONTROLLERS SHALL BE WEATHER OR OIL BASED. LOCATE CONTROLLERS AS INDICATED ON THE PLAN.
2. PROVIDE A 4" BASE OF 1/2" OR LARGER CLEAN AGGREGATE SHALL BE PROVIDED FOR SLABS ON GRADE.
3. PROVIDE A VAPOR BARRIER SHALL BE PROVIDED IN DIRECT CONTACT WITH FOR SLAB ON GRADE.
4. BATH FANS TO BE ENERGY STAR COMPLIANT, CONTROLLED BY HUMIDISTAT AND VENTED TO OUTSIDE.
5. THE FLOW RATES FOR ALL PLUMBING FIXTURES SHALL COMPLY WITH THE MAXIMUM FLOW RATES SPECIFIED IN SECTION4.303.1.
6. WHEN A SHOWER IS SERVED BY MORE THAN ONE SHOWERHEAD, THE COMBINED FLOW RATE OF ALL THE SHOWERHEAD AND/OR OTHER OUTLETS CONTROLLED BY A SINGE VALVE SHALL NOT EXCEED 2.0 GALLONS PER MINUTE AT 80 PSI, OR THE SHOWER SHALL BE DESIGNED TO ONLY ALLOW ONE SHOWERHEAD TO BE IN OPERATION AT A TIME.
7. MULTI-FAMILY DWELLINGS NOT EXCEEDING THREE STORIES AND CONTAIN 50 UNITS OR LESS SHALL INSTALL A SEPARATE METER OR SUBMETER WITHIN COMMOM AREAS AND WITHIN EACH INDIVIDUAL DWELLING UNIT.

EXHIBIT "A"
Page No. 10 of 20
Case No. DIR-2021-2250-TOC-HCA

FINISH LEGEND

CN-1	CONCRETE MASONRY UNIT
CN-2	UNCOLORED CONC. W/ SMOOTH FIN. SOLAR REFLECTANCE VALUE > 0.30 PER ASTM E1918.
GB-1	TYPE X GYPSUM BOARD, GREENBOARD IN ALL WET AREAS
GL-1	TEMPERED GLASS SHOWER ENCLOSURE
MT-1	METAL W/ POWDER COATED FINISH
PL-1	SAND FINISH PLASTER W/ INTEGRAL COLOR: WHITE
PL-2	SAND FINISH PLASTER W/ INTEGRAL COLOR: GREY
GR-1	VERTICAL METAL PICKET GUARDRAIL COLOR: BLACK
TL-1	TILE FLOOR, SLIP RESISTANT
TL-2	CERAMIC WALL TILE
TL-3	QUARTZ COUNTERTOP
WD-1	VERTICAL WOOD SIDING 1" X 3" CLEAR CEDAR T&G
WD-2	WOOD DECKING SPECIES / FIN. TBD
RF-1	DEXOTEX 'WEATHERWEAR' ESR 1757. W/ AJ-44 SR TOP COAT: 413 SPEEDWAY GRAY. SRI 65 SEE (A7.30)
RF-2	SARNAFIL MEMBRANE, WHITE, LARR 24852 SEE (A7.30)

GENERAL KEYNOTES

GK1	GUARDRAIL TO BE 42" MIN. HEIGHT WITH 3 15/16" MAX. OPENING SIZE. SEE DETAIL 01/A7.11
GK2	GUARDRAIL TO BE 42" MIN. HEIGHT WITH 3 15/16" MAX. OPENING SIZE. SEE DETAIL 02/A7.11
GK3	CONC. FOOTING PER STRUCTURAL
GK4	COLUMN PER STRUCTURAL

LEGEND

- GKXX — GENERAL KEYNOTE (THIS SHEET)
- PROPERTY LINE
- SETBACK LINE
- CENTERLINE
- LINE OF OBJECT ABOVE
- LINE OF OBJECT BELOW
- STRUCTURAL GRIDLINE
- WALL TYPE PER A7.00
- SLOPE TO DRAIN MAX 2%
- 304.50' — FLOOR ELEVATIONS
- 1/2" — MAX. ELEV. TRANSITION W/ BEVEL W/ MAX 1:2 SLOPE
- EXIT SIGN
- (S) — CEILING MOUNTED SMOKE DETECTOR
- (CO) — CEILING MOUNTED CARBON MONOXIDE DET.
- ENERGY STAR EXHAUST FAN
- ROOF DRAIN W / OVERFLOW W / 4" PVC DRAIN PIPE TO STREET AS PER LA CITY REQ.
- AREA DRAIN
- IC — IRRIGATION CONTROLLER
- RSD — RAIN SENSOR DEVICE SEE
- WC — WATER CURTAIN PER LABC 705.8.2 & MIN. REQ. PER DOC P/BC 2014-106, SEE A7.02
- PH — DOOR W/ PANIC HARDWARE PER CBC 1010.1.10
- SG — 90 MIN RATED DOORS W/ SMOKEGUARD SEE A7.25
- ONE-HOUR FIRE PARTITION IN ACCORDANCE WITH SECTION 708.3
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- 4'-0" — DIMENSION TO FINISH FACE OF WALLS / SURFACES
- 4'-0" — DIMENSION TO FRAMING (FACE OF STUD)

3RD FL.
SCALE: 3/16" = 1'-0"

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511 HOOVER

511 N. HOOVER ST
LOS ANGELES, 90004

LICENSED ARCHITECT
MARK CHRISTOPHER BITTONI
No. C-34136
REN. 3.31.21
STATE OF CALIFORNIA

DATE	DESCRIPTION
06.17.20	TOC SUBMITTAL
07.23.20	100% SD
08.05.20	TOC - REV
11.16.20	PLAN UPDATE

3RD FLOOR PLAN

PUBLISHED: 9/17/2021

A2.03

SHEET 36 OF 101

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	UNIT AREA (S.F.)	LIGHT REQ. (S.F. x 8%)	LIGHT PROV. (S.F.)	VENT. REQ. (S.F. x 4%)	VENT PROV. (S.F.)
UNIT 401	1,781	143	266	72	175
UNIT 402 (LI)	515	42	82	21	53
UNIT 403	1,707	137	352	69	136
UNIT 404	1,227	98	222	49	97
UNIT 405	1,702	140	330	70	159
UNIT 406	1,671	142	293	71	184
UNIT 407	1,628	143	317	72	174

GENERAL NOTES

CONTRACTOR TO FIELD VERIFY ALL DIMENSIONS, AND NOTIFY ARCHITECT OF ANY DISCREPANCIES PRIOR TO CONSTRUCTION OR INSTALLATION. CONFIRM SHEAR WALL & OTHER STRUCTURAL REQUIREMENTS WITH STRUCTURAL ENGINEER'S DRAWINGS. **SEE ALSO GENERAL NOTES A0.01 & A0.02**

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EXHIBIT "A"
Page No. 11 of 20
Case No. DIR-2021-2250-TOC-HCA

FINISH LEGEND

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LEGEND

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0 2' 4' 8' N

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LICENSED ARCHITECT — MARK CHRISTOPHER BITTONI No. C-34136 REN. 3.31.21 STATE OF CALIFORNIA

06.17.20	TOC SUBMITTAL
07.23.20	100% SD
08.05.20	TOC - REV
11.16.20	PLAN UPDATE

DATE	DESCRIPTION

4TH FLOOR PLAN

PUBLISHED: 9/17/2021

A2.04

SHEET 37 OF 101

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	UNIT AREA (S.F.)	LIGHT REQ. (S.F. x 8%)	LIGHT PROV. (S.F.)	VENT. REQ. (S.F. x 4%)	VENT PROV. (S.F.)
UNIT 501	1,790	143	314	72	169
UNIT 502	515	42	76	21	53
UNIT 503	1,707	137	346	69	136
UNIT 504	1,227	99	136	50	97
UNIT 505	1,702	140	345	70	159
UNIT 507	1,787	143	293	72	213

GENERAL NOTES

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EXHIBIT "A"
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0 2' 4' 8' N

bittoni architects
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511 HOOVER

511 N. HOOVER ST
LOS ANGELES, 90004

LICENSED ARCHITECT
MARK CHRISTOPHER BITTONI
No. C-34136
REN. 3.31.21
STATE OF CALIFORNIA

DATE	DESCRIPTION
06.17.20	TOC SUBMITTAL
07.23.20	100% SD
08.05.20	TOC - REV
11.16.20	PLAN UPDATE

5TH FLOOR PLAN

PUBLISHED: 9/17/2021

A2.05

SHEET 38 OF 101

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	UNIT AREA (S.F.)	LIGHT REQ. (S.F. x 8%)	LIGHT PROV. (S.F.)	VENT. REQ. (S.F. x 4%)	VENT PROV. (S.F.)
UNIT 601 (LI)	885	75	179	38	111
UNIT 602	1,707	137	352	69	136
UNIT 603	1,226	99	222	50	97
UNIT 604	1,702	140	330	70	159
UNIT 605	1,264	110	258	55	171
UNIT 606	1,178	107	255	54	174

GENERAL NOTES

CONTRACTOR TO FIELD VERIFY ALL DIMENSIONS, AND NOTIFY ARCHITECT OF ANY DISCREPANCIES PRIOR TO CONSTRUCTION OR INSTALLATION. CONFIRM SHEAR WALL & OTHER STRUCTURAL REQUIREMENTS WITH STRUCTURAL ENGINEER'S DRAWINGS. **SEE ALSO GENERAL NOTES A0.01 & A0.02**

MEANS OF EGRESS

1. EGRESS DOORS SHALL BE READILY OPENABLE FROM THE EGRESS SIDE WITHOUT THE USE OF A KEY OR SPECIAL KNOWLEDGE OR EFFORT. SEE 1008.1.9 FOR EXCEPTIONS
2. DOOR HANDLES, LOCK AND OTHER OPERATING DEVICES SHALL BE INSTALLED AT A MIN. 34" AND A MAX. 48" ABOVE THE FINISHED FLOOR. (1008.1.9.2)
3. ALL EGRESS DOOR OPERATION SHALL ALSO COMPLY WITH SECTION 1010.1.9 - 1010.1.9.12.
4. THE MEANS OF EGRESS, INCLUDING THE EXIT DISCHARGE, SHALL BE ILLUMINATED AT ALL TIMES THE BUILDING SPACE SERVED BY THE MEANS OF EGRESS IS OCCUPIED.
5. THE MEANS OF EGRESS ILLUMINATION LEVEL SHALL NOT BE LESS THAN 1 FOOTCANDLE AT THE WALKING SURFACE. (1008.2.1, 1008.3.5)
6. ALL BUILDINGS WITH ONE OR MORE PASSENGER SERVICE ELEVATORS SHALL BE PROVIDED WITH NOT LESS THAN ONE MEDICAL EMERGENCY SERCIE ELEVATOR TO ALL LANDINGS. ELEVATOR CAB SHALL HAVE AN MINIMUM DIMENSION OF 80" X 54" WITH 42" CLEAR OPENING.
7. MEANS OF EGRESS SHALL HAVE A CEILING HEIGHT OF AT LEAST 7'-6". CBC 1003.2
8. STAIRWAYS SHALL BE BUILT OF MATERIALS CONSISTENT WITH THE TYPE OF CONSTRUCTION. (CBC 1011.7)
9. PROVIDE AN ELEVATOR WITH STANDBY POWER IN ACCORDANCE WITH CBC CHAPTER 27 CBC 3003 FOR BUILDINGS WHERE A REQUIRED ACCESSIBLE FLOORS IS 4 OR MORE STORIES ABOVE OR BELOW A LEVEL OF EXIT DISCHARGE. (CBC1009.2.1)

FIRE PROTECTION

1. THIS BUILDING MUST BE EQUIPPED W/ AN AUTOMATIC FIRE EXTINGUISHING SYSTEM, COMPLYING WITH NFPA-13; THE SPRINKLER SYSTEM SHALL BE APPROVED BY PLUMBING DIV. PRIOR TO INSTALLATION.
2. PROVIDE A PORTABLE FIRE EXTINGUISHER WITH RATING OF NOT LESS THAN 2-A OR 2-A10BC WITHIN 75 FEET TRAVEL DISTANCE TO ALL PORTIONS OF THE BUILDING ON EACH FLOOR, INCLUDING DURING CONSTRUCTION.
3. PROVIDE A PORTABLE FIRE EXTINGUISHER WITH RATING OF NOT LESS THAN 10BC FOR KITCHENS, ELECTRICAL ROOMS, MECHANICAL ROOMS, AND PARKING GARAGES.
4. PROVIDE FIRE EXTINGUISHER AS REQUIRED BY FIRE DEPT FIELD INSPECTOR.
5. PROVIDE PANIC / FIRE EXIT HARDWARE AT DOORS SERVING ROOMS/SPACES WITH AN OCCUPANT LOAD OF 50 OR MORE
6. CORRIDORS AND ENCLOSURE FOR EXIT ACCESS STAIRWAYS AND EXIT ACCESS RAMPS TO BE CLASS C.
7. PROVIDE 1 HOUR RATED SEALANT AT ALL PENETRATIONS THROUGH WALLS, FLOORS AND GARAGE DECK PER 7.13.4 SEALANT SHALL BE DAP FIREBLOCK FOAM SEALANT, ICC # ESR-1868.
8. DOORS SHALL BE 1.5 HR FIRE RATED AND WINDOWS SHALL BE 1.5 HR FIRE RATED IN 2 HR WALLS. DOORS SHALL BE 3/4 HR FIRE RATED AND WINDOWS SHALL BE 3/4 HR FIRE RATED IN 1 HR WALLS.
9. EMERGENCY & STANDBY POWER SYSTEMS SHALL BE DESIGNED TO PROVIDE REQUIRED POWER FOR 2-HR MIN. U.N.O (LAFC 604.1.4)
15. PROVIDE FIRE SPRINKLERS THROUGHOUT. THE SPRINKLER SYSTEM SHALL BE APPROVED BY PLUMBING DIVISION PRIOR TO INSTALLATION.
12. THIS BUILDING SHALL BE PROVIDED WITH A MANUAL ALARM SYSTEM WITH THE CAPABILITY TO SUPPORT VISIBLE ALARM NOTIFICATION APPLIANCES IN ACCORDANCE WITH NFPA 72. (907.2.9, 907.5.2.3.3, 907.5.2.3.4)

GREEN NOTES

1. IRRIGATION CONTROLLERS SHALL BE WEATHER OR OIL BASED. LOCATE CONTROLLERS AS INDICATED ON THE PLAN.
2. PROVIDE A 4" BASE OF 1/2" OR LARGER CLEAN AGGREGATE SHALL BE PROVIDED FOR SLABS ON GRADE.
3. PROVIDE A VAPOR BARRIER SHALL BE PROVIDED IN DIRECT CONTACT WITH FOR SLAB ON GRADE.
4. BATH FANS TO BE ENERGY STAR COMPLIANT, CONTROLLED BY HUMIDISTAT AND VENTED TO OUTSIDE.
5. THE FLOW RATES FOR ALL PLUMBING FIXTURES SHALL COMPLY WITH THE MAXIMUM FLOW RATES SPECIFIED IN SECTION4.303.1.
6. WHEN A SHOWER IS SERVED BY MORE THAN ONE SHOWERHEAD, THE COMBINED FLOW RATE OF ALL THE SHOWERHEAD AND/OR OTHER OUTLETS CONTROLLED BY A SINGE VALVE SHALL NOT EXCEED 2.0 GALLONS PER MINUTE AT 80 PSI, OR THE SHOWER SHALL BE DESIGNED TO ONLY ALLOW ONE SHOWERHEAD TO BE IN OPERATION AT A TIME.
7. MULTI-FAMILY DWELLINGS NOT EXCEEDING THREE STORIES AND CONTAIN 50 UNITS OR LESS SHALL INSTALL A SEPARATE METER OR SUBMETER WITHIN COMMOM AREAS AND WITHIN EACH INDIVIDUAL DWELLING UNIT.

EXHIBIT "A"
Page No. 13 of 20
Case No. DIR-2021-2250-TOC-HCA

FINISH LEGEND

CN-1	CONCRETE MASONRY UNIT
CN-2	UNCOLORED CONC. W/ SMOOTH FIN. SOLAR REFLECTANCE VALUE > 0.30 PER ASTM E1918,
GB-1	TYPE X GYPSUM BOARD, GREENBOARD IN ALL WET AREAS
GL-1	TEMPERED GLASS SHOWER ENCLOSURE
MT-1	METAL W/ POWDER COATED FINISH
PL-1	SAND FINISH PLASTER W/ INTEGRAL COLOR: WHITE
PL-2	SAND FINISH PLASTER W/ INTEGRAL COLOR: GREY
GR-1	VERTICAL METAL PICKET GUARDRAIL COLOR: BLACK
TL-1	TILE FLOOR, SLIP RESISTANT
TL-2	CERAMIC WALL TILE
TL-3	QUARTZ COUNTERTOP
WD-1	VERTICAL WOOD SIDING 1" X 3" CLEAR CEDAR T&G
WD-2	WOOD DECKING SPECIES / FIN. TBD
RF-1	DEXOTEX WEATHERWEAR ESR 1757. W/ AJ-44 SR TOP COAT: 413 SPEEDWAY GRAY. SRI 69 SEE (A7.30)
RF-2	SARNAFIL MEMBRANE, WHITE, LARR 24852 SEE (A7.30)

GENERAL KEYNOTES

GK1	GUARDRAIL TO BE 42" MIN. HEIGHT WITH 3 15/16" MAX. OPENING SIZE. SEE DETAIL 01/A7.11
GK2	GUARDRAIL TO BE 42" MIN. HEIGHT WITH 3 15/16" MAX. OPENING SIZE. SEE DETAIL 02/A7.11
GK3	CONC. FOOTING PER STRUCTURAL
GK4	COLUMN PER STRUCTURAL

LEGEND

- GKXX — GENERAL KEYNOTE (THIS SHEET)
- PROPERTY LINE
- SETBACK LINE
- CENTERLINE
- LINE OF OBJECT ABOVE
- LINE OF OBJECT BELOW
- STRUCTURAL GRIDLINE
- WALL TYPE PER A7.00
- SLOPE TO DRAIN MAX 2%
- 304.50' — FLOOR ELEVATIONS
- 1/2" — MAX. ELEV. TRANSITION W/ BEVEL W/ MAX 1:2 SLOPE
- EXIT SIGN
- SD — CEILING MOUNTED SMOKE DETECTOR
- CD — CEILING MOUNTED CARBON MONOXIDE DET.
- ENERGY STAR EXHAUST FAN
- ROOF DRAIN W / OVERFLOW W / 4" PVC DRAIN PIPE TO STREET AS PER LA CITY REQ.
- AREA DRAIN
- C — IRRIGATION CONTROLLER
- RSD — RAIN SENSOR DEVICE SEE
- WC — WATER CURTAIN PER LABC 705.8.2 & MIN. REQ. PER DOC P/BC 2014-106. SEE A7.02
- PH — DOOR W/ PANIC HARDWARE PER CBC 1010.1.10
- SG — 90 MIN RATED DOORS W/ SMOKEGUARD SEE A7.25
- ONE-HOUR FIRE PARTITION IN ACCORDANCE WITH SECTION 708.3
- TWO-HOUR FIRE-RESISTANCE RATED ENCLOSURE IN ACCORDANCE WITH SECTION 707 AND 711.
- 4'-0" — DIMENSION TO FINISH FACE OF WALLS / SURFACES
- 4'-0" — DIMENSION TO FRAMING (FACE OF STUD)

0 2' 4' 8'

6TH FL.
SCALE: 3/16" = 1'-0"

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08.05.20	TOC - REV
11.16.20	PLAN UPDATE

6TH FLOOR PLAN

PUBLISHED: 9/17/2021

A2.06

SHEET 39 OF 101

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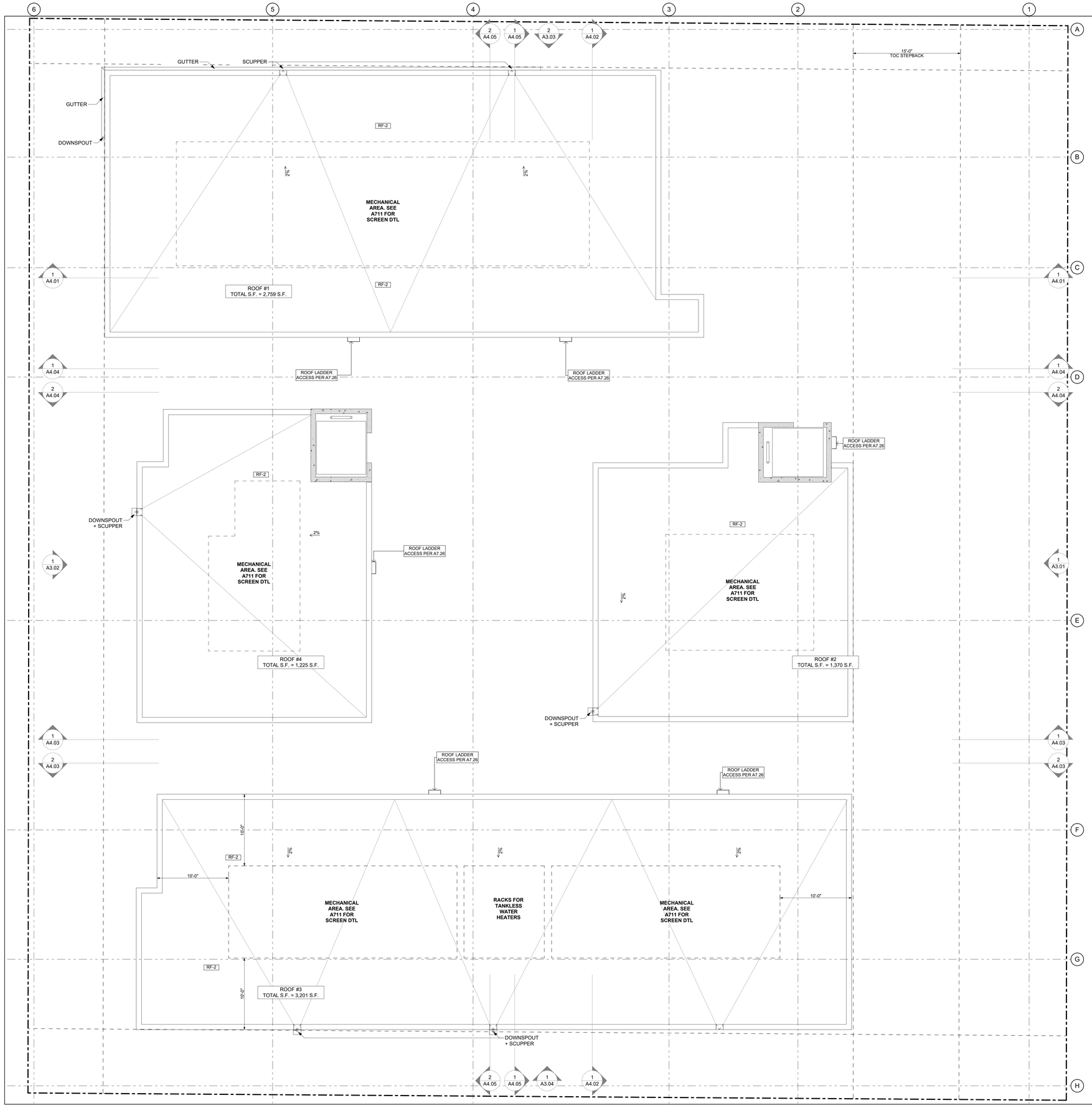

GENERAL NOTES

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EXHIBIT "A"
Page No. 14 of 20
Case No. DIR-2021-2250-TOC-HCA

FINISH LEGEND

CN-1	CONCRETE MASONRY UNIT
CN-2	UNCOLORED CONC. W/ SMOOTH FIN. SOLAR REFLECTANCE VALUE > 0.30 PER ASTM E1918,
GB-1	TYPE X GYPSUM BOARD, GREENBOARD IN ALL WET AREAS
GL-1	TEMPERED GLASS SHOWER ENCLOSURE
MT-1	METAL W/ POWDER COATED FINISH
PL-1	SAND FINISH PLASTER W/ INTEGRAL COLOR: WHITE
PL-2	SAND FINISH PLASTER W/ INTEGRAL COLOR: GREY
GR-1	VERTICAL METAL PICKET GUARDRAIL COLOR: BLACK
TL-1	TILE FLOOR, SLIP RESISTANT
TL-2	CERAMIC WALL TILE
TL-3	QUARTZ COUNTERTOP
WD-1	VERTICAL WOOD SIDING 1" X 3" CLEAR CEDAR T&G
WD-2	WOOD DECKING SPECIES / FIN. TBD
RF-1	DEXOTEX 'WEATHERWEAR' ESR 1757. W/ AJ-44 SR TOP COAT; 413 SPEEDWAY GRAY. SRI 65 SEE (A7.30)
RF-2	SARNAFIL MEMBRANE, WHITE, LARR 24852 SEE (A7.30)

GENERAL KEYNOTES

GK1	GUARDRAIL TO BE 42" MIN. HEIGHT WITH 3 15/16" MAX. OPENING SIZE. SEE DETAIL 01/A7.11
GK2	GUARDRAIL TO BE 42" MIN. HEIGHT WITH 3 15/16" MAX. OPENING SIZE. SEE DETAIL 02/A7.11
GK3	CONC. FOOTING PER STRUCTURAL
GK4	COLUMN PER STRUCTURAL

LEGEND

GKXX	GENERAL KEYNOTE (THIS SHEET)
	PROPERTY LINE
	SETBACK LINE
	CENTERLINE
	LINE OF OBJECT ABOVE
	LINE OF OBJECT BELOW
	STRUCTURAL GRIDLINE
	WALL TYPE PER A7.00
	SLOPE TO DRAIN MAX 2%
304.50'	FLOOR ELEVATIONS
1/2"	MAX. ELEV. TRANSITION W/ BEVEL W/ MAX 1:2 SLOPE
	EXIT SIGN
SD	CEILING MOUNTED SMOKE DETECTOR
CD	CEILING MOUNTED CARBON MONOXIDE DET.
	ENERGY STAR EXHAUST FAN
	ROOF DRAIN W / OVERFLOW W / 4" PVC DRAIN PIPE TO STREET AS PER LA CITY REQ.
	AREA DRAIN
C	IRRIGATION CONTROLLER
RSD	RAIN SENSOR DEVICE SEE
WC	WATER CURTAIN PER LABC 705.8.2 & MIN. REQ. PER DOC P/BC 2014-106, SEE A7.02
PH	DOOR W/ PANIC HARDWARE PER CBC 1010.1.10
SG	90 MIN RATED DOORS W/ SMOKEGUARD SEE A7.25
	ONE-HOUR FIRE PARTITION IN ACCORDANCE WITH SECTION 708.3
	TWO-HOUR FIRE-RESISTANCE RATED ENCLOSURE IN ACCORDANCE WITH SECTION 707 AND 711.
4'-0"	DIMENSION TO FINISH FACE OF WALLS / SURFACES
4'-0"	DIMENSION TO FRAMING (FACE OF STUD)

0 2' 4' 8' N

ROOF

SCALE: 3/16" = 1'-0"

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06.17.20	TOC SUBMITTAL
07.23.20	100% SD
08.05.20	TOC - REV
11.16.20	PLAN UPDATE

ROOF PLAN

PUBLISHED: 9/17/2021

A2.07

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East Elevation

SCALE: 3/16" = 1'-0"

ELEVATION NOTES

GENERAL

01 GUARDRAILS TO BE 42" MINIMUM HEIGHT WITH 3 15/16" MAXIMUM OPENING SIZE.

02 CONTRACTOR TO VERIFY CONFORMANCE TO REQUIRED BUILDING HEIGHTS AND BUILDING ENVELOPES. PROVIDE CERTIFIED SURVEY OF REQUIRED BUILDING HEIGHT. INFORM ARCHITECT OF ANY DISCREPANCIES.

03 ADD SELF-ADHERING MODIFIED BITUMEN (JIFFY SEAL OR EQUAL) EXTENDING 24" EACH SIDE AT ALL VALLEYS, CRICKETS, TOPS OF WALLS, CONFINED RAKES, AND TRANSITION AREAS. ADD WATER DIVERTER @ CONFINED RAKES.

04 GLAZING WITHIN 18" OF THE ADJACENT FLOOR WALKING SURFACE SHALL BE FULLY TEMPERED.

05 PARAPETS, SATELLITE ANTENNAE, RAILS, SKYLIGHTS, ROOF EQUIPMENT MUST BE WITHIN THE HEIGHT LIMIT.

06 EXTERIOR WALLS WITH A FIRE SEPARATION DISTANCE OF 5' OR LESS SHALL BE 1-HR FIRE-RESISTANCE RATING FOR EXPOSURE TO FIRE FROM BOTH SIDES.)

07 WIDOWS LABELED AS "EGRESS SHALL COMPLY WITH REQ'D MIN DIMENSIONS PER 01/A0.20

08 PROVIDE ANTI-GRAFFITI FINISH AT THE FIRST 9 FEET, MEASURES FROM GRADE, AT EXTERIOR WALLS AND DOORS.

LID

01 ALL DOWNSPOUTS TO DRAIN TO RAIN TANKS PER LID 1-7

EXHIBIT "A"
Page No. 15 of 20
Case No. DIR-2021-2250-TOC-HCA

FINISH LEGEND

CN-1	CONCRETE MASONRY UNIT
CN-2	UNCOLORED CONC. W/ SMOOTH FIN. SOLAR REFLECTANCE VALUE > 0.30 PER ASTM E1918,
GB-1	TYPE X GYPSUM BOARD, GREENBOARD IN ALL WET AREAS
GL-1	TEMPERED GLASS SHOWER ENCLOSURE
MT-1	METAL W/ POWDER COATED FINISH
PL-1	SAND FINISH PLASTER W/ INTEGRAL COLOR: WHITE
PL-2	SAND FINISH PLASTER W/ INTEGRAL COLOR: GREY
GR-1	VERTICAL METAL PICKET GUARDRAIL COLOR: BLACK
TL-1	TILE FLOOR, SLIP RESISTANT
TL-2	CERAMIC WALL TILE
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GENERAL KEYNOTES

GK01	GUARDRAIL TO BE 42" MIN. HEIGHT WITH 3 15/16" MAX. OPENING SIZE. SEE DETAIL 01/A7.11
GK02	GUARDRAIL TO BE 42" MIN. HEIGHT WITH 3 15/16" MAX. OPENING SIZE. SEE DETAIL 02/A7.11
GK03	CONC. FOOTING PER STRUCTURAL
GK04	COLUMN PER STRUCTURAL
GK05	-

LEGEND

GKXX	GENERAL KEYNOTE (THIS SHEET)
	PROPERTY LINE
	SETBACK LINE
	CENTERLINE
	PROPOSED GRADE
	(E) GRADE
	ONE-HOUR HORIZONTAL BUILDING SEPARATION IN ACCORDANCE WITH SECTION 711. USG FIRE RATED SYSEM DESIGN - UL 0311. STC 52.
	TWO-HOUR HORIZONTAL BUILDING SEPARATION IN ACCORDANCE WITH SECTION 711.
X	FLOOR TYPE PER A7.00
WC	WATER CURTAIN PER LABC 705.8.2 & MIN. REQ. PER DOC P/BC 2014-106
+309'-0"	ELEVATION DIM. / DATUM
T.O.W. XXX.XX	TOP OF WALL ELEVATION
5'-0"	DIMENSION TO FINISH FACE OF WALLS / SURFACES
5'-0"	DIMENSION TO FRAMING (FACE OF STUD)

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07.23.20	100% SD
08.05.20	TOC - REV
11.16.20	PLAN UPDATE

EAST ELEVATION

PUBLISHED: 9/17/2021

A3.01

SHEET 59 OF 101

C:\Users\BA-6\Desktop\HOOVER_18bcefyb2.pln

West Elevation

SCALE: 3/16" = 1'-0"

ELEVATION NOTES

GENERAL

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04 GLAZING WITHIN 18" OF THE ADJACENT FLOOR WALKING SURFACE SHALL BE FULLY TEMPERED.

05 PARAPETS, SATELLITE ANTENNAE, RAILS, SKYLIGHTS, ROOF EQUIPMENT MUST BE WITHIN THE HEIGHT LIMIT.

06 EXTERIOR WALLS WITH A FIRE SEPARATION DISTANCE OF 5' OR LESS SHALL BE 1-HR FIRE-RESISTANCE RATING FOR EXPOSURE TO FIRE FROM BOTH SIDES.)

07 WIDOWS LABELED AS "EGRESS SHALL COMPLY WITH REQ'D MIN DIMENSIONS PER 01/A0.20

08 PROVIDE ANTI-GRAFFITI FINISH AT THE FIRST 9 FEET, MEASURES FROM GRADE, AT EXTERIOR WALLS AND DOORS.

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WD-1	WOOD FLOORING SPECIES / FIN. TBD
WD-2	WOOD DECKING SPECIES / FIN. TBD
RF-1	DEXOTEX 'WEATHERWEAR' ESR 1757. W/ AJ-44 SR TOP COAT. 413 SPEEDWAY GRAY. SRI 65 SEE (A7.30)
RF-2	SARNAFIL MEMBRANE, WHITE, LARR 24852 SEE (A7.30)

GENERAL KEYNOTES

GK01	GUARDRAIL TO BE 42" MIN. HEIGHT WITH 3 15/16" MAX. OPENING SIZE. SEE DETAIL 01/A7.11
GK02	GUARDRAIL TO BE 42" MIN. HEIGHT WITH 3 15/16" MAX. OPENING SIZE. SEE DETAIL 02/A7.11
GK03	CONC. FOOTING PER STRUCTURAL
GK04	COLUMN PER STRUCTURAL
GK05	-

LEGEND

- GKXX — GENERAL KEYNOTE (THIS SHEET)
- PROPERTY LINE
- SETBACK LINE
- CENTERLINE
- PROPOSED GRADE
- (E) GRADE
- **ONE-HOUR** HORIZONTAL BUILDING SEPARATION IN ACCORDANCE WITH SECTION 711. USG FIRE RATED SYSEM DESIGN - UL 0311. STC 52.
- **TWO-HOUR** HORIZONTAL BUILDING SEPARATION IN ACCORDANCE WITH SECTION 711.
- X — FLOOR TYPE PER A7.00
- WC — WATER CURTAIN PER LABC 705.8.2 & MIN. REQ. PER DOC P/BC 2014-106
- +309'-0" — ELEVATION DIM. / DATUM
- T.O.W. XXX.XX — TOP OF WALL ELEVATION
- 5'-0" — DIMENSION TO FINISH FACE OF WALLS / SURFACES
- 5'-0" — DIMENSION TO FRAMING (FACE OF STUD)

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511 HOOVER

511 N. HOOVER ST.
LOS ANGELES, 90004

LICENSED ARCHITECT
MARK CHRISTOPHER BITTONI
No. C-34136
REN. 3.31.21
STATE OF CALIFORNIA

DATE	DESCRIPTION
06.17.20	TOC SUBMITTAL
07.23.20	100% SD
08.05.20	TOC - REV
11.16.20	PLAN UPDATE

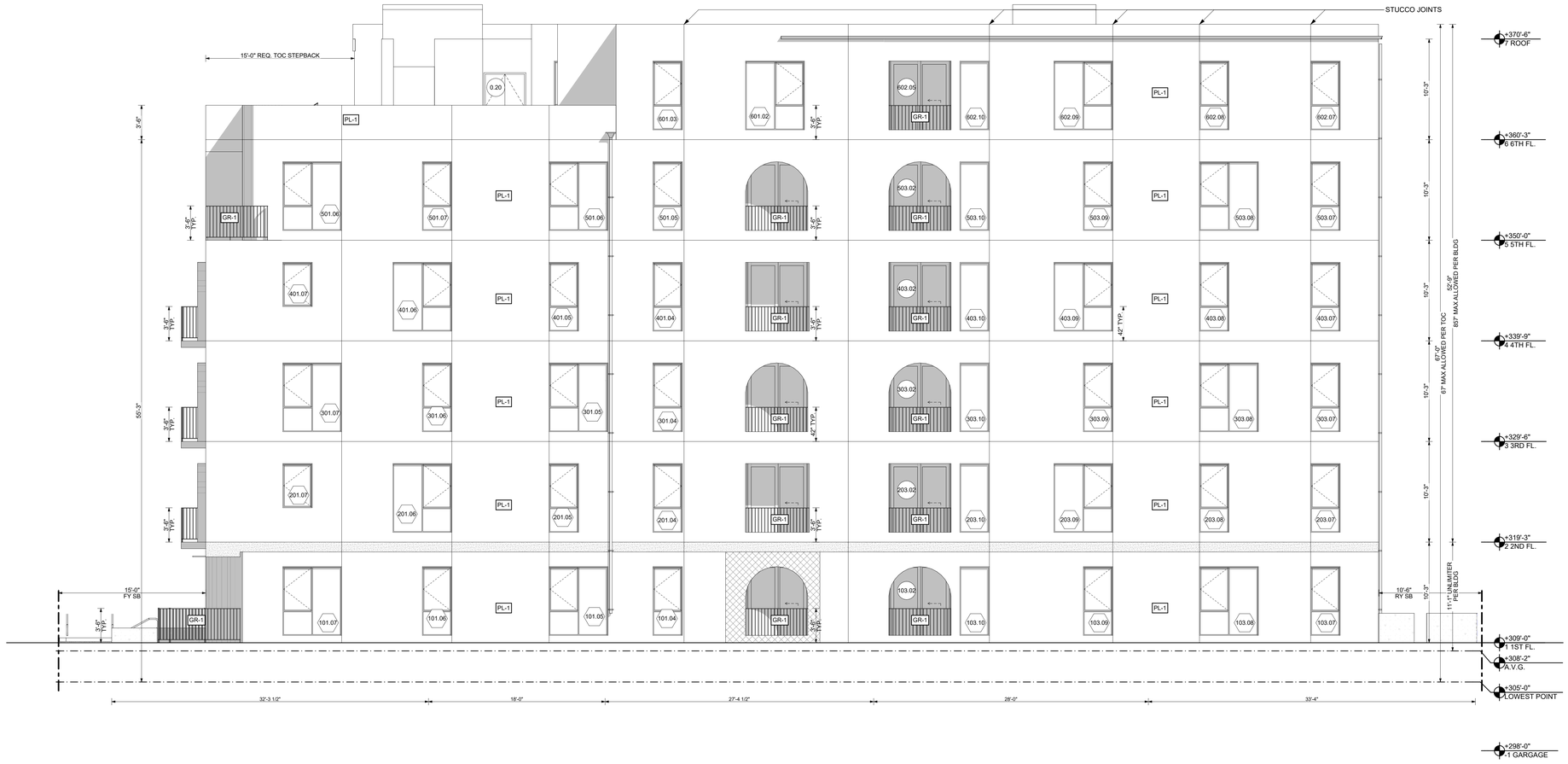
WEST ELEVATION

PUBLISHED: 9/17/2021

A3.02

SHEET 60 OF 101

C:\Users\BA-R2\desktop\HOOVER_t3tcofrybi2.pln



North Elevation

SCALE: 3/16" = 1'-0"

ELEVATION NOTES

GENERAL

01 GUARDRAILS TO BE 42" MINIMUM HEIGHT WITH 3 15/16" MAXIMUM OPENING SIZE.

02 CONTRACTOR TO VERIFY CONFORMANCE TO REQUIRED BUILDING HEIGHTS AND BUILDING ENVELOPES. PROVIDE CERTIFIED SURVEY OF REQUIRED BUILDING HEIGHT. INFORM ARCHITECT OF ANY DISCREPANCIES.

03 ADD SELF-ADHERING MODIFIED BITUMEN (JIFFY SEAL OR EQUAL) EXTENDING 24" EACH SIDE AT ALL VALLEYS, CRICKETS, TOPS OF WALLS, CONFINED RAKES, AND TRANSITION AREAS. ADD WATER DIVERTER @ CONFINED RAKES.

04 GLAZING WITHIN 18" OF THE ADJACENT FLOOR WALKING SURFACE SHALL BE FULLY TEMPERED.

05 PARAPETS, SATELLITE ANTENNAE, RAILS, SKYLIGHTS, ROOF EQUIPMENT MUST BE WITHIN THE HEIGHT LIMIT.

06 EXTERIOR WALLS WITH A FIRE SEPARATION DISTANCE OF 5' OR LESS SHALL BE 1-HR FIRE-RESISTANCE RATING FOR EXPOSURE TO FIRE FROM BOTH SIDES.)

07 WIDOWS LABELED AS "EGRESS SHALL COMPLY WITH REQ'D MIN DIMENSIONS PER 01/A0.20

08 PROVIDE ANTI-GRAFFITI FINISH AT THE FIRST 9 FEET, MEASURES FROM GRADE, AT EXTERIOR WALLS AND DOORS.

LID

01 ALL DOWNSPOUTS TO DRAIN TO RAIN TANKS PER LID 1-7

EXHIBIT "A"
Page No. 17 of 20
Case No. DIR-2021-2250-TOC-HCA

FINISH LEGEND

CN-1	CONCRETE MASONRY UNIT
CN-2	UNCOLORED CONC. W/ SMOOTH FIN. SOLAR REFLECTANCE VALUE = 0.30 PER ASTM E1918.
GB-1	TYPE X GYPSUM BOARD, GREENBOARD IN ALL WET AREAS
GL-1	TEMPERED GLASS SHOWER ENCLOSURE
MT-1	METAL W/ POWDER COATED FINISH
PL-1	SAND FINISH PLASTER W/ INTEGRAL COLOR: WHITE
PL-2	SAND FINISH PLASTER W/ INTEGRAL COLOR: GREY
GR-1	VERTICAL METAL PICKET GUARDRAIL COLOR: BLACK
TL-1	TILE FLOOR, SLIP RESISTANT
TL-2	CERAMIC WALL TILE
TL-3	QUARTZ COUNTERTOP
WD-1	WOOD FLOORING SPECIES / FIN. TBD
WD-2	WOOD DECKING SPECIES / FIN. TBD
RF-1	DEXOTEX 'WEATHERWEAR' ESR 1757. W/ AJ-44 SR TOP COAT: 413 SPEEDWAY GRAY. SRI 65 SEE (A7.30)
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GENERAL KEYNOTES

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GK03	CONC. FOOTING PER STRUCTURAL
GK04	COLUMN PER STRUCTURAL
GK05	-

LEGEND

GKXX	GENERAL KEYNOTE (THIS SHEET)
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	SETBACK LINE
	CENTERLINE
	PROPOSED GRADE
	(E) GRADE
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	TWO-HOUR HORIZONTAL BUILDING SEPARATION IN ACCORDANCE WITH SECTION 711.
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5'-0"	DIMENSION TO FINISH FACE OF WALLS / SURFACES
5'-0"	DIMENSION TO FRAMING (FACE OF STUD)

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LICENSED ARCHITECT
MARK CHRISTOPHER BITTONI
No. C-34136
REN. 3.31.21
STATE OF CALIFORNIA

DATE	DESCRIPTION
06.17.20	TOC SUBMITTAL
07.23.20	100% SD
08.05.20	TOC - REV
11.16.20	PLAN UPDATE

NORTH ELEVATION

PUBLISHED: 9/17/2021

A3.03

South Elevation

SCALE: 3/16" = 1'-0"

ELEVATION NOTES

GENERAL

01 GUARDRAILS TO BE 42" MINIMUM HEIGHT WITH 3 15/16" MAXIMUM OPENING SIZE.

02 CONTRACTOR TO VERIFY CONFORMANCE TO REQUIRED BUILDING HEIGHTS AND BUILDING ENVELOPES. PROVIDE CERTIFIED SURVEY OF REQUIRED BUILDING HEIGHT. INFORM ARCHITECT OF ANY DISCREPANCIES.

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LID

01 ALL DOWNSPOUTS TO DRAIN TO RAIN TANKS PER LID 1-7

EXHIBIT "A"
Page No. 18 of 20
Case No. DIR-2021-2250-TOC-HCA

FINISH LEGEND

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CN-2	UNCOLORED CONC. W/ SMOOTH FIN. SOLAR REFLECTANCE VALUE = 0.30 PER ASTM E1918.
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LEGEND

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- T.O.W. XXX.XX — TOP OF WALL ELEVATION
- 5'-0" — DIMENSION TO FINISH FACE OF WALLS / SURFACES
- 5'-0" — DIMENSION TO FRAMING (FACE OF STUD)

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LICENSED ARCHITECT
MARK CHRISTOPHER BITTONI
No. C-34136
REN. 3.31.21
STATE OF CALIFORNIA

06.17.20	TOC SUBMITTAL
07.23.20	100% SD
08.05.20	TOC - REV
11.16.20	PLAN UPDATE

DATE	DESCRIPTION

SOUTH ELEVATION

PUBLISHED: 9/17/2021

A3.04

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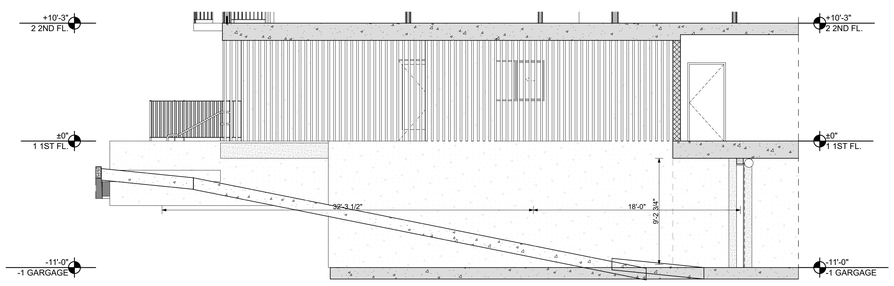
Building Section A

SCALE: 3/16" = 1'-0"



Ramp Section

SCALE: 3/16" = 1'-0"

EXHIBIT "A"
Page No. 19 of 20
Case No. DIR-2021-2250-TOC-HCA

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LICENSED ARCHITECT
MARK CHRISTOPHER BITTONI
No. C-34136
REN. 3.31.21
STATE OF CALIFORNIA

DATE	DESCRIPTION
06.17.20	TOC SUBMITTAL
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08.05.20	TOC - REV
11.16.20	PLAN UPDATE

BUILDING SECTION

PUBLISHED: 9/17/2021

A4.01

SHEET 63 OF 101

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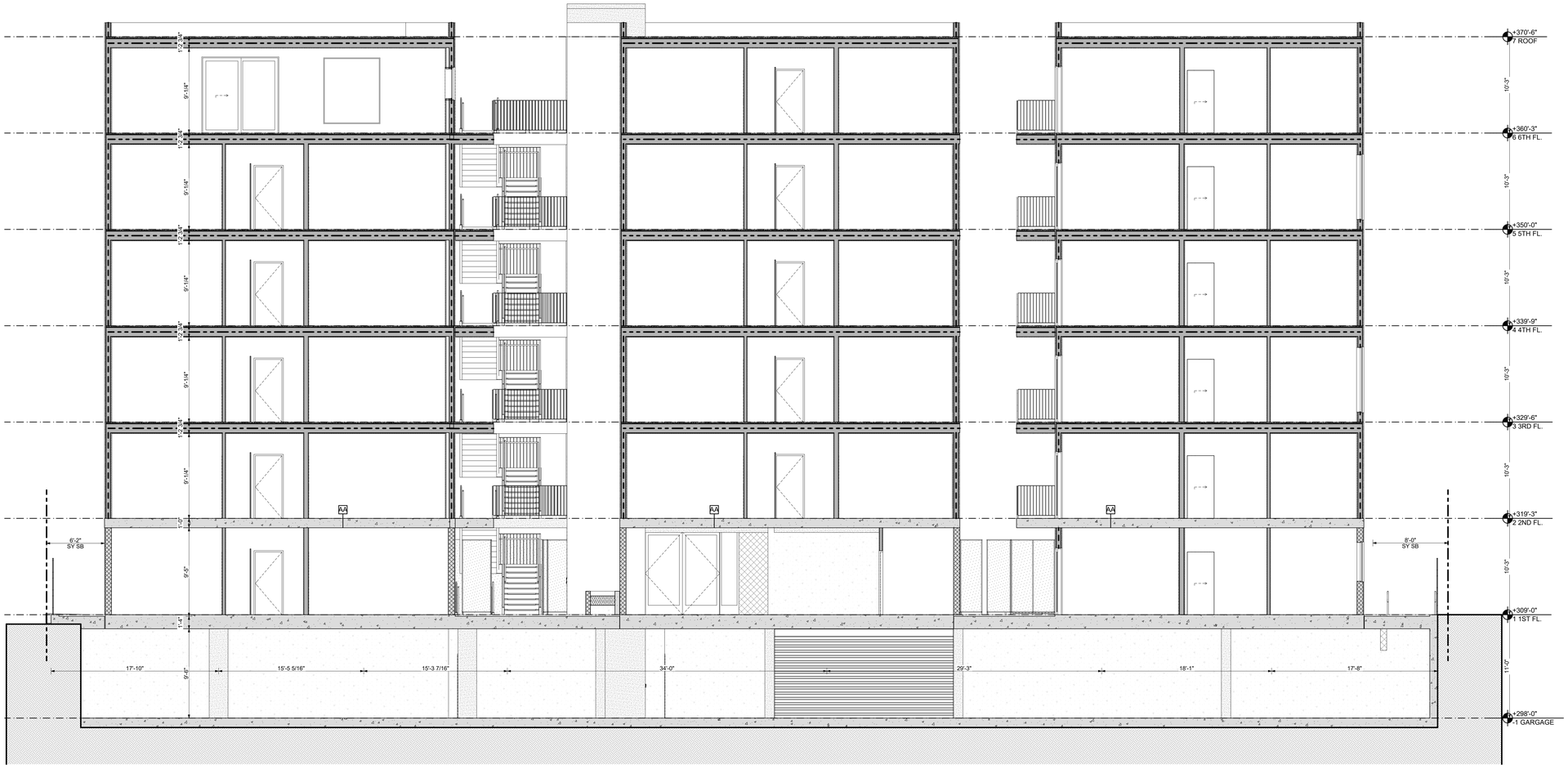

Building Section B

SCALE: 3/16" = 1'-0"

EXHIBIT "A"
Page No. 20 of 20
Case No. DIR-2021-2250-TOC-HCA

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No. C-34136
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STATE OF CALIFORNIA

DATE	DESCRIPTION
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11.16.20	PLAN UPDATE

BUILDING SECTION

PUBLISHED: 9/17/2021

A4.02

SHEET 64 OF 101

LEGEND

SYMBOL	CALLOUT	ITEM	MANUFACTURER	PRODUCT	COLOR/ FINISH	COMMENTS	DETAIL
	PA	PLANTING AREA				SEE PLANTING SHEETS	
	LID	LID PLANTER		POURED IN PLACE CONCRETE PLANTER			SEE 2/L2.00
	T1	NEW TREE				SEE PLANTING SHEETS	
	W1	30" HIGH PLANTER		POURED IN PLACE CONCRETE PLANTER	T.B.D.	SEE STAKING PLAN FOR OVERALL DIMENSIONS	SEE 2/L2.00
	W2	36" HIGH PLANTER		POURED IN PLACE CONCRETE PLANTER	T.B.D.	SEE STAKING PLAN FOR OVERALL DIMENSIONS	SEE 2/L2.00
	W3	42" HIGH PLANTER		POURED IN PLACE CONCRETE PLANTER	T.B.D.	SEE STAKING PLAN FOR OVERALL DIMENSIONS	SEE 2/L2.00
	W4	24" HIGH METAL PLANTER		1/8" THICK METAL PLANTER	BLACK PATINA FINISH	SEE STAKING PLAN FOR OVERALL DIMENSIONS	SEE 2/L2.00
	W5	30" HIGH METAL PLANTER		1/8" THICK METAL PLANTER	BLACK PATINA FINISH	SEE STAKING PLAN FOR OVERALL DIMENSIONS	SEE 2/L2.00
	P1	CONCRETE		POURED IN PLACE CONCRETE	TOP CAST #3	POURED IN PLACE CONCRETE SLOPED TO DRAINS. BROOM FINISH	SEE 2/L2.00
	P2	TOPPING SLAB		POURED IN PLACE CONCRETE		POURED IN PLACE CONCRETE SLOPED TO DRAINS. MOCK UP TO BE PROVIDED BY CONTRACTOR. TO BE APPROVED BY CLIENT BEFORE INSTALL .	SEE 2/L2.00
	P3	PAVER 1 - 48"X48"		PEDESTAL PAVER	TBD		SEE 5/L2.00
	P4	PAVER 2 - 24"X24"		PEDESTAL PAVER	TBD		SEE 5/L2.00
	P5	8" CEMENT TILE	TESSELLE	8" SQUARE CEMENT TILE	NEOTERRA ICICLE	560 SQ FT. SAMPLES TO BE PROVIDED BY CONTRACTOR FOR APPROVAL BY CLIENT.	SEE 4/L2.00
	P6	D.G.			T.B.D.		
	P7	SYN-LAWN TURF	SYN- LAWN	SYNAGUSTINE 547		SAMPLES TO BE PROVIDED BY CONTRACTOR FOR APPROVAL BY CLIENT.	
	A1	BUILT-IN BBQ WOOD FRAMED. DEKTON COUNTER TOP. SINK. FAUCET, AND BBQ	ELKAY	STAINLESS STEEL SINGLE BOWL SINK.		'DAYTON' ADA DROP IN STAINLESS STEEL SINGLE BOWL SINK. D11516	5/L4.00
			BBQ GUYS	SINGLE HANDLE PULL-DOWN GOOSENECK HOT/COLD FAUCET		SIGNATURE SERIES SINGLE HANDLE PULL-DOWN GOOSENECK HOT/COLD FAUCET. BRUSHED NICKEL. BBQ-N88421N1BN	
			BULL OUTLAW	BUILT-IN NATURAL GAS GRILL		30" 4 BURNER BUILT-IN NATURAL GAS GRILL 26039	3/L4.00
			LYNX	COUNTER TOP		ADA ACCESSILBE HANDLE KIT	
	A2	ROUND FIREBOWL	TBD			SHUTOFF TIMER. ELECTRONIC OR PUSH BUTTON START PER OWNER DIRECTION	
	F1	LARGE COMMUNITY TABLE	PER OWNER				
	F2	ROUND TWO TOP TABLE	PER OWNER				
	F3	CHAIR	PER OWNER				
	F4	3 PERSON SOFA	PER OWNER				
	F5	SMALL SOFA	PER OWNER				
	F6	8' LONG CUSTOM LOG, 18" HIGH	ANGEL CITY LUMBER	LOG BENCH			
	F7	18" HIGH CUSTOM LOG	ANGEL CITY LUMBER	LOG STOOL			
	F8	ROUND COFFEE TABLE	PER OWNER				
	F9	BUILT-IN BENCH ON PLANTER				CUSTOM THERMORY BUILT IN BENCH BOLTED ON PLANTER.	
	F10	4 PERSON ROUND TABLE	PER OWNER				
		6 PERSON ROUND TABLE	PER OWNER				
	F11	HIGH STOOL TABLE	PER OWNER				
	F12	PING PONG TABLE	PER OWNER				

CITY OF LOS ANGELES LANDSCAPE ORDINANCE GUIDELINES "O". LANDSCAPE POINT SYSTEM

SQUARE FOOTAGE FOR PROJECT	32,984	POINTS REQUIRED PER ORDINANCE PLUS 10% PER CONDITIONS OF APPROVAL	22
FEATURE/TECHNIQUE		**SITE WORK**	**POINTS**
3 POINTS PER 50 SF OF MEDIAN PLANTING		508 SF	30
		TOTAL	**30**

HARDSCAPE SOLAR REFLECTANCE

1ST FLOOR	SRI VALUE	QUANTITY IN SF	SRI VALUE ABOVE .30
WESTCOAT SPECIALTY COATING - STONE GRAY	N/A	269	
GRAVEL		1,325	0
TOP CAST #3	0.31	341	341
NEOTERRA ICICLE	N/A	560	0
ROOF DECK			
WEST COAT : STONE GRAY	N/A	738	
WEST COAT : CAPE COD GRAY	N/A	1134	
	TOTAL	**4,367**	**341**
PERCENTAGE OF HARDSCAPE WITH SRI VALUE ABOVE .30			TBD

** CONTRACTOR TO SUBMIT SAMPLES OF FINISHES TO LANDSCAPE ARCHITECT FOR APPROVAL PRIOR TO BEGIN INSTALLATION

LANDSCAPE CALCULATIONS

TREE COUNT - 1 TREE PER EVERY 4 UNITS

39 UNITS REQUIRES 10 TREES.

PROVIDED **11 TREES** IN LANDSCAPE

LANDSCAPE AREA - SQUARE FOOTAGE

1st FLOOR LANDSCAPE AREA PROVIDED **1,827 SQ FT.**

ROOF LANDSCAPE AREA PROVIDED **300 SQ FT.**

EXHIBIT "A"
Page No. 21 of 36
Case No. DIR-2021-2250-TOC-HCA

SHEET INDEX

ENVIRONMENTALDESIGNSTUDIO
201 WESTMORELAND AVE SUITE 126,
LOS ANGELES, CA 90004
www.EDSstudioLA.com

HOOVER

507 N HOOVER ST.
LOS ANGELES, 90004

DATE	DESCRIPTION
12.08.20	100% DD
09.03.21	90% CD

PROJECT NO: #Project Code

SHEET NAME

CONSTRUCTION NOTES AND LEGEND

L1.00

ENVIRONMENTALDESIGNSTUDIO
201 WESTMORELAND AVE SUITE 126,
LOS ANGELES, CA 90004
www.EDStudioLA.com

HOOVER

507 N HOOVER ST.
LOS ANGELES, 90004

LANDSCAPE ARCHITECT
Brent Von Biesecker
Signature
05-31-22
07-14-22, 10-14
Date
STATE OF CALIFORNIA

12.08.20	100% DD
09.03.21	90% CD

EXHIBIT "A"
Page No. 22 of 36
Case No. DIR-2021-2250-TOC-HCA

DATE	DESCRIPTION

PROJECT NO: #Project Code

SHEET NAME

LANDSCAPE
CONSTRUCTION
1ST LAYOUT
CONCEPT 2

L1.10

N

0 2' 4' 8' 16'

SCALE: 3/16" = 1'

N

0 2' 4' 8' 16'

SCALE: 3/16" = 1'

ENVIRONMENTALDESIGNSTUDIO

201 WESTMORELAND AVE SUITE 126,
LOS ANGELES, CA 90004
www.EDSstudioLA.com

HOOVER

507 N HOOVER ST.
LOS ANGELES, 90004

LICENSED LANDSCAPE ARCHITECT
CHRISTOPHER BESECKER
No. 6491
Signature
05-31-22
Date
STATE OF CALIFORNIA

12.08.20	100% DD
09.03.21	90% CD

EXHIBIT "A"
Page No. 23 of 36
Case No. DIR-2021-2250-TOC-HCA

DATE	DESCRIPTION

PROJECT NO: #Project Code

SHEET NAME

LANDSCAPE CONSTRUCTION 1ST LAYOUT STAKING PLAN

L1.11

N

0 2' 4' 8' 16'

SCALE: 3/16" = 1'

EXHIBIT "A"
Page No. 24 of 36
Case No. DIR-2021-2250-TOC-HCA

ENVIRONMENTALDESIGNSTUDIO
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507 N HOOVER ST.
LOS ANGELES, 90004

LICENSED LANDSCAPE ARCHITECT
DAVID HOY BISSONNETTE
Signature
05-31-22
Date
STATE OF CALIFORNIA

12.08.20	100% DD
09.03.21	90% CD

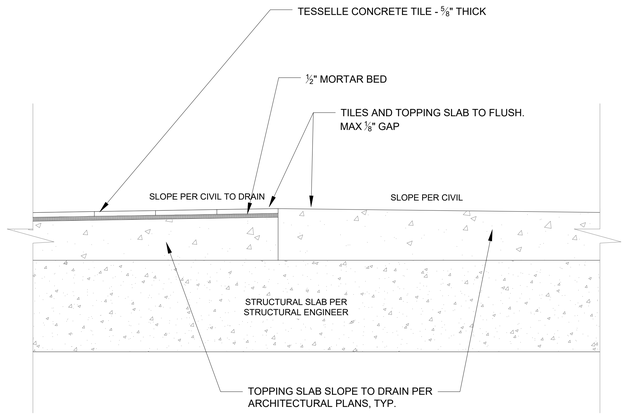
DATE	DESCRIPTION

PROJECT NO: #Project Code

SHEET NAME

LANDSCAPE
CONSTRUCTION
ROOF LAYOUT
CONCEPT 1

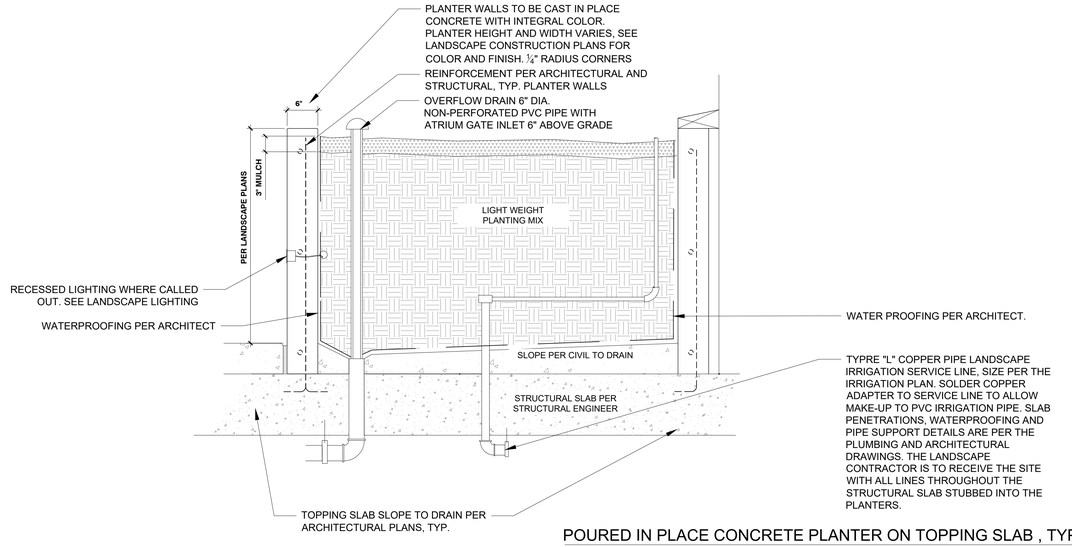
L1.60



CONCRETE TILES ON TOPPING SLAB

SCALE: 1 ½" = 1'

4



POURED IN PLACE CONCRETE PLANTER ON TOPPING SLAB , TYP

SCALE: 1 " = 1'

1

PEDESTAL PAVERS

SCALE: 1 ½" = 1'

5

FLOW- THROUGH RAISED PLANTER

SCALE: 1 ½" = 1'

2

EXHIBIT "A"
Page No. 25 of 36
Case No. DIR-2021-2250-TOC-HCA

SCALE: 1" = 1'

7

METAL PLANTER W/ POURED IN PLACE CONCRETE PLANTER ON TOPPING SLAB , TYP

SCALE: 1 ½" = 1'

3

ENVIRONMENTALDESIGNSTUDIO
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www.EDSstudioLA.com

HOOVER

507 N HOOVER ST.
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LICENSED LANDSCAPE ARCHITECT
RENEW 01/31/2022
Signature
06-24-20
Renewal Date
Date
STATE OF CALIFORNIA

12.08.20	100% DD
09.03.21	90% CD

DATE	DESCRIPTION

PROJECT NO: #Project Code

SHEET NAME

CONSTRUCTION DETAILS

L2.00

LANDSCAPE WATER USE ORDINANCE CALCUATIONS

MAXIMUM APPLIED WATER ALLOWANCE (MAWA)

*50.1 IS THE EVAPOTRANSPIRATION RATE FOR LOS ANGELES CALIFORNIA. SOURCE: MWELO (SEE PARAGRAPH BELOW FOR EXPLANATION)	ETo	ETo X .62	LA	ETAF	ETAF X LA	SLA	(1-ETAF)SLA	MAWA (GAL/YR)
	50.1	31.06	1,860	0.55	1,023	0	0.00	31,776

TOTAL ESTIMATED WATER USE (ETWU)

HYDROZONE	IRRIGATION TYPE	(ETo)	(ETo)(.62)	PF (PLANT FACTOR)	IE (IRRIGATION EFFICIENCY)	ETAF=(PF/IE)	HA (LANDSCAPE AREA SF)	ETAF*HA	SLA	[(ETAF*HA) + SLA)]	ETWU (GAL/YR)
PARKWAY	DRIP	50.1	31.1	0.2	.81	.25	414	102	0	102	3,175
ENTRANCE / COURTYARD LID	DRIP	50.1	31.1	0.5	.81	.62	259	160	0	160	4,966
COURTYARD	DRIP	50.1	31.1	0.3	.81	.37	326	121	0	121	3,750
BACKYARD / BACKYARD LID	DRIP	50.1	31.1	0.3	.81	.37	561	208	0	208	6,454
ROOF TOP	DRIP	50.1	31.1	0.3	.81	.37	300	111	0	111	3,451
							1,860	702			21,797
							(A)	(B)			
					SITEWIDE ETAF					ETWU TOTAL	21,797
					TOTAL ETAF X AREA	B	702			MAWA	31,776
					TOTAL AREA	A	1860				
					SITEWIDE ETAF		0.38				

WATER BUDGET CALCULATION
MAXIMUM APPLIED WATER ALLOWANCE (MAWA)
MAWA = (ETo) (0.62) {(ETAF X LA) + (1-ETAF X SLA)}
= (50.1)(0.62) (0.55 X1,860) + (.55 X 0) = 31, 776 GALLONS PER YEAR

WHERE:
ETo = REVERENCE EVAPOTRANSPIRATION FOR LOS ANGELES = 50.1 INCHES/YEAR
0.62 = CONVERSION FACTOR (ACRE INCHES TO GALLONS PER SQUARE FOOT)
LA = LANDSCAPED AREA IN SQUARE FEET (SEE TABLE)
SLA = SPECIAL LANDSCAPED AREA = 0
ETAF = .45 FOR NON RESIDENTIAL AREAS

ESTIMATED TOTAL WATER USE (ETWU)
ETWU = (ETo) (0.62) (ETAF) (LA) = 21, 797 GALLONS PER YEAR

WHERE:
ETo - REFERENCE EVAPOTRANSPIRATION FOR LOS ANGELES = 50.1 INCHES/YEAR
0.62 = CONVERSION FACTOR (ACRE INCHES TO GALLONS PER SQUARE FOOT)
PF- PLANT FACTOR, FROM WUCOLS, (SEE TABLE)
LA = AREA (SQ FT) (SEE TABLE)
IE = IRRIGATION EFFICIENCY (SEE TABLE)
SLA = SPECIAL LANDSCAPE AREA = 0

THE ESTIMATED TOTAL WATER USE (ETWU) FOR THE PROJECT IS 21,797 GALLONS PER YEAR IS LESS THAN MAXIMUM APPLIED WATER ALLOWANCE OF 31,776 GALLONS PER YEAR, THEREFORE THE WATER BUDGET IS IN COMPLIANCE.

I HAVE COMPLIED WITH THE CRITERIA OF THE ORDINANCE AND APPLIED THEM ACCORDINGLY FOR THE EFFICIENT USE OF WATER IN THE IRRIGATION DESIGN PLAN

C Biesecker AUGUST 17, 2021

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

EXHIBIT "A"
Page No. 26 of 36
Case No. DIR-2021-2250-TOC-HCA

LADBS DEPARTMENT OF BUILDING AND SAFETY

LANDSCAPE CERTIFICATION
2017 Los Angeles Green Building Code
(This form is required at final inspection)

FORM GRN 12

LANDSCAPING

Section A: Landscape Designer

- ☐ I certify that I am qualified by the State of California to perform landscape design services; the landscape design and water use calculations for this project were prepared by me or under my supervision; the landscape design and water use calculations comply with the requirements of the Model Water Efficient Landscape Ordinance, and the Landscape Documentation Package is complete; **OR**
- ☐ Interior T.I., no landscape work performed **(do not complete sections B or C below); OR**
- ☐ This project is not subject to the Model Water Efficient Landscape Ordinance **(do not complete sections B or C below)**.

Name: CRAIG BIESECKER Relationship to Project: LANDSCAPE ARCHITECT

Company Name (if applicable): ENVIRONMENTAL DESIGN STUDIO State License # (if applicable): CA 6522

Signature: C Biesecker Date: AUGUST 17, 2021

Section B: Landscape Installer

- ☐ I certify that (a) I am qualified by the State of California to provide landscape design services; the landscape project for this project was installed by me or under my supervision; (b) the landscaping for the identified property has been installed in substantial conformance with the approved Landscape Documentation Package and complies with the requirements of the Model Water Efficient Landscape Ordinance; (c) a diagram of the irrigation plan showing hydrozones is kept with the irrigation controllers; (d) the Certificate of Completion has been completed in compliance with the requirements of the Model Water Efficient Landscape Ordinance and shall be implemented.

Name: _____ Relation to Project: _____

Company Name (if applicable): _____ State License # (if applicable): _____

Signature: _____ Date: _____

Section C: Owner/Representative

- ☐ I certify that I am the property owner or an authorized representative and have received copies of all the documents within the Landscape Documentation Package and the Certificate of Completion and that it is my responsibility to see that the project is maintained in accordance with the Landscape and Irrigation Maintenance Schedule.

Signature: _____ Date: _____

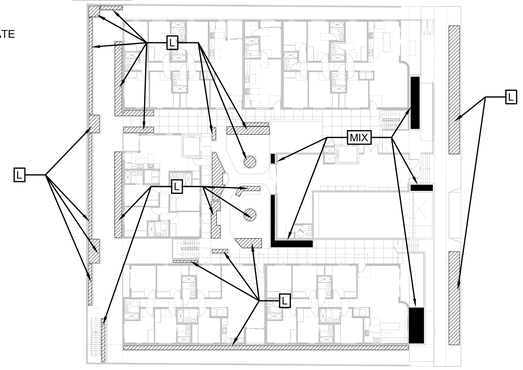
Qualified irrigation service provider: *The following individuals are authorized to provide services required by the Irrigation Guidelines in the State of California: Landscape Architects, Landscape Contractors, Landscape Designers and Irrigation Consultants. Personal property owners may design and sign plans for work on any property they own. (Sections 5500.1, 5615, 5641, 5641.1, 5641.2, 5641.3, 5641.4, 5641.5, 5641.6, 6701, 7027.5 of the Business and Professions Code, Section 832.27 of Title 16 of the California Code of Regulations, and Section 6721 of the Food and Agricultural Code.)*

HYDROZONES

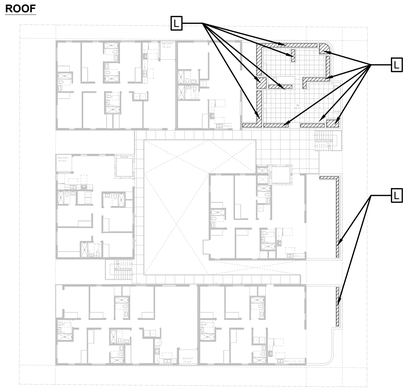
L LOW

MIX LOW / MODERATE

1ST FLOOR



ROOF



PRESSURE LOSS CALCULATIONS

"HIGHEST DEMAND" VALVE 5 (9.4 GPM)

**STATIC POTABLE WATER PRESSURE SOURCE: LADWP CENTRAL DISTRICT (213) 367.1216		62	STATIC PRESSURE LESS 10% FOR FITTINGS		55.8
ITEM	**QUANTITY**		**PSI LOSS/100' OF PIPE**	**PSI LOSS**	**TOTAL PSI LOSS**
LANDSCAPE WATER METER	1			0	0.0
BACKFLOW PREVENTER	1			0	0.0
MASTER VALVE 1 $\frac{1}{2}$"	1			0	0.0
1" CONTROL VALVE	1			.00	0.0
2" SCHEDULE 315 MAINLINE		LF	.10		###
$\frac{3}{4}$" LATERAL LINE		LF	.94		###
TOTAL PIPE / EQUIPMENT LOSS					###
ADDITIONAL 10% OF PIPE LOSS FOR ALL PIPE LINE FITTINGS					###
ELEVATION CHANGE		FT		.433/FT.	#####
TOTAL PRESSURE LOSS					0.0
RESIDUAL PRESSURE CALCULATION					
LOWEST STATIC PRESSURE (LESS 10% FOR FITTINGS) - TOTAL PRESSURE LOSS					55.8
DRIP SYSTEM OPERATING PRESSURE	1			0	0.0
TOTAL RESIDUAL PRESSURE FOR VALVE 6					55.8
BOOSTER PUMP REQUIRED					

**CONTRACTOR TO CONFIRM STATIC WATER PRESSURE ON-SITE AND REPORT ANY DISCREPANCY

ENVIRONMENTALDESIGNSTUDIO
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HOOVER

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LOS ANGELES, 90004

LICENSED LANDSCAPE ARCHITECT CRAIG BIESECKER No. 6522 05-31-22 Renewal 26-Le 31-2022 Date STATE OF CALIFORNIA

DATE	DESCRIPTION
12.08.20	100% DD
09.03.21	90% CD

PROJECT NO: #Project Code

SHEET NAME

IRRIGATION CALCULATIONS

L3.00

SHEET # OF ##

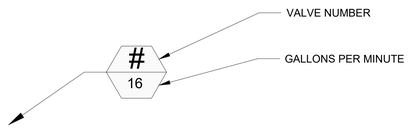
IRRIGATION NOTES

1. THIS PLAN CONNECTS TO AN EXISTING OPERABLE IRRIGATION SYSTEM. CONTRACTOR TO FIELD VERIFY THE EXISTING SYSTEM PRIOR TO CONSTRUCTION.
2. FOR THE PURPOSE OF LEGIBILITY, SOME IRRIGATION VALVES AND LINES ARE SHOWN OUTSIDE PLANTED AREAS. ALL VALVES ARE TO BE LOCATED WITHIN PLANTERS AND WHENEVER POSSIBLE, LINES ARE TO BE ROUTED INSIDE (WITHIN 6" OF) THE EDGE OF THE PLANTED AREAS.
3. THIS IRRIGATION DESIGN PLAN IS DIAGRAMMATIC, AND THE LAYOUT MAY NOT BE PRECISE. THE CONTRACTOR IS RESPONSIBLE FOR MINOR CHANGES IN LINE ROUTING.
4. EXISTING STATIC PRESSURE PER CALIFORNIA WATER DISTRICT IS 73 HIGH 62 LOW PSI. THE CONTRACTOR IS TO PROVIDE MEASURED STATIC WATER PRESSURE INFORMATION FROM FIELD TESTING AT THE PROJECT POINT OF CONNECTION TO THE LANDSCAPE ARCHITECT FOR VERIFICATION AND POSSIBLE MODIFICATION OF THE DESIGNED SYSTEM.
5. PRESSURE REGULATING DEVICES ARE REQUIRED IF WATER PRESSURE IS BELOW OR EXCEEDS THE RECOMMENDED PRESSURE OF THE SPECIFIED IRRIGATION DEVICES.
6. CHECK VALVES OR ANTI-DRAIN VALVES ARE REQUIRED ON ALL SPRINKLER HEADS WHERE LOW POINT DRAINAGE COULD OCCUR.
7. AS-BUILT DRAWINGS SHALL BE MAINTAINED ON SITE AT ALL TIMES. AS-BUILT DRAWINGS SHALL BE UPDATED ON A DAILY BASIS DURING SYSTEM INSTALLATION. NO SITE REVIEWS ARE TO BE CONDUCTED WITHOUT THESE DRAWINGS.
8. AUTOMATIC LANDSCAPE IRRIGATORS SHALL BE INSTALLED IN SUCH A WAY THAT IT DOESN'T SPRAY ON THE BUILDING.
9. DRIPPER LINE INSTALLATION PROCEDURE: FOLLOWING INSTALLATION AND COMPACTION OF SOIL IN PLANTERS, INSTALL ALL PLANT MATERIAL OF 1 GAL. SIZE AND LARGER PER THE PLANTING PLAN. LAY DRIPPER LINES ON SOIL SURFACE STARTING WITH LINES 2" FROM PLANTER EDGES, AND ON-CENTER ROW SPACING PER THE PLAN AND THE IRRIGATION LEGEND. SECURE THE LINES WITH GALVANIZED STEEL TIE-DOWN STAKES AT 4' INTERVALS AND CHANGES IN DIRECTION. USE BLANK TUBING AROUND OBSTACLES IN PLANTERS. SUPPLY AND EXHAUST HEADERS TO BE 3/4" SCHEDULE 40 PVC. LATERAL LINES CONNECTING SYSTEMS ARE TO BE 6" MIN. DEEP IN PLANTERS. SPREAD PLANTER MULCH TOP DRESSING THROUGHOUT PER THE PLANTING NOTES. GROUND COVERS TO BE INSTALLED FOLLOWING MULCH PLACEMENT. PLANT MATERIAL WILL REQUIRE HAND WATERING UNTIL COMPLETION OF THE ABOVE OPERATIONS AND TESTING AND APPROVAL OF THE DRIPPER LINE SYSTEM.
10. ALL PIPING UNDER PAVEMENT SHALL BE SLEEVED IN PVC SLEEVES 2X LARGER THAN THAT PIPE SIZE.
11. SALVAGED SITE EQUIPMENT IN OPERABLE CONDITION SHALL BE DELIVERED TO OWNER REPRESENTATIVE.
12. REMOTE CONTROL VALVES NOT AFFECTED BY DEMOLITION SHALL REMAIN OPERATIONAL DURING CONSTRUCTION.
13. LOCKS SHALL BE INSTALLED ON ALL PUBLICLY ACCESSIBLE EXTERIOR FAUCETS AND HOSE BIBS.
14. ALL IRRIGATION EQUIPMENT SHALL BE INSTALLED IN ACCORDANCE WITH THE IRRIGATION DETAILS AND SPECIFICATIONS.
15. A LAMINATED DIAGRAM OF THE IRRIGATION PLAN SHOWING HYDROZONES WHALL BE KEPT WITH THE IRRIGATION CONTROLLER FOR SUBSEQUENT MANAGEMENT PURPOSES.
16. ALL LANDSCAPING AND IRRIGATION SYSTEMS MUST COMPLY WITH ALL LOCAL, STATE AND FEDERAL LAWS AND REGULATIONS.
17. A CERTIFICATE OF COMPLETION (FORM GRN 12) SHALL BE FILLED OUT AND CERTIFIED BY EITHER THE DESIGNER OF THE LANDSCAPE PLANS, IRRIGATION PLANS, OR THE LICENSED LANDSCAPE CONTRACTOR FOR THE PROJECT PRIOR TO FINAL INSPECTION APPROVAL.
18. AN IRRIGATION AUDIT REPORT SHALL BE COMPLETED AT THE TIME OF FINAL INSPECTION.
19. RECIRCULATING WATER SYSTEMS SHALL BE USED FOR WATER FEATURES.

IRRIGATION SCHEDULE

SYMBOL	ITEM	MANUFACTURER	DESCRIPTION	SIZE	DETAIL
POC	POINT OF CONNECTION		POINT OF CONNECTION TO CITY MAIN LINE		
M	LANDSCAPE WATER METER		PER CIVIL PLANS		
BFP	BACK FLOW PREVENTER		PER CIVIL PLANS		
MV	MASTER VALVE	BUCKNER	3300 NORMALLY OPEN MASTER VALVE.		SEE DETAIL #/L400.
FS	FLOW SENSOR				
B	BOOSTER PUMP				
	GATE VALVE	NIBCO	T-113 BRASS GATE VALVE	LINE SIZE	SEE DETAIL #/L400.
C	CONTROLLER	RAINBIRD	ESP12LXMEF: 12 STATION CONTROLLER WITH, FLO-SMART MODULE, AND ET-LXM WEATHER BASED ET MANAGER MODULE AND RAIN SHUT-OFF. MOUNT IN PANEL AT GROUND LEVEL, IN WALL MOUNTED ENCLOSURE . ROUTE VALVE CONTROL WIRES IN SCHEDULE 40 PVC SLEEVE, ROUTE FOLLOWS MAIN LINE ROUTING.		SEE DETAIL #/L400.
	REMOTE CONTROL VALVE	RAINBIRD	100-PESB.		SEE DETAIL #/L400.
	DRIP VALVE KIT	RAINBIRD	DRIP VALVE. "RAINBIRD" XCZ - 1000-PRB - COM 1" COMMERCIAL WIDE FLOW CONTROL VALVE KIT. SEE VALVE LEGEND FOR FLOW RATES.		SEE DETAIL #/L400.
— — —	MAINLINE		SCHEDULE 40 PVC, WITH SCHEDULE 80 FITTINGS. ROUTE 18" DEEP IN PLANTERS WHERE POSSIBLE.	PER PLAN	SEE DETAIL #/L400.
———	LATERAL LINE		SCHEDULE 40 PVC. ROUTE 12" DEEP IN PLANTERS WHERE POSSIBLE.	PER PLAN	SEE DETAIL #/L400.
- - - - - -	DRIP LINE	RAINBIRD	XFS-CV-09-12-500, 0.9 GPH EMITTERS, 12" EMITTER SPACING. (1.5 GPM PER 100 FEET). INSTALL AT 12" O.C. TYPICAL FOR SHRUBS AND GROUND COVER. SEE IRRIGATION NOTES AND MANUFACTURER INSTRUCTIONS.		SEE DETAIL #/L400.
F	FLUSH VALVE	NETAFIM	MANUAL FLUSH VALVE, INSTALLED IN PLANTING AREA IN PLASTIC BOX. INSTALL PER MANUFACTURER'S RECOMMENDATIONS.		SEE DETAIL #/L400.
I	INDICATOR	RAINBIRD	OPERIND - DRIP SYSTEM OPERATION POP-UP VISUAL INDICATOR KIT(OPERIND X17500). INSTALL PER MANUFACTURER'S STANDARDS.		SEE DETAIL #/L400.
	TREE BUBBLER	RAINBIRD	RWS-M-B-C-1402 MINI ROOT WATERING SYSTEM	0.5 GPM	SEE DETAIL #/L400.
	QUICK COUPLER	RAINBIRD			
HB	HOSE BIB		HOSE BIB CONNECTED TO DOMESTIC POTABLE WATER PER PLUMBING PLANS		
1" 1/4	PIPE SIZE				
*	SLAB PENETRATION		MAIN OR LATERAL LINES TO GO THROUGH PODIUM. SEE PLUMBING AND STRUCTURAL		

VALVE CALLOUT KEY



VALVE LEGEND

VALVE	PRODUCT	AREA	GPM	VALVE SIZE	HYDROZONE	ZONE PRESSURE REQUIREMENT	PRECIP. RATE
1	RAINBIRD XCZLF-100-PRB -LF	PARKWAY	4.1	1"	LOW	40 psi	.96 IN/HR
2	RAINBIRD XCZLF-100 PRF	ENTRANCE / COURTYARD LID	2.6	1"	LOW/ MODERATE	40psi	.96 IN/HR
3	RAINBIRD XCZ-075 PRF	COURTYARD PLANTERS	3.3	1"	LOW	40psi	.96 IN/HR
4	RAINBIRD XCZ-075 PRF	ROOFTOP PLANTERS	3.0	1"	LOW	40psi	.96 IN/HR
5	RAINBIRD XCZ-075 PRF	BACKYARD PLANTERS	3.6	1"	LOW	40psi	.96 IN/HR

EXHIBIT "A"
Page No. 27 of 36
Case No. DIR-2021-2250-TOC-HCA

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

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HOOVER

507 N HOOVER ST,
LOS ANGELES, 90004

LICENSED LANDSCAPE ARCHITECT
MARK BIRSCHBACH No. 6134
Signature
09.01.22
Renewal Date
Date
STATE OF CALIFORNIA

12.08.20	100% DD
09.03.21	90% CD

DATE	DESCRIPTION

PROJECT NO: #Project Code

SHEET NAME

IRRIGATION SCHEDULE AND NOTES

L3.01

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

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HOOVER

507 N HOOVER ST,
LOS ANGELES, 90004

LICENSED LANDSCAPE ARCHITECT
GREGG BIRSCHER 3628
Signature
05-31-22
Date
STATE OF CALIFORNIA

DATE	DESCRIPTION
12.08.20	100% DD
09.03.21	90% CD

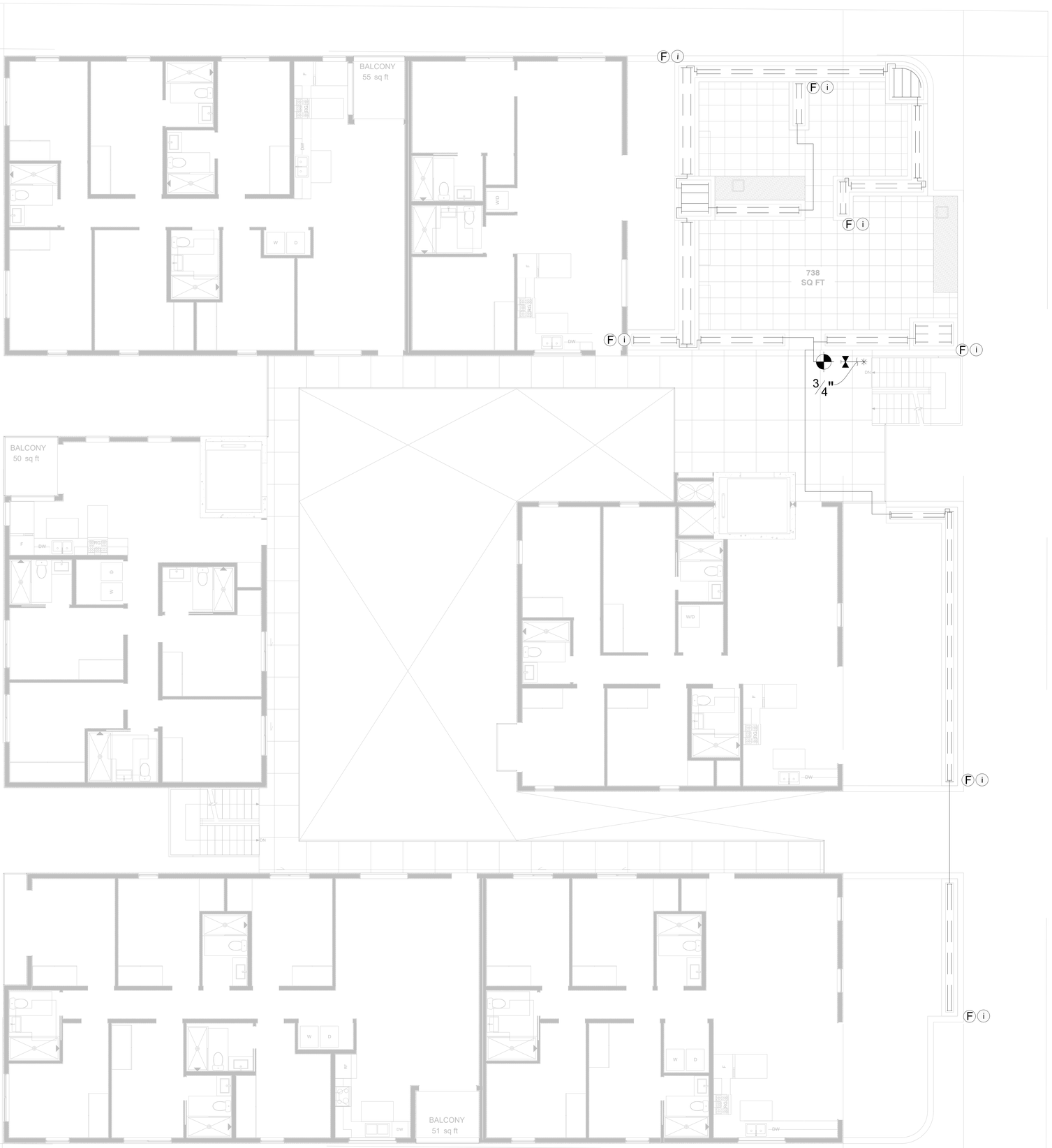
PROJECT NO: #Project Code

EXHIBIT "A"
Page No. 28 of 36
Case No. DIR-2021-2250-TOC-HCA

SHEET NAME

IRRIGATION PLAN 1ST FLOOR

L3.10



ENVIRONMENTALDESIGNSTUDIO
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LOS ANGELES, CA 90004
www.EDSstudioLA.com

HOOVER

507 N HOOVER ST,
LOS ANGELES, 90004

LICENSED LANDSCAPE ARCHITECT
No. 6065 GREGORY BIRSCHER 06-30-23
Signature
05-31-22
Date
STATE OF CALIFORNIA

DATE	DESCRIPTION
12.08.20	100% DD
09.03.21	90% CD

PROJECT NO: #Project Code

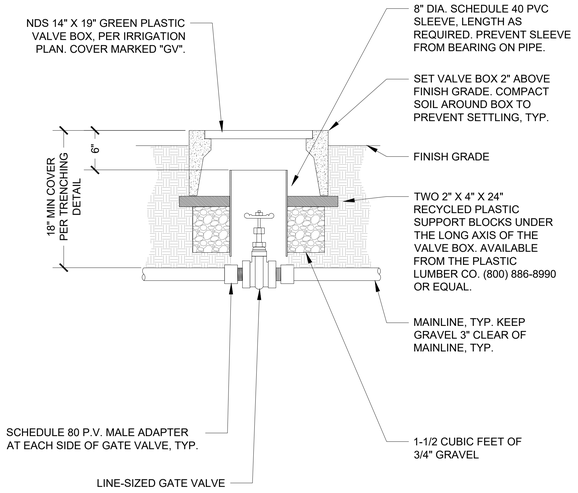
EXHIBIT "A"
Page No. 29 of 36
Case No. DIR-2021-2250-TOC-HCA

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

SHEET NAME

IRRIGATION PLAN 6TH FLOOR

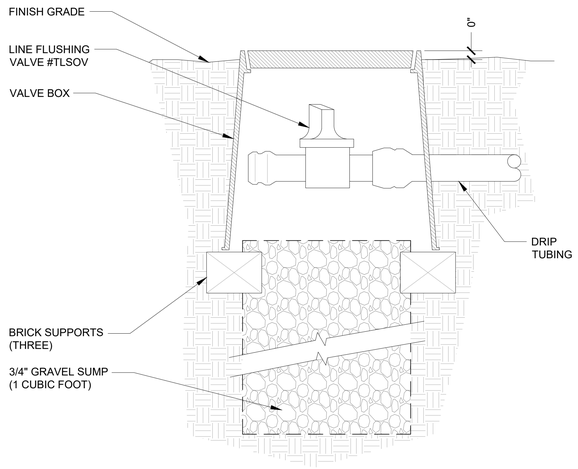
L3.60



GATE VALVE

SCALE: 1 1/2" - 1'

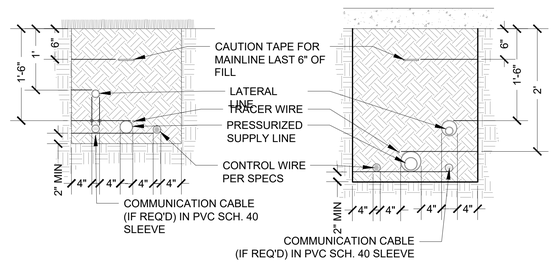
7



NETAFIM TLSOV MANUAL FLUSH VALVE

SCALE: NTS

4



SLEEVE NOTE

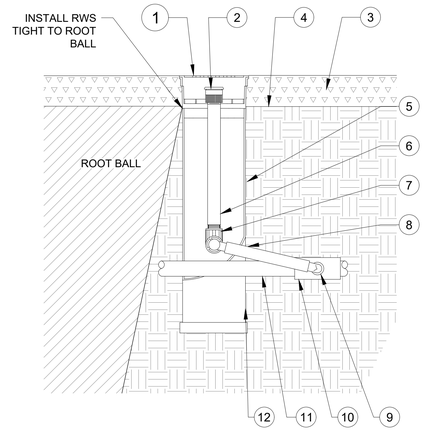
PVC SCHEDULE 40, SIZE ACCORDING TO CONTAINED PIPE SIZE AS FOLLOWS:

PIPE SIZE	3/4"	1"	1 1/4"	1 1/2"	2"	2 1/2"	3"	4"
SLEEVE SIZE	2"	2 1/2"	3"	3"	4"	4"	6"	8"

TRENCHING/SLEEVING

SCALE: 1" - 1'

1



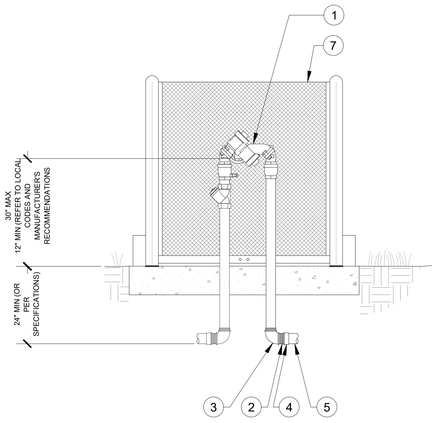
LEGEND

1. SET TOP OF GRATE 2" ABOVE FINISH GRADE IN AREAS TO BE MULCHED OR SURFACED WITH DECOMPOSED GRANITE.
2. BUBBLER NOZZLE (AS SPECIFIED IN LEGEND)
3. MULCH PER PLANTING PLAN
4. FINISH GRADE
5. SAND SOCK
6. 1/2" PVC NIPPLE
7. 1/2" 90 DEGREE ELBOW
8. 1/2" SWING ASSEMBLY
9. 1/2" MALE NPT INLET
10. PVC SCH. 40 TEE OR EL
11. LATERAL PIPE (SEE PLAN FOR SIZE)
12. BASKET WEAVE CANISTER

ROOT WATERING SYSTEM BUBBLER

SCALE: 3" = 1'

8



LEGEND:

1. FEBCO MODEL 825 YA REDUCED PRESSURE BACKFLOW PREVENTER, INSTALL PER MANUFACTURER'S RECOMMENDATIONS.
2. BRASS NIPPLE.
3. BRASS ELL (TXT).
4. PVC MALE ADAPTOR (TXS).
5. PRESSURE SUPPLY LINE PER IRRIGATION LEGEND.
6. FINISH GRADE, SOIL COMPACTED TO MIN. 90%.
7. "GUARDSHAK" 304 STAINLESS STEEL LOCKING ENCLOSURE. INSTALL PER MANUFACTURER'S FIRECTIONS

NOTES:

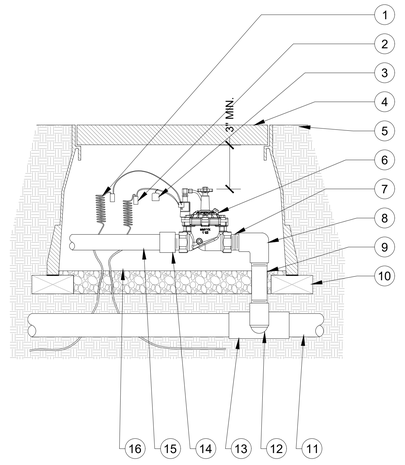
A. USE TEFLON PIPE DOPE SEALANT ON ALLTHREADED FITTINGS.

B. WRAP PIPE AND FITTINGS WITH PVC TAPE, PER SPECIFICATIONS.

REDUCED PRESSURE BACKFLOW PREVENTER IN ENCLOSURE

SCALE: 1 1/2" = 1'

5



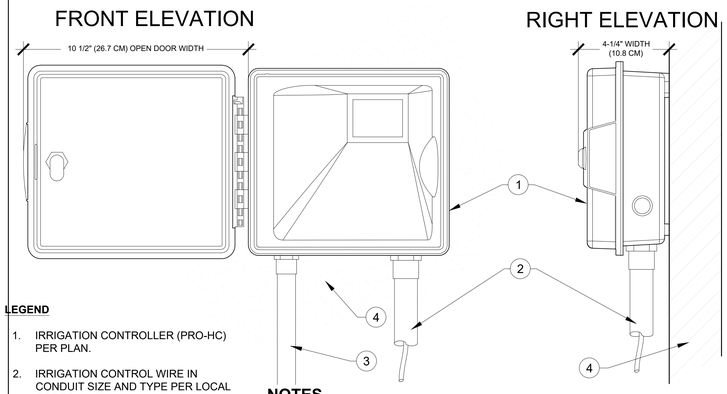
LEGEND:

1. 30-INCH LINEAR LENGTH WIRE, COILED
2. WATERPROOF CONNECTION, SPLICE 1 (1 OF 2)
3. ID TAG
4. VALVE BOX WITH COVER
5. FINISH GRADE/TOP OF MULCH
6. CONTROL VALVE: SUPERIOR 3300 SERIES VALVE
7. PVC SCH 80 NIPPLE (CLOSE)
8. PVC SCH 40 ELL
9. PVC SCH 80 NIPPLE (LENGTH AS REQ'D)
10. BRICK (1 OF 4)
11. PVC MAINLINE PIPE
12. SCH 80 NIPPLE (2-INCH LENGTH, HIDDEN) AND SCH 40 ELL
13. PVC SCH 40 TEE OR ELL
14. PVC SCH 40 MALE ADAPTER
15. PVC LATERAL PIPE
16. 3-INCH MINIMUM DEPTH OF 3/4-INCH WASHED GRAVEL

MASTER VALVE

SCALE: 1 1/2" = 1'

2



LEGEND

1. IRRIGATION CONTROLLER (PRO-HC) PER PLAN.
2. IRRIGATION CONTROL WIRE IN CONDUIT SIZE AND TYPE PER LOCAL CODES.
3. ELECTRICAL SUPPLY CONDUIT CONNECT TO POWER SOURCE, J-BOX INSIDE CONTROLLER.
4. ADJACENT SURFACE TO MOUNT CONTROLLER PER PLAN

NOTES

A. USE STEEL CONDUIT FOR ABOVE GRADE AND SCH 40 PVC CONDUIT FOR BELOW GRADE CONDITIONS.

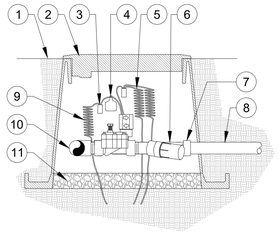
B. PROVIDE PROPER GROUNDING COMPONENTS TO ACHIEVE GROUND RESISTANCE OF 10 OHMS OR LESS.

C. MOUNT CONTROLLER LCD SCREEN AT EYE LEVEL, CONTROLLER SHALL BE HARD-WIRED TO GROUNDED 110 VAC POWER SOURCE

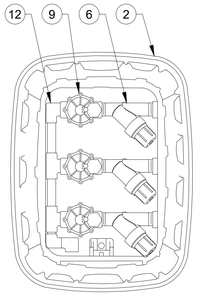
WALL-MOUNTED CONTROLLER

SCALE: NTS

9



SIDE VIEW



TOP VIEW

LEGEND:

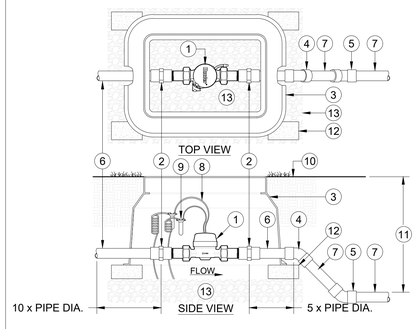
1. FINISH GRADE
2. VALVE BOX WITH COVER
3. WATERPROOF CONNECTION
4. VALVE ID TAG
5. 30-INCH LINEAR LENGTH OF WIRE, COILED
6. PRESSURE REGULATING FILTER (INCLUDED IN KIT)
7. PVC SCH 40 FEMALE ADAPTOR
8. LATERAL PIPE
9. REMOTE CONTROL VALVE (INCLUDED IN KIT)
10. PVC SCH. 40 TEE OR ELL TO MANIFOLD
11. 3-INCH MINIMUM DEPTH OF 3/4-INCH WASHED GRAVEL
12. MANIFOLD PIPE AND FITTINGS

DRIP VALVE CONTROL ZONE KIT

SCALE: 1" = 1'

6

NOTE: INLET PIPE ENTERING METER: LENGTH MUST BE A MIN. OF 10 X PIPE DIA.
OUTLET PIPE LEAVING METER: LENGTH MUST BE MIN. OF 5 X PIPE DIA.
INLET AND OUTLET PIPE MUST BE STRAIGHT PIPE WITH NO FITTINGS OR TURNS UNTIL AFTER THESE SPECIFIED LENGTHS. PIPE AND FITTINGS MAY BE SCH 80 PVC SOLVENT WELD, THREADED SCH 80 PVC OR BRASS, AS REQUIRED FOR PROJECT.



LEGEND

1. HUNTER HC FLOW METER HC-100 WITH UNION CONNECTIONS
2. SCH 80 PVC FEMALE ADAPTER (S X T)
3. RECTANGULAR VALVE BOX PER SPECIFICATIONS
4. SCH 80 PVC 45 DEGREE ELBOW (S X S) TO LOWER MAIN LINE TO PROPER DEPTH (SIZE FOR LARGER MAIN LINE AS NEEDED)
5. SCH 80 PVC 45 DEGREE ELBOW (S X S) TO LOWER MAIN LINE TO PROPER DEPTH
6. 1.5" DIA. (40 mm) MAIN LINE AT INLET & OUTLET
7. MAIN LINE TO SYSTEM (SEE LEGEND AND PLANS FOR TYPE AND SIZE)
8. TWO WIRES TO FLOW SENSOR TERMINALS AT CONTROLLER. MIN. 18 AWG-UF (2.08 mm^) SHIELDED WIRE WITH DIFFERENT COLOR FROM CONTROL/COMMON WIRE.
9. WEATHERPROOF WIRE CONNECTOR
10. FINISH GRADE
11. SPECIFIED SOIL COVER (SEE LEGEND)
12. COMMON BRICK
13. GRAVEL BASE, 6" (15 cm) DEEP

FLOW METER

SCALE: 1 1/2" - 1'

3

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201 WESTMORELAND AVE SUITE 126,
LOS ANGELES, CA 90004
www.EDSstudioLA.com

HOOVER

507 N HOOVER ST.
LOS ANGELES, 90004

LICENSED LANDSCAPE ARCHITECT
ROBERT BIEBECKER No. 6130
Signature
05-01-21
Renewal 08-31-22
Date
STATE OF CALIFORNIA

DATE	DESCRIPTION
12.08.20	100% DD
09.03.21	90% CD

EXHIBIT "A"
Page No. 30 of 36
Case No. DIR-2021-2250-TOC-HCA

PROJECT NO: #Project Code

SHEET NAME

IRRIGATION DETAILS

L4.00

SHEET 1 OF 1

NOT USED
SCALE: NTS

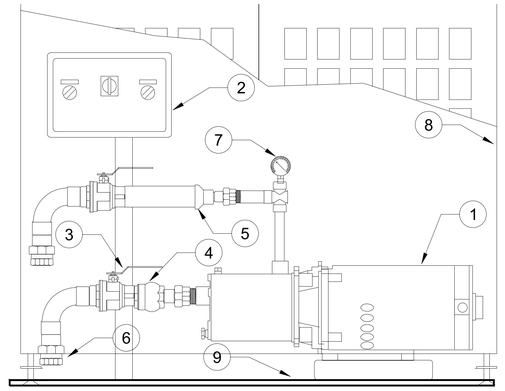
7

NOT USED
SCALE: NTS

4

LEGEND

1. CLOSE-COUPLED CENTRIFUGAL PUMP, STAINLESS STEEL FITTED
2. NEMA 4X SIMPLEX CONTROL PANEL FOR AUTOMATIC OPERATION
3. ¼ TURN BALL VALVE
4. CHECK VALVE
5. 1.25" TYPE 304 STAINLESS STEEL
6. UNION ADAPTER
7. PRESSURE GAUGE, LIQUID DAMPENED
8. MARINE GRADE ALUMINUM ENCLOSURE
9. STRUCTURAL ALUMINUM BASEPLATE



NOTE: INLET AND OUTLET PIPING TO BE ALIGNED BY CONTRACTOR.

BOOSTER PUMP ENCLOSURE AND CONTROLLER
SCALE: NTS

1

NOT USED
SCALE: NTS

8

NOT USED
SCALE: NTS

5

LEGEND:

1. NDS PRO SERIES 10" DIA. PLASTIC BOX WITH COVER BRANDED "QC". INSTALL 2" ABOVE FINISH GRADE IN SHRUB AND GROUND COVER AREAS.
2. 3 EA. STAINLESS STEEL CLAMP.
3. QUICK COUPLING VALVE SET 1" BELOW TOP AND 12" MAX. AWAY FROM ANY SIDEWALK, CURB, ETC.
4. ¾" BRASS NIPPLE, LENGTH AS REQUIRED.
5. ¾" SCHED. 40 PVC MAIN LINE SUPPLY TO COUPLER.
6. ¾" "SPEARS" SCHED. 80 PVC / METAL TRANSITION TEE OR ELL.
7. ¾" "SPEARS" SCHED. 80 PVC / METAL TRANSITION ELL.
8. ¾" BRASS NIPPLE, LENGTH AS REQUIRED.
9. 1" GALVANIZED PIPE STAKE, MIN. 36" LONG OR AS SITE REQUIRES.
10. ¾" "SPEARS" SCHED. 80 PVC / METAL ELL.
11. FULL SIZE BRICK FOR SUPPORT.
12. FINISHED GRADE

QUICK COUPLER
SCALE: NTS

2

EXHIBIT "A"
Page No. 31 of 36
Case No. DIR-2021-2250-TOC-HCA

NOT USED
SCALE: NTS

9

NOT USED
SCALE: NTS

6

LEGEND:

1. 30-INCH LINEAR LENGTH WIRE, COILED
2. WATERPROOF CONNECTION, SPLICE 1 (1 OF 2)
3. ID TAG
4. REMOTE CONTROL VALVE
5. VALVE BOX WITH COVER
6. FINISH GRADE/TOP OF MULCH
7. PVC SCH 80 NIPPLE (CLOSE)
8. PVC SCH 40 ELL
9. PVC SCH 80 NIPPLE (LENGTH AS REQ'D)
10. BRICK (1 OF 4)
11. PVC MAINLINE PIPE
12. SCH 80 NIPPLE (2-INCH LENGTH, HIDDEN) AND SCH 40 ELL
13. PVC SCH 40 TEE OR ELL
14. PVC SCH 40 MALE ADAPTER
15. PVC LATERAL PIPE
16. 3-INCH MINIMUM DEPTH OF ¾ -INCH WASHED GRAVEL

REMOTE CONTROL VALVE
SCALE: 1½" = 1'

3

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LOS ANGELES, CA 90004
www.EDSstudioLA.com

HOOVER

507 N HOOVER ST.
LOS ANGELES, 90004

LICENSED LANDSCAPE ARCHITECT
JAMES R. BIESECKER No. 6064
Signature
05-31-21
Renewal Date
Date
STATE OF CALIFORNIA

DATE	DESCRIPTION
12.08.20	100% DD
09.03.21	90% CD

PROJECT NO: #Project Code

SHEET NAME

IRRIGATION DETAILS

L4.10

PLANT SCHEDULE

TREES	CODE	QTY	BOTANICAL NAME	COMMON NAME	SIZE		REMARKS	VERY LOW	LOW	MEDIUM	HIGH
	MEL TRE	3	MELALEUCA QUINQUENERVIA	CAJEPUT TREE MULTI-TRUNK	48"				X		
	OLE MUL	5	OLEA EUROPAEA	OLIVE MULTI-TRUNK	48"				X		
	PRO TNL	3	PROSOPIS X `AZT`	AZT THORNLESS MESQUITE	48"				X		
SHRUBS	CODE	QTY	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	REMARKS	VERY LOW	LOW	MEDIUM	HIGH
	ACA CIT	23	ACACIA COGNATA 'ACCOG01'	COUSIN ITT LITTLE RIVER WATTLE	5 GAL.	33" o.c.			X		
	AEO URB	39	AEONIUM URBICUM	DINNER PLATE AEONIUM	1 GAL.	21" o.c.			X		
	AGA RAY	21	AGAVE ATTENUATA 'AGAVWS'	RAY OF LIGHT FOXTAIL AGAVE	5 GAL.	30" o.c.			X		
	BOU BLO	66	BOUTELOUA GRACILIS `BLONDE AMBITION`	BLONDE AMBITION BLUE GRAMA	5 GAL.	33" o.c.			X		
	CAL LJN	18	CALLISTEMON VIMINALIS 'LITTLE JOHN'	LITTLE JOHN WEEPING BOTTLEBRUSH	5 GAL.	33" o.c.			X	X	
	CAR DIV	90	CAREX DIVULSA	EUROPEAN GREY SEDGE	5 GAL.	30" o.c.			X		
	CRA UN2	29	CRASSULA OVATA 'UNDULATA'	JADE PLANT	5 GAL.	21" o.c.		X			
	FIC PUM	24	FICUS PUMILA	CREEPING FIG	5 GAL.	34" o.c.				X	
	MAH SCR	49	MAHONIA EURYBRACTEATA `SOFT CARESS`	SOFT CARESS MAHONIA	5 GAL.	33" o.c.			X		
	SAN LAU	43	SANSEVIERIA TRIFASCIATA 'LAURENTII'	SANSEVIERIA	5 GAL.	24" o.c.			X		
	WES MUN	30	WESTRINGIA FRUTICOSA 'WES05' TM	MUNDI COAST ROSEMARY	5 GAL.	33" o.c.			X		
GROUND COVERS	CODE	QTY	BOTANICAL NAME	COMMON NAME	SIZE	SPACING	REMARKS	VERY LOW	LOW	MEDIUM	HIGH
	LOM IR2	149	LOMANDRA LONGIFOLIA 'BREEZE' TM	BREEZE MAT RUSH	5 GAL.	18" o.c.			X		

PLANTING NOTES

1. MINIMUM OF 75% OF PLANTS TO COME FROM LOS ANGELES COUNTY DROUGHT-TOLERANT PLANT LIST. SEE CHART THIS PAGE.
2. SEE SHEET L600, FOR PLANTING AND SPACING DETAILS.
3. UNDER NO CIRCUMSTANCES WILL THERE BE ANY MATERIAL SUBSTITUTIONS EXCEPT WITH THE EXPRESS CONSENT OF THE LANDSCAPE ARCHITECT.
4. 21 DAYS PRIOR TO PLANT INSTALLATION, THE CONTRACTOR IS TO SUBMIT A COMPLETE LIST OF PLANT MATERIAL TO BE SUPPLIED, THIS LIST IS TO INCLUDE PLANT SPECIFICATIONS (HEIGHT, SPREAD, AND CALIPER WHERE APPLICABLE), NURSERY SOURCES AND CONTACTS. CONTRACTOR IS TO PROVIDE PHOTOGRAPHS OF EACH TREE AND A REPRESENTATIVE PHOTOGRAPH OF EACH SHRUB AND GROUNDCOVER SPECIES. NO SUBSTITUTIONS WILL BE ALLOWED FOLLOWING SUBMITTAL OF THE LIST.
5. EACH CONTAINER PLANT DELIVERED TO THE SITE MUST BE CLEARLY LABELED AS TO SPECIES, VARIETY, AND NURSERY SOURCE. ANY PLANTS SHIPPED WITHOUT LABELS AND CORRESPONDING PACKING SLIP WILL BE REJECTED AND IMMEDIATELY REMOVED FROM THE SITE. CONTRACTOR TO NOTIFY NURSERY THAT THIS PROVISION WILL BE STRICTLY ENFORCED. DISPUTES REGARDING DETERMINATION OF PLANT SPECIES OR VARIETY WILL BE RESOLVED BY THE LANDSCAPE ARCHITECT, AND HIS/HER DECISION WILL BE FINAL.
6. PRIOR TO PLANTING OF ANY MATERIALS, COMPACTED SOILS SHALL BE TRANSFORMED TO A FRIABLE CONDITION. SOIL COMPACTION SHOULD BE AVOIDED IN ALL AT GRADE PLANTING AREAS.
7. A SOILS MANAGEMENT REPORT CONSISTENT WITH § 492.5 OF THE CALIFORNIA CODE OF REGULATIONS TITLE 23, DIVISION 2, CHAPTER 2.7, SHALL BE PROVIDED TO THE CITY INSPECTOR AT TIME OF FINAL LANDSCAPE INSPECTION. IN THE EVENT THE SOILS MANAGEMENT REPORT RECOMMENDS SOIL MODIFICATIONS, THE PROJECT APPLICANT OR HIS/HER DESIGNEE SHALL SUBMIT ADDITIONAL DOCUMENTATION VERIFYING IMPLEMENTATION OF SOILS MANAGEMENT REPORT RECOMMENDATIONS.
8. THE CONTRACTOR IS RESPONSIBLE FOR THE COSTS ASSOCIATED WITH PROCURING THE SERVICES OF A SOIL TESTING LABORATORY (WALLACE LABS - OR EQUAL) TO PERFORM AN AGRICULTURAL SUITABILITY ANALYSIS. THE LAB'S RECOMMENDATIONS ARE TO BE FOLLOWED FOR SOIL PREPARATION AND BACKFILL AMENDMENT AND PROCEDURES, AND FOR MAINTENANCE FERTILIZER APPLICATIONS. TWO SEPARATE SAMPLES SHALL BE TAKEN:
   1 FROM THE NEW LOCUST AVE AT GRADE PLANTING AREA
   1 FROM THE NEW PALMER COURT AT GRADE PLANTING AREA
   SAMPLES SHALL BE DELIVERED BY THE CONTRACTOR TO THE SOILS TESTING LABORATORY. THE LABORATORY SHOULD BE INFORMED OF THE INTENDED PLANTING FOR EACH SAMPLE. THE LANDSCAPE ARCHITECT AND/OR THE OWNER'S AUTHORIZED REPRESENTATIVE WILL ASSIST WITH SELECTING TESTING LOCATIONS.
9. FOR BIDDING PURPOSES ONLY, THE CONTRACTOR IS TO ASSUME THE FOLLOWING AMENDMENT FOR SOIL PREPARATION, AND IS TO ASSUME UTILIZATION OF AMENDED SITE SOIL FOR PLANT PIT BACKFILL: INCORPORATE INTO THE SOIL THE FOLLOWING MATERIALS, PER PROCEDURES DESCRIBED IN THE SPECIFICATIONS. MATERIAL AMOUNTS PER 1000 SQUARE FEET:
   3 CU. YD. NITROGEN FORTIFIED WOOD COMPOST
   2 CU. YD. ORGANIC FERTILIZER
   100 LBS. GYPSUM
   30 LBS. COMMERCIAL FERTILIZER
10. SEE SPECIFICATIONS FOR OVER STRUCTURE IMPORT SOIL.
11. PLACE A 3" DEEP SHREDDED CEDAR BARK MULCH COVER IN PLANTING AREAS. SOIL SHALL NOT BE VISIBLE THROUGH MULCH. KEEP MULCH 3" CLEAR OF BASE OF SHRUBS AND GROUND COVER AND 6" CLEAR OF TREE TRUNKS. PRIOR TO ORDERING MULCH, CONTRACTOR IS TO SUBMIT SAMPLE TO LANDSCAPE ARCHITECT AND THE OWNER'S AUTHORIZED REPRESENTATIVE FOR APPROVAL.
12. FINISHED GRADE OF TURF IS TO BE 1" BELOW FINISHED SURFACE OF ADJACENT PAVING OR MOWSTRIP.
13. ALL ON-STRUCTURE PLANTERS TO BE FILLED WITH IMPORT SOIL PER SPECIFICATIONS.
14. A MINIMUM 3-INCH LAYER OF MULCH SHALL BE APPLIED ON ALL EXPOSED SOIL SURFACES OF PLANTING AREAS, CREEPING OR ROOTING GROUND COVERS, OR DIRECT SEEDING APPLICATIONS WHERE MULCH IS CONTRAINDICATED. SOIL SHALL NOT BE VISIBLE THROUGH MULCH. KEEP MULCH 3" CLEAR OF PLANT STEMS AND 6" CLEAR OF TREE TRUNKS. PRIOR TO ORDERING MULCH, CONTRACTOR IS TO SUBMIT SAMPLE TO LANDSCAPE ARCHITECT FOR APPROVAL.
14.1. ORGANIC MULCH SHALL TAKE PRECEDENCE OVER INORGANIC MATERIALS OR VIRGIN FOREST PRODUCTS UNLESS THE RECYCLED POST-CONSUMER PRODUCTS ARE NOT LOCALLY AVAILABLE.
15. TO PROVIDE HABITAT FOR BENEFICIAL INSECTS AND OTHER WILDLIFE UP TO 5% OF THE LANDSCAPE AREA MAY BE LEFT WITHOUT MULCH.
16. STABILIZING MULCHING PROEDUCTS SHALL BE USED ON SLOOPES THAT MEET CURRENT ENGINEERING STANDARDS
17. PLANT COUNTS ARE PROVIDED FOR CONVENIENCE. CONTRACTOR IS RESPONSIBLE FOR VERIFYING QUANTITIES.
18. RE-CIRCULATING WATER SYSTEMS SHALL BE USED FOR WATER FEATURES.
19. A MINIMUM 3-INCH LAYER OF MULCH SHALL BE APPLIED ON ALL EXPOSED SOIL SURFACES OF PLANTING AREAS EXCEPT TURF AREAS, CREEPING OR ROOTING GROUNDCOVERS, OR DIRECT SEEDING APPLICATIONS WHERE MULCH IS CONTRAINDICATED.
20. FOR SOILS LESS THAN 6% ORGANIC MATTER IN THE TOP 6 INCHES OF SOIL, COMPOST AT A RATE OF A MINIMUM OF FOUR CUBIC YARDS PER 1,000 SQUARE FEET OF PERMEABLE AREA SHALL BE INCORPORATED TO A DEPTH OF SIX INCHES INTO THE SOIL.

EXHIBIT "A"
Page No. 32 of 36
Case No. DIR-2021-2250-TOC-HCA

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

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LOS ANGELES, CA 90004
www.EDSstudioLA.com

HOOVER

507 N HOOVER ST,
LOS ANGELES, 90004

LICENSED LANDSCAPE ARCHITECT
GREGORY BRESCACIN 6021
Signature
05-31-22
Date
STATE OF CALIFORNIA

DATE	DESCRIPTION
12.08.20	100% DD
09.03.21	90% CD

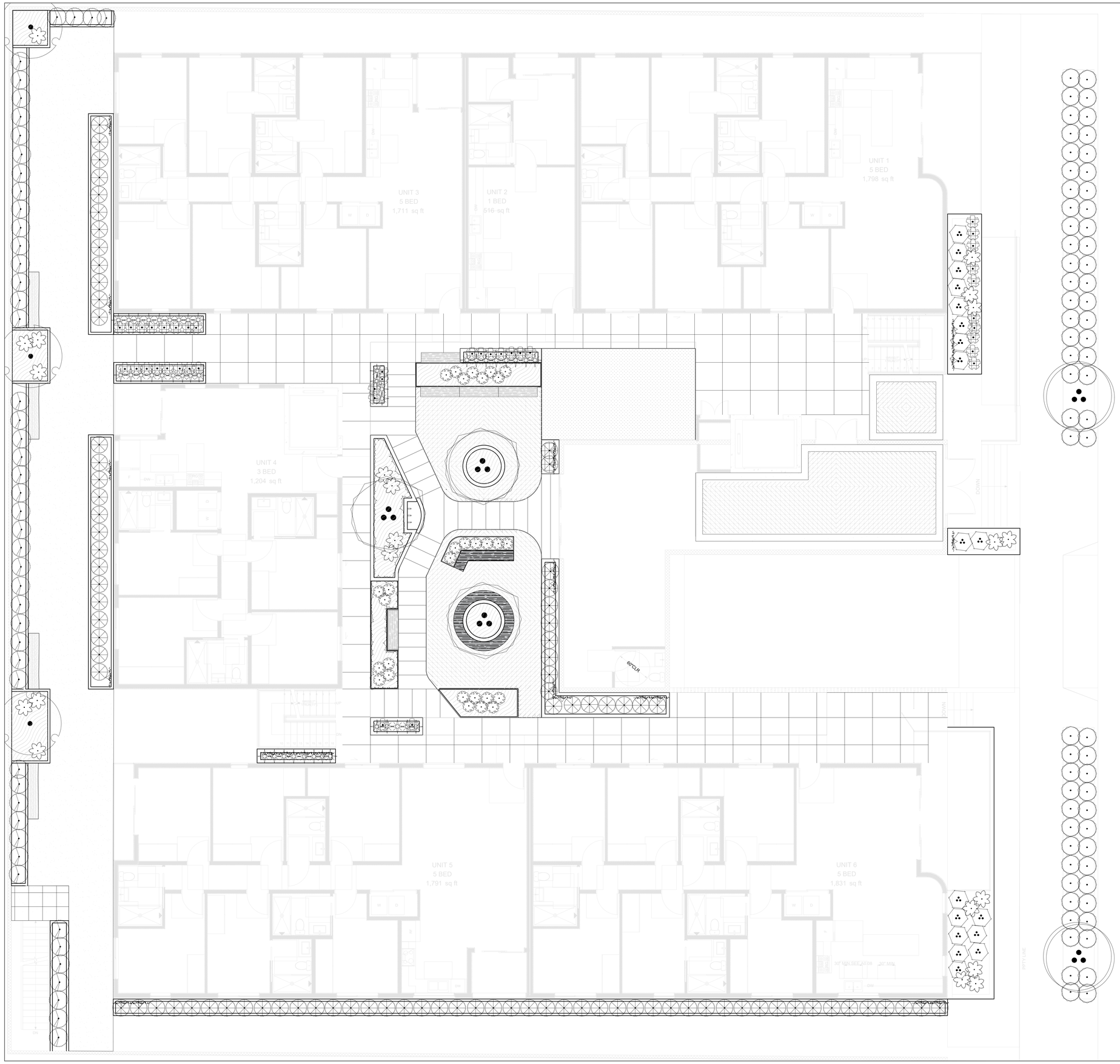
PROJECT NO: #Project Code

SHEET NAME

PLANTING LEGEND AND NOTES

L5.00

SHEET 32 OF 36



0 2 4' 8' 16' N

SCALE: 3/16" = 1'

EXHIBIT "A"
Page No. 33 of 36
Case No. DIR-2021-2250-TOC-HCA

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

ENVIRONMENTALDESIGNSTUDIO
201 WESTMORELAND AVE SUITE 126,
LOS ANGELES, CA 90004
www.EDSstudioLA.com

HOOVER

507 N HOOVER ST,
LOS ANGELES, 90004

LICENSED LANDSCAPE ARCHITECT
BRADLEY BISECKER No. 6454
09-01-22
Renewal Date
STATE OF CALIFORNIA

12.08.20	100% DD
09.03.21	90% CD

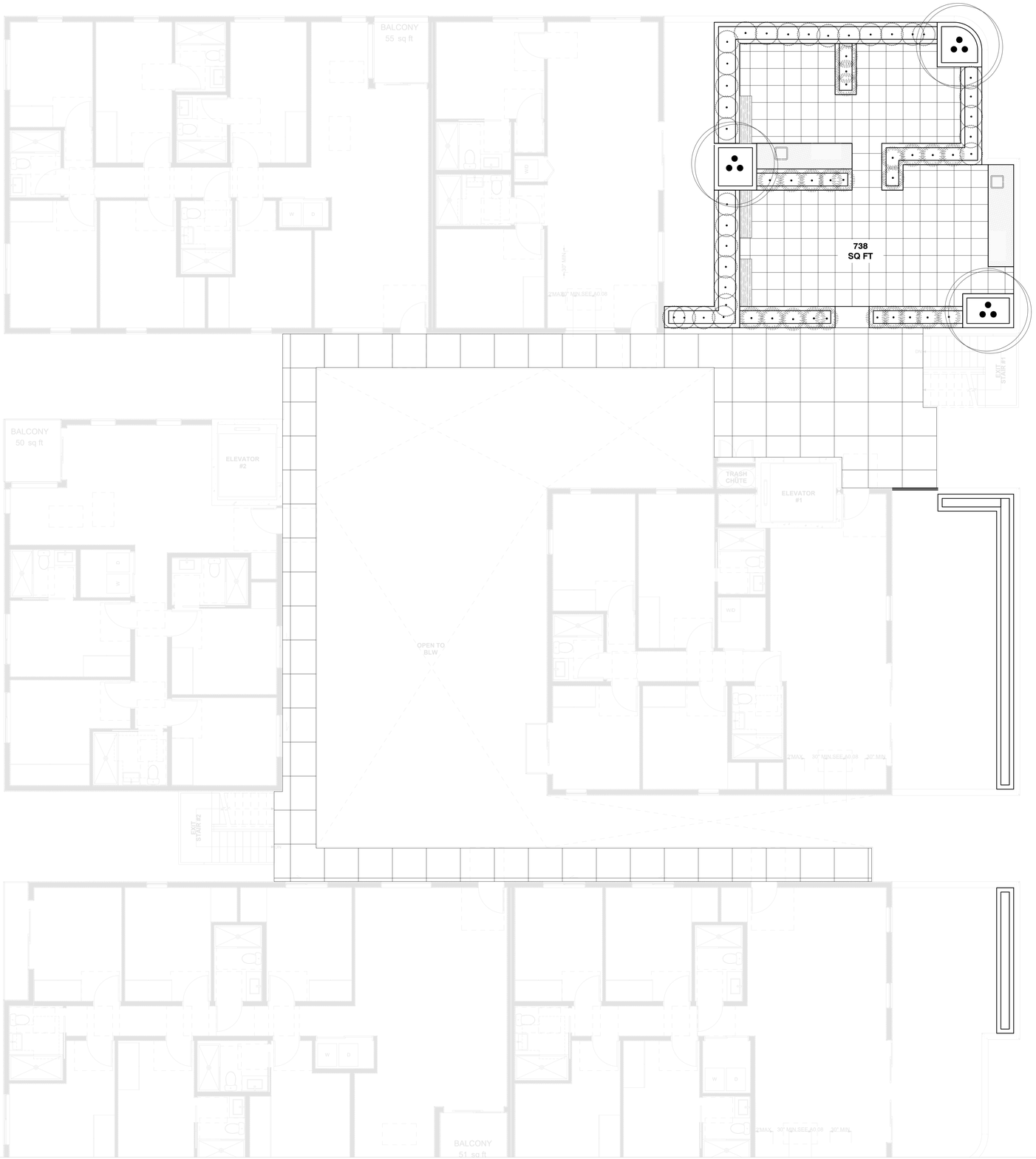
DATE	DESCRIPTION

PROJECT NO: #Project Code

SHEET NAME

PLANTING PLAN 1ST FLOOR

L5.10



0 2 4' 8' 16' N

SCALE: 3/16" = 1'

EXHIBIT "A"
Page No. 34 of 36
Case No. DIR-2021-2250-TOC-HCA

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

ENVIRONMENTALDESIGNSTUDIO
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LOS ANGELES, CA 90004
www.EDSstudioLA.com

HOOVER

507 N HOOVER ST,
LOS ANGELES, 90004

LICENSED LANDSCAPE ARCHITECT
RONALD BOY BIESCHKE No. 5641
Signature
05-31-22
Date
STATE OF CALIFORNIA

12.08.20	100% DD
09.03.21	90% CD

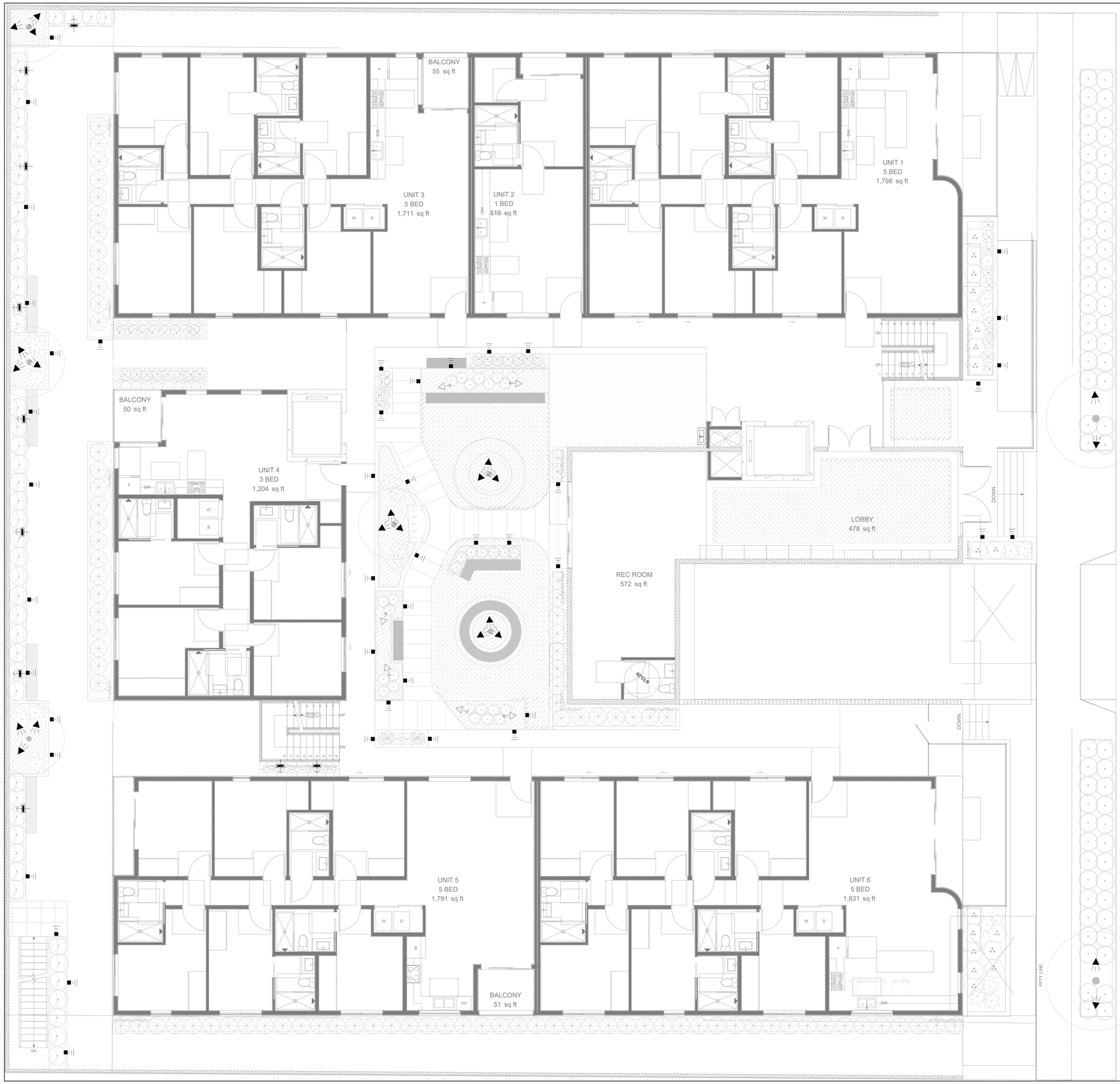
DATE	DESCRIPTION

PROJECT NO: #Project Code

SHEET NAME

PLANTING PLAN 6TH FLOOR

L5.60



LIGHTING SCHEDULE

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	QTY	DETAIL
	SPJ LIGHTING SPJ-AL1-8W Solid Brass, Aged Brass (AG), Surface Mount	31	
	SPJ LIGHTING SPJ-MSL2 Solid Brass, 0	55	
	SPJ LIGHTING MR. UNIVERSE-MBR Cast Brass, Aged Brass (AG), 1/2" NPT Spike (incl) Lamp: FB-2W-CYL-TA16, 2W *2VA, 2700K*	6	
	SPJ LIGHTING SPJ-LSL-12 Copper, Aged Brass (AG), 1/2" NPT Lamp: SPJ-LU-12, 4W *4VA, 2700K*	10	

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HOOVER

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LOS ANGELES, 90004

LICENSED LANDSCAPE ARCHITECT
ROBERT BIESECKER
Signature
05-31-22
Date
STATE OF CALIFORNIA

DATE	DESCRIPTION
12.08.20	100% DD
09.03.21	90% CD

PROJECT NO: #Project Code

EXHIBIT "A"
Page No. 35 of 36
Case No. DIR-2021-2250-TOC-HCA

SHEET NAME

LIGHTING PLAN 1ST FLOOR

L7.10

0 2 4' 8' 16'
SCALE: 3/16" = 1'
N

LIGHTING SCHEDULE			
SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	QTY	DETAIL
	SPJ LIGHTING SPJ-AL1-8W Solid Brass, Aged Brass (AG), Surface Mount	31	
	SPJ LIGHTING SPJ-MSL2 Solid Brass, 0	55	
	SPJ LIGHTING MR. UNIVERSE-MBR Cast Brass, Aged Brass (AG), 1/2" NPT Spike (incl) Lamp: FB-2W-CYL-TA16, 2W *2VA, 2700K*	6	
	SPJ LIGHTING SPJ-LSL-12 Copper, Aged Brass (AG), 1/2" NPT Lamp: SPJ-LU-12, 4W *4VA, 2700K*	10	

0 2 4' 8' 16' N

SCALE: 3/16" = 1'

EXHIBIT "A"
Page No. 36 of 36
Case No. DIR-2021-2250-TOC-HCA

ENVIRONMENTALDESIGNSTUDIO
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LOS ANGELES, CA 90004
www.EDSstudioLA.com

HOOVER

507 N HOOVER ST.
LOS ANGELES, 90004

LICENSED LANDSCAPE ARCHITECT
CRAIG RUDY BELSCHER No. 6064
Signature
05-01-22
Renewal Date
Date
STATE OF CALIFORNIA

12.08.20	100% DD
09.03.21	90% CD

DATE	DESCRIPTION

PROJECT NO: #Project Code

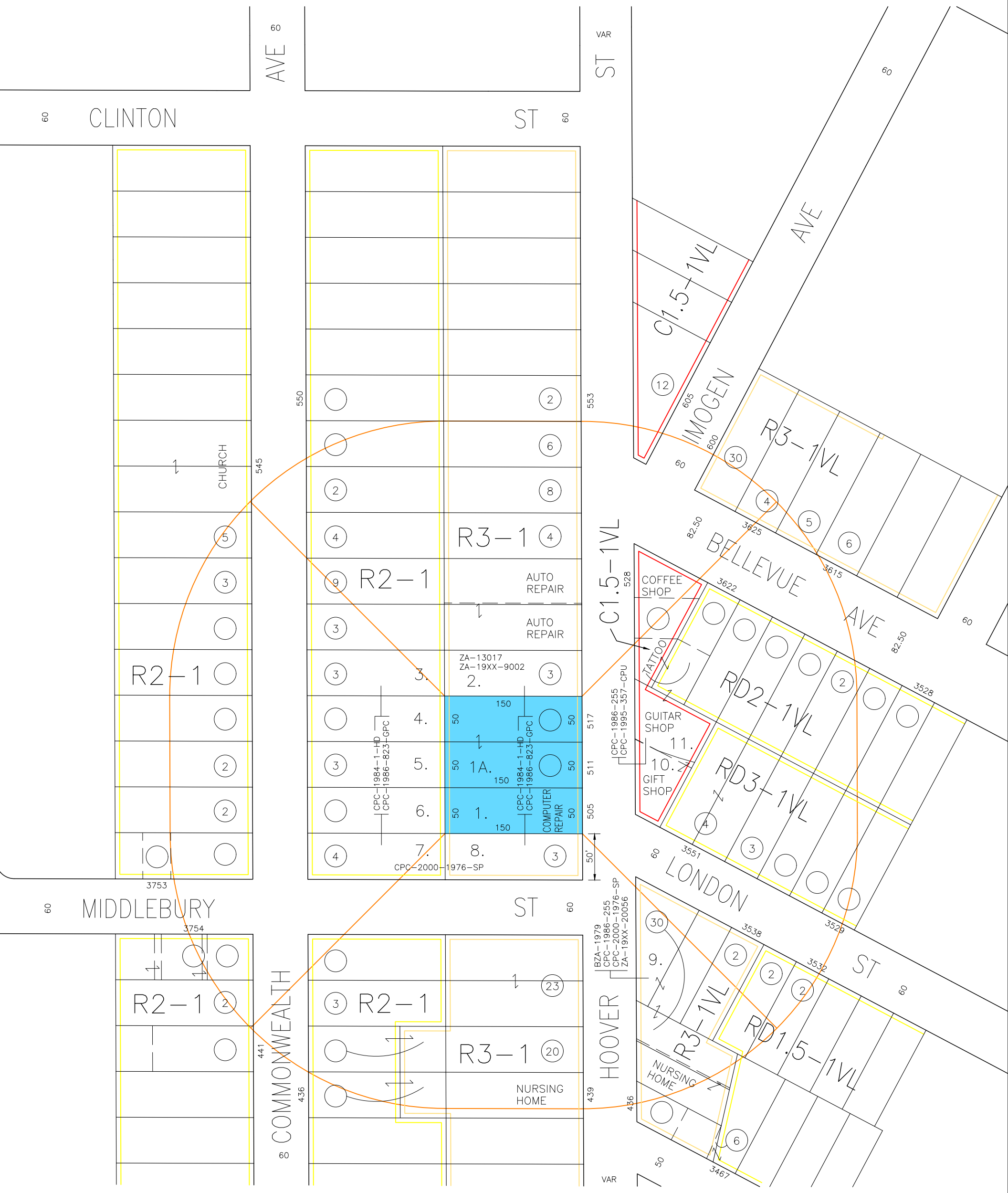
SHEET NAME

LIGHTING PLAN 6TH FLOOR

L7.60

EXHIBIT B

RADIUS MAP



LEGAL: LOTS 13–15, BLOCK M, DAYTON HEIGHTS TRACT, M R 25–35

NEW T.B.
PAGE 594
GRID B7

C.D. 13– O'FARRELL
C.T. 1927.00
P.A. WILSHIRE

TRANSIT ORIENTED COMMUNITIES

CAD GRAPHICS BY

JPL Zoning Services
6257 Van Nuys Blvd #101
Van Nuys, CA 91401
(818)781–0016

CASE NO:
DATE: 09–28–2020
DRAWN BY: JPL ZONING SERVICES
D.M. OR CAD: 141A201
SCALE: 1"=100'
USES: FIELD

CONTACT PERSON: BMR ENTERPRISES
PHONE NO: 323–677–2500

NET ACRES
= 0.517 Acres

NORTH

JPL– 8682RM

EXHIBIT C

DIRECTOR OF PLANNING DETERMINATION LETTER

CITY OF LOS ANGELES
CALIFORNIA

ERIC GARCETTI
MAYOR

DIRECTOR'S DETERMINATION
TRANSIT ORIENTED COMMUNITIES AFFORDABLE HOUSING INCENTIVE PROGRAM

October 07, 2021

Applicant/Owner
Daniel Pourbaba (A/O)
511 Hoover LLC
8271 Melrose Avenue, Suite 207
Los Angeles, CA 90046

Bertha A. Sandoval (O)
511 North Hoover Street
Los Angeles, CA 90004

Representative
Aaron Belliston
BMR Enterprises
5250 Lankershim Boulevard, Suite 500
Los Angeles, CA 91601

Case No.:	DIR-2021-2250-TOC-HCA
Related Case No.:	N/A
CEQA:	ENV-2021-2251-CE
Location:	505 – 517 North Hoover Street
Council District:	13 – O'Farrel
Neighborhood Council	East Hollywood
Community Plan Area:	Wilshire
Land Use Designation:	Medium Residential
Zone:	R3-1
Legal Description:	Dayton Heights Tract; Block M; Lots 13,14,15

Last Day to File an Appeal: October 22, 2021

Pursuant to the Los Angeles Municipal Code (LAMC) Sections 12.22 A.31, I have reviewed the proposed project and as the designee of the Director of City Planning, I hereby:

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

2. **Approve** a Transit Oriented Communities Affordable Housing Incentive Program for a Tier 3 project with a total of 40 dwelling units, including four dwelling units reserved for Extremely Low Income (ELI) Household occupancy for a period of 55 years, along with the following Base and Additional Incentives:

   Base Incentives:

   a. **Density.** Increase the maximum number of dwelling units by up to 70 percent to allow a maximum residential density of 50 units in lieu of 29 units otherwise required;
   b. **Floor Area Ratio (FAR).** Increase in FAR by up to 50 percent to allow a

FAR of up to 4.5:1, in lieu of a FAR of 3:1 otherwise required; and

c. **Parking.** Provide automobile parking at a ratio of 0.5 spaces per residential unit to allow a minimum of 20 parking spaces, in lieu of 40 parking spaces otherwise required.

Additional Incentives:

d. **Yard/Setback.** A 30 percent reduction in the rear and side setbacks to allow a minimum rear yard of 10 feet 6 inches and a northern side yard of 6.3 feet, in lieu of a rear yard of 15 feet and side yard of 9 feet otherwise required;
e. **Open Space.** A 25 percent reduction in Open Space requirement to allow a minimum of 4,932 square feet of Open Space, in lieu of 6,575 square feet otherwise required; and
f. **Height.** Two additional stories up to 22 feet to allow a maximum building height of six stories up to 67 feet, in lieu of 45 feet otherwise required.

3. **Adopt** the attached findings and Conditions of Approval.

CONDITIONS OF APPROVAL

Pursuant to LAMC Section 12.22 A.31 the following conditions are hereby imposed upon the use of the subject property:

1. **Site Plan.** The use and development of the subject property shall be in substantial conformance with the site plan and elevations labeled Exhibit "A" included in the subject case file. Minor deviations may be allowed in order to comply with provisions of the Municipal Code, the subject conditions, and the intent of the subject permit authorization.

2. **Use.** The project shall be limited to a residential building with 40 residential units.

3. **Floor Area.** Development on the subject property shall be limited to a 3.79:1 Floor Area Ratio (FAR), or a total floor area of 61,106 square feet.

4. **Building Height.** The height of the building shall not exceed 67 feet from grade to the top of roof as defined by Section 12.21.1 B.3(a) of the Municipal Code. Any structures on the roof, such as air condition units and other equipment, shall be fully screened of view from any public right-of-way.

5. **Base Incentives.**

   a. **Residential Density**. The project shall be limited to a maximum density of 40 residential units, including On-site Restricted Affordable Units.

   b. **Parking.**

      i. **Automobile Parking.** Automobile parking shall be provided consistent with LAMC Section 12.22 A.31, which permits a maximum of 0.5 residential parking spaces per unit for a Tier 3 Project. The project will provide 50 residential parking spaces for residents.

      ii. **Bicycle Parking.** Bicycle parking shall be provided in compliance with the Municipal Code and to the satisfaction of the Department of Building and Safety. The project shall provide a minimum of 40 long-term and 4 short-term bicycle parking spaces. No variance from the bicycle parking requirements has been requested or granted herein.

      iii. **Unbundling.** Required parking may be sold or rented separately from the units, with the exception of all Restricted Affordable Units which shall include any required parking in the base rent or sales price, as verified by the Los Angeles Housing Department.

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

6. **Additional Incentives.**

   a. **Yard/Setback.** The project shall be permitted up to a 30 percent reduction in the required rear and side setbacks. The rear yard shall be limited to 10 feet and 6 inches in lieu of 15 feet, and the northern side yard shall be limited to 6.3 feet in lieu of 9 feet otherwise required by LAMC Section 12.10 C. The project will provide a front yard of 15 feet and a southern side yard of 9 feet

b. **Open Space.** The project shall be permitted up to a 25 percent reduction in open space, or a minimum of 4,932 square feet in lieu of the required 6,575 square feet otherwise required by LAMC Section 12.21 G. The project will provide 4,935 square feet of open space which includes common and private open space.

c. **Height.** The project shall be permitted an increase of 22 feet in building height, allowing a maximum height of 67 feet in lieu of the required 45 feet.

7. **On-site Restricted Affordable Units.**

a. Prior to issuance of a building permit, the owner shall execute a covenant to the satisfaction of HCIDLA to make 10 percent of the total number of units for Extremely Low Income Households, as defined by HCIDLA, for sale or rental as determined to be affordable to such households by HCIDLA for a period of 55 years. In the event, the applicant reduces the proposed density of the project, the number of required reserved On-site Restricted Units may be adjusted, consistent with LAMC Section 12.22 A.31, to the satisfaction of HCIDLA. Enforcement of the terms of said covenant shall be the responsibility of HCIDLA. The applicant shall provide a copy of the recorded covenant to the Department of City Planning for inclusion in this file.

The project shall comply with the Guidelines for the Affordable Housing Incentives Program adopted by the City Planning Commission and with any monitoring requirements established by HCIDLA.

8. **Changes in On-site Restricted Units**. Deviations that increase the number of On-site Restricted Units or that change the composition of units or change parking numbers shall be consistent with LAMC Section 12.22 A.31.

9. **Housing Replacement Requirements.** Pursuant to the Housing Crisis Act of 2019 and the Los Angeles Housing Department determination dated September 17, 2020, the project will not be required to provide replacement units.

Design Conformance Conditions

10. **Landscaping.** All open areas not used for buildings, driveways, parking areas, recreational facilities, or walks shall be attractively landscaped, including an automatic irrigation system, and maintained in accordance with a landscape plan prepared by a licensed landscape architect or licensed architect.

11. **Tree Requirement.** The project shall provide at least the minimum number of trees on-site to comply with the landscape requirement (LAMC Section 12.21 G(a)(3)). Pursuant to Ordinance No. 179,884, trees may not be less than 24-inch box in size and shall be planted within open space areas.

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

13. **Materials.** A variety of high quality exterior building materials, consistent with the approved Exhibit “A” plans, shall be used. Substitutes of an equal quality shall be permitted to the satisfaction of the Department of City planning.

14. **Lighting.** Outdoor lighting shall be designed and installed with shielding, such that the light source does not illuminate adjacent residential properties or the public right-of-way, nor the above night skies.

15. **Mechanical Equipment.** All mechanical equipment on the roof shall be screened from view. The transformer(s), if located at-grade and facing the public right-of-way, shall be screened with landscaping or a green wall.

16. **Trash Collection.** All trash collection and storage areas shall be located on-site and not visible from the public right-of-way.

17. **Maintenance.** The subject property (including any trash storage areas, associated parking facilities, sidewalks, driveways, yard areas, parkways, and exterior walls along the property lines) shall be maintained in an attractive condition and shall be kept free of trash and debris.

18. **Solar Energy.** The project shall comply with the Los Angeles Municipal Green Building Code, Section 99.05.211.1, to the satisfaction of the Department of Building and Safety.

19. **Parking / Driveway Plan.** Prior to the issuance of any building permit, the applicant shall submit a parking and driveway plan to the Department of Transportation for approval.

Administrative Conditions

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

21. **Covenant**. Prior to the effectuation of this grant, a covenant acknowledging and agreeing to comply with all the terms and conditions established herein shall be recorded in the County Recorder's Office. The agreement (standard master covenant and agreement form CP-6770) shall run with the land and shall be binding on any subsequent owners, heirs or assigns. The agreement with the conditions attached must be submitted to the Department of City Planning for approval before being recorded. After recordation, a certified copy bearing the Recorder's number and date shall be provided for inclusion in case file.

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

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

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

25. **Department of Building & Safety.** The granting of this determination by the Director of Planning does not in any way indicate full compliance with applicable provisions of the Los Angeles Municipal Code Chapter IX (Building Code). Any corrections and/or modifications to plans made subsequent to this determination by a Department of Building & Safety Plan Check Engineer that affect any part of the exterior design or appearance of the project as approved by the Director, and which are deemed necessary by the Department of Building & Safety for Building Code

compliance, shall require a referral of the revised plans back to the Department of City Planning for additional review and sign-off prior to the issuance of any permit in connection with those plans.

26. **Department of Water and Power.** Satisfactory arrangements shall be made with the Los Angeles Department of Water and Power (LADWP) for compliance with LADWP's Rules Governing Water and Electric Service. Any corrections and/or modifications to plans made subsequent to this determination in order to accommodate changes to the project due to the under-grounding of utility lines, that are outside of substantial compliance or that affect any part of the exterior design or appearance of the project as approved by the Director, shall require a referral of the revised plans back to the Department of City Planning for additional review and sign-off prior to the issuance of any permit in connection with those plans.

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

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

29. **Expedited Processing Section Fee.** Prior to the clearance of any conditions, the applicant shall show proof that all fees have been paid to the Department of City Planning, Expedited Processing Section.

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

    Applicant shall do all of the following:

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

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

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

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

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

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

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

For purposes of this condition, the following definitions apply:

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

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

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

PROJECT BACKGROUND

The subject property is a 22,500 square-foot (0.52 acres), level site consisting of three lots with a frontage of approximately 150 feet along North Hoover Street, and a depth of approximately 150 feet in the Virgil Village neighborhood of East Hollywood. The property is currently developed with an office building and two single-family houses.

The project site is zoned R3-1 and is located within the Wilshire Community Plan with a General Plan Land Use Designation of Medium Residential. Additionally, the site is located within the Los Angeles State Enterprise Zone, a Transit Priority Area, a TOC Tier 3 area, an Urban Agriculture Incentive Zone, Special Grading Area, and is within 1.47 kilometers from the Upper Elysian Park fault zone.

The proposed project involves the demolition of one office building and two single-family houses and the construction, use, and maintenance of a six-story, 40-unit residential building. The proposed building will encompass approximately 61,106 square feet of floor area resulting in a FAR of 3.79 to 1 and will rise to a maximum height of 67 feet. Pursuant to the Transit Oriented Communities (TOC) Affordable Housing Incentive Program, the applicant requests three Base Incentives and three Additional Incentives in exchange for reserving 10 percent, or four units, for Extremely Low Income Households. The project will comprise of the following unit mix: 5 one-bedroom units; 1 two-bedroom unit; 8 three-bedroom units; and 26 five-bedroom units. The residential units will inhabit the six stories constructed above-grade and 50 residential parking spaces will be located within the subterranean parking garage. The project will also provide a total of 44 bicycle parking spaces on-site: four short-term and 40 long-term. The long-term bicycle parking spaces will be located within an enclosed room

in the subterranean parking garage and the short-term spaces will be located adjacent to the sidewalk fronting North Hoover Street. A total of 4,935 square feet will be dedicated to open space which includes a residential courtyard, recreation room, and common open space area on the ground-floor, a roof deck, and 16 private balconies.

The project meets all eligibility requirements for the TOC Affordable Housing Incentive Program. The project is eligible for Base Incentives and up to three Additional Incentives. The project meets the TOC Guideline requirements of providing at least 11 percent of the base units for Extremely Low Income Households in exchange for the Additional Incentives.

Surrounding Properties

The property site is located in an urbanized neighborhood bounded by North Hoover Street to the east, and single-family houses to the north, west, and south. North Hoover Street provides north-south street travel with a Metro "10" Local Bus Line stop located 350 feet from the project site. In addition, the Metro "B" Vermont/Beverly Station is located approximately 2,550 feet from the project site. Surrounding properties are predominantly developed with single- and multi-story residential buildings, commercial businesses, and a car repair center. Properties across North Hoover Street are zoned C1.5-1VL, RD2-1VL, and RD3-1VL and are developed with one-story commercial stores, single-family houses, and multi-family residential buildings. Properties north and south of the project site are zoned R3-1 and are developed with a mix of single- and multi-family residential buildings and commercial businesses. One block north, on Clinton Street, is a Los Angeles Department of Water and Power Distributing Station zoned PF-1XL. Further south is the Hollywood Freeway (U.S. Route 101) zoned PF-1XL. Properties west of the project site are zoned R2-1 and are predominately developed with single-family houses.

Streets and Circulation

North Hoover Street – Adjoining the subject property to the east, is a designated Collector, with a roadway width of 40 feet and a right-of-way width of 66 feet improved with asphalt roadway, concrete curb, gutter, and sidewalk. The corridor permits northbound and southbound traffic flow.

TRANSIT ORIENTED COMMUNITIES

Pursuant to the voter-approved Measure JJJ, Los Angeles Municipal Code (LAMC) 12.22 A.31 was added to create the Transit Oriented Communities Affordable Housing Incentive Program. The Measure requires the Department of City Planning to create TOC Affordable Housing Incentive Program Guidelines (TOC Guidelines) for all Housing Developments located within a ½-mile (or 2,640-foot) radius of a Major Transit Stop. These Guidelines provide the eligibility standards, incentives, and other necessary components of the TOC Program consistent with LAMC 12.22 A.31.

The subject property is located within 2,550 feet from the Vermont Avenue and Beverly Boulevard intersection which functions as a major public transit stop for the Metro "B" Rail Line (via Vermont/Beverly Station). The subject property is therefore located in Tier 3 of the Transit Oriented Communities Affordable Housing Incentive Program and is eligible for Tier 3 incentives. Per Section IV of the TOC Guidelines, the proposed project is eligible to receive Base Incentives and up to three Additional Incentives as the project will reserve at least 11 percent of the base units for Extremely Low Income Households.

Given the above, the proposed project includes the following Base and Additional Incentives. The project requests three Base Incentive and three Additional Incentive. As a Tier 3 TOC project, the project requests the following Base and Additional Incentives for a qualifying Tier 3 Project:

Base Incentives:

a. **Density.** Increase the maximum number of dwelling units by up to 70 percent to allow a maximum residential density of 50 units in lieu of 29 units otherwise required;
b. **Floor Area Ratio (FAR).** Increase in FAR by up to 50 percent to allow an FAR of up to 4.5:1, in lieu of 3:1 FAR otherwise required; and
c. **Parking.** Provide automobile parking at a ratio of 0.5 spaces per residential unit to allow a minimum of 20 parking spaces, in lieu of 40 parking spaces otherwise required.

Additional Incentives:

d. **Yard/Setback.** A 30 percent reduction in the rear and side setbacks to allow a minimum rear yard of 10 feet 6 inches and a side yard of 6.3 feet, in lieu of a rear yard of 15 feet and side yard of 9 feet otherwise required;
e. **Open Space**. A 25 percent reduction in Open Space requirement to allow a minimum of 4,932 square feet of Open Space, in lieu 6,575 square feet otherwise required; and
f. **Height.** Two additional stories up to 22 feet to allow a maximum building height of six stories up to 67 feet, in lieu 45 feet otherwise required.

HOUSING REPLACEMENT

Pursuant to LAMC Section 12.22 A.31(b)(1), a Housing Development located within a Transit Oriented Communities (TOC) Affordable Housing Incentive Area shall be eligible for TOC Incentives if it meets any applicable replacement requirements of California Government Code Section 65915(c)(3) (California State Density Bonus Law).

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

On September 28, 2016, Governor Brown signed Assembly Bill 2556 (AB 2556) which further amended the State Density Bonus Law. The amendments took effect on January 1, 2017. AB 2556 clarifies the implementation of the required replacement of affordable units in Density Bonus projects, first introduced by AB 2222. AB 2556 further defines "equivalent size" to mean that as a whole, the new units must contain at least the same total number of bedrooms as the units being replaced.

In addition to the requirements of California State Density Bonus Law, on October 9, 2019, the Governor signed into law the Housing Crisis Act of 2019 (SB 330). SB 330 creates new state laws regarding the production, preservation and planning for housing, and establishes a statewide housing emergency until January 1, 2015. During the duration of the statewide housing emergency, SB 330, among other things, creates new housing replacement requirements for Housing Development Projects by prohibiting the approval of any proposed housing development project on a site that will require the demolition of existing residential dwelling units or occupied or vacant “Protected Units” unless the proposed housing development project replaces those units. The Los Angeles Housing Department has determined, per the Housing Crisis Act of 2019 (SB 330) Replacement Unit Determination, dated **September 17, 2020**, that there are no units subject to replacement pursuant to the requirements of the Housing Crisis Act of 2019 (SB 330).

As such, the project meets the eligibility requirement for providing replacement housing consistent with California Government Code Sections 65915(c)(3) (State Density Bonus Law) and 66300 (Housing Crisis Act of 2019).

TRANSIT ORIENTED COMMUNITIES AFFORDABLE HOUSING INCENTIVE PROGRAM ELIGIBILITY REQUIREMENTS

To be an eligible Transit Oriented Communities (TOC) Housing Development, a project must meet the Eligibility criteria set forth in Section IV of the Transit Oriented Communities Affordable Housing Incentive Program Guidelines (TOC Guidelines). A Housing Development located within a TOC Affordable Housing Incentive Area shall be eligible for TOC Incentives if it meets all of the following requirements, **which it does**:

1. ***On-Site Restricted Affordable Units.*** *In each Tier, a Housing Development shall provide On-Site Restricted Affordable Units at a rate of at least the minimum percentages described below. The minimum number of On-Site Restricted Affordable Units shall be calculated based upon the total number of units in the final project.*

    a. *Tier 1 - 8% of the total number of dwelling units shall be affordable to Extremely Low Income (ELI) income households, 11% of the total number of dwelling units shall be affordable to Very Low (VL) income households, or 20% of the total number of dwelling units shall be affordable to Lower Income households.*
    b. *Tier 2 - 9% ELI, 12% VL or 21% Lower.*
    c. *Tier 3 - 10% ELI, 14% VL or 23% Lower.*
    d. *Tier 4 - 11% ELI, 15% VL or 25% Lower.*

    The project site is located within a Tier 3 Transit Oriented Communities Affordable Housing Incentive Area. As part of the proposed development, the project is required to reserve 10 percent of the 40 total dwelling units for Extremely Low Income Households which equates to four on-site dwelling units as part of the Housing Development. Therefore, the project meets the eligibility requirement for On-Site Restricted Affordable Units.

2. ***Major Transit Stop.*** *A Housing Development shall be located on a lot, any portion of which must be located within 2,640 feet of a Major Transit Stop, as defined in Section II and according to the procedures in Section III.2 of the TOC Guidelines.*

    As defined in the TOC Guidelines, a Major Transit Stop is defined as a site with an existing rail transit station or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. The subject property is located within 2,550 feet from the Metro Vermont/Beverly Station which functions as a Major Transit Stop for the Metro “B” Rail Line. As such, the project meets the eligibility requirement for proximity to a Major Transit Stop.

3. ***Housing Replacement.*** *A Housing Development must meet any applicable housing replacement requirements of California Government Code Section 65915(c)(3), as verified by the Los Angeles Housing Department prior to the issuance of any building permit. Replacement housing units required per this section may also count towards other On-Site Restricted Affordable Units requirements.*

    Pursuant to the SB 330 Determination made by the Los Angeles Department dated September 17, 2020, the proposed project is not required to provide any replacement affordable housing units. Therefore, the project meets the eligibility requirement for providing replacement housing consistent with California Government Code Section 65915(c)(3).

4. ***Other Density or Development Bonus Provisions.*** *A Housing Development shall not seek and receive a density or development bonus under the provisions of California Government Code Section 65915 (state Density Bonus law) or any other State or local program that provides development bonuses. This includes any development bonus or other incentive granting additional residential units or floor area provided through a General Plan Amendment, Zone Change, Height District Change, or any affordable housing development bonus in a Transit Neighborhood Plan, Community Plan Implementation Overlay (CPIO), Specific Plan, or overlay district.*

   The project is not seeking any additional density or development bonuses under the provisions of the State Density Bonus Law or any other State or local program that provides development bonuses, including, but not limited to a General Plan Amendment, Zone Change, Height District Change, or any affordable housing development bonus in a Transit Neighborhood Plan, Community Implementation Overlay (CPIO), Specific Plan, or overlay district. The project will redevelop the existing office building and two single-family houses with a six-story residential development with 40 dwelling units. The TOC Incentives are applied throughout the entirety of the site and no development bonuses under any other state or local program will be utilized. The total project will reserve four units for Extremely Low Income Households and provide 36 market-rate units. As such, the project meets this eligibility requirement.

5. ***Base Incentives and Additional Incentives.*** *All Eligible Housing Developments are eligible to receive the Base Incentives listed in Section VI of the TOC Guidelines. Up to three Additional Incentives listed in Section VII of the TOC Guidelines may be granted based upon the affordability requirements described below. For the purposes of this section below "base units" refers to the maximum allowable density allowed by the zoning, prior to any density increase provided through these Guidelines. The affordable housing units required per this section may also count towards the On-Site Restricted Affordable Units requirement in Section IV.1 above (except Moderate Income units).*

   a. *One Additional Incentive may be granted for projects that include at least 4% of the base units for Extremely Low Income Households, at least 5% of the base units for Very Low Income Households, at least 10% of the base units for Lower Income Households, or at least 10% of the base units for persons and families of Moderate Income in a common interest development.*

   b. *Two Additional Incentives may be granted for projects that include at least 7% of the base units for Extremely Low Income Households, at least 10% of the base units for Very Low Income Households, at least 20% of the base units for Lower Income Households, or at least 20% of the base units for persons and families of Moderate Income in a common interest development.*

   c. *Three Additional Incentives may be granted for projects that include at least 11% of the base units for Extremely Low Income Households, at least 15% of the base units for Very Low Income Households, at least 30% of the base units for Lower Income Households, or at least 30% of the base units for persons and families of Moderate Income in a common interest development.*

   As an eligible housing development, the project is qualified to receive the Base Incentives listed in the TOC Guidelines. The project requests three Additional Incentives as follows: (1) a 30 percent reduction in the rear and northern side setback, (2) a 25 reduction in open space requirement, and (3) a 22-foot increase in building height. The project will set aside 10 percent of the total units proposed and 13 percent of the base units for Extremely Low Income households. As such, the project meets the eligibility requirement for Base and Additional Incentives.

6. ***Projects Adhering to Labor Standards.*** *Projects that adhere to the labor standards required in LAMC 11.5.11 may be granted two Additional Incentives from the menu in Section VII of these Guidelines (for a total of up to five Additional Incentives).*

   The project is not seeking Additional Incentives beyond the three permitted in exchange for reserving at least 11 percent of the base units for Extremely Low Income Households. As such, the project need not adhere to the labor standards required in LAMC Section 11.5.11; this eligibility requirement does not apply.

7. ***Multiple Lots.*** *A building that crosses one or more lots may request the TOC Incentives that correspond to the lot with the highest Tier permitted by Section III above.*

   The proposed building is located on three lots, all of which are designated within a Tier 3 TOC Affordable Housing Incentive Area. With 40 dwelling units proposed, the project will reserve 10 percent, or four units, of the total proposed number of units for Extremely Low Income Households.

8. ***Request for a Lower Tier.*** *Even though an applicant may be eligible for a certain Tier, they may choose to select a Lower Tier by providing the percentage of On-Site Restricted Affordable Housing units required for any lower Tier and be limited to the Incentives available for the lower Tier.*

   The applicant has not selected a Lower Tier and is not providing the percentage of On-Site Restricted Affordable Housing units required for any lower Tier. Therefore, this eligibility requirement does not apply.

9. ***100% Affordable Housing Projects.*** *Buildings that are Eligible Housing Developments that consist of 100% On-Site Restricted Affordable units, exclusive of a building manager's unit or units shall, for purposes of these Guidelines, be eligible for one increase in Tier than otherwise would be provided.*

   The project does not consist of 100 percent On-Site Restricted Affordable units. It is not eligible for or seeking an increase in Tier. As such, this eligibility requirement does not apply.

10. **Design Conformance.** *Projects seeking to obtain Additional Incentives shall be subject to any applicable design guidelines, including any Community Plan design guidelines, Specific Plan design guidelines and/or Citywide Design Guidelines and may be subject to conditions to meet design performance. The conditions shall not preclude the ability to construct the building with the residential density permitted by Section VI.*

    The project as proposed and as conditioned, meets the intent of the Citywide Design Guidelines (adopted by City Planning Commission October 24, 2019). The proposed development has been conditioned to ensure a well-designed project and compliance with the Design Guidelines. The project has been conditioned to provide a pedestrian-friendly environment through the provision of landscaping and screening of any mechanical equipment from the public right- of-way. The project has also been conditioned to incorporate a variety of building materials to create visually interesting building façades and minimize impacts on surrounding properties.

    GUIDELINE 1: PROMOTE A SAFE, COMFORTABLE AND ACCESSIBLE PEDESTRIAN EXPERIENCE FOR ALL.

The project promotes a safe, comfortable, and accessible pedestrian experience along North Hoover Street by incorporating building design and streetscape features that support the community. The project will enhance the parkway space with landscaping and two new street trees which will provide shade coverage during the day. In addition, the parkway will function as a buffer between pedestrians and automobiles creating a safe and comfortable space for all travelers. The project will install short-term and long-term bicycle parking along the front of the building and within the subterranean garage, respectively, providing residents a convenient space to store their bicycles. Additionally, the project proposes the minimum required driveway width thereby minimizing conflict between pedestrians and automobiles. Regarding building design, the project will feature windows and balconies fronting North Hoover Street. These features will allow for increased street surveillance and promote “eyes on the street”. In addition, light fixtures will be thoughtfully placed throughout the project and along the building frontage to provide visibility and a sense of security.

GUIDELINE 2: CAREFULLY INCORPORATE VEHICULAR ACCESS SUCH THAT IT DOES NOT DISCOURAGE AND/OR INHIBIT THE PEDESTRIAN EXPERIENCE.

Residents of the proposed project will access the subterranean parking garage through a single driveway fronting North Hoover Street, spanning 19 feet in width. By minimizing the number of curb cuts on the project site and keeping the driveway width at the minimum requirement, the project maintains the continuity of the sidewalk and reduces the likelihood of vehicular interruptions between pedestrian and drivers. In addition, the project will feature a landscaped parkway and street trees to buffer pedestrians to vehicular traffic. As such, the project effectively addresses vehicular access with regard to the pedestrian experience.

GUIDELINE 3: DESIGN PROJECTS TO ACTIVELY ENGAGE WITH STREETS AND PUBLIC SPACE AND MAINTAIN HUMAN SCALE.

The project will implement building design and landscaped features to create an active streetscape that softly transitions between the public and private realm. The project will incorporate landscaping along the parkway and the building street frontage fronting North Hoover Street to enhance pedestrian safety and comfortability. The walkway leading up to the project’s primary entryway will be elevated from the sidewalk, establishing the divide between the public right-of-way and private property. In addition, the project’s roof deck and several of the private patios and balconies will overlook the street creating a sense of transparency and “eyes on the street”. On the first floor, the project’s open courtyard will provide a visual connection between the street and the project’s rear common open space. Regarding façade articulation, the project will utilize breaks along the building’s exterior with changes in depth, building materials, windows, and balconies. These elements provide visual interest and reflect a more human scale development. Overall, the project actively engages the spaces between the street and the project site.

GUIDELINE 4: ORGANIZE AND SHAPE PROJECTS TO RECOGNIZE AND RESPECT SURROUNDING CONTEXT.

The proposed project will be cohesive with the architectural style and aesthetic of the surrounding community implementing a blend of modern and traditional design elements that reflect the character of the community. For instance, the project will feature arched windows, curved walls, stucco material, and color palette that is commonly seen across the neighborhood. The project’s transformer will be placed under the driveway away from public view to create an engaging and established frontage along North Hoover Street. Landscaping and street trees will be installed to create a safe and comfortable pathway for pedestrians traveling along the corridor. In addition, the project’s roof deck will be oriented away from the

Hollywood Freeway (U.S. Route 101) located south of the project site, to reduce audible and visual impacts onto residents.

GUIDELINE 5: EXPRESS A CLEAR AND COHERENT ARCHITECTURAL IDEA.

The project will integrate high-quality building materials, a cohesive color palette, balanced articulation, and landscaping to create a clear and coherent design that respects its surrounding environment. Visual continuity is maintained from the street sidewalk and into the project's open space areas. The building's exterior will utilize a mixture of concrete masonry, white plaster, metal finishing and guardrails, rectangular and arched openings, and variations in depths and breaks to reflect an architectural character that blends modern and traditional design. Along North Hoover Street the project proposes street trees, parkway planting, bike racks, and private patio spaces to enhance the safety and comfortability of the corridor for pedestrians to walk along. The pathway into the project is slightly elevated from the sidewalk, transitioning into the common open spaces at the center and rear of the property. The open courtyard, recreation room, and rear yard provide residents a space to relax, socialize, and enjoy recreational activities. The project's residential balconies also provide private outdoor space that opens to the surrounding environment, with several overlooking the street. On the sixth floor, a roof deck will be located on the northeastern corner of the site further activating the street frontage along North Hoover Street and reducing audible and visual impacts from the Hollywood Freeway (U.S. Route 101). As such, the project provides a coherent architectural character that is consistent throughout the project site and is compatible with the neighborhood.

GUIDELINE 6: PROVIDE AMENITIES THAT SUPPORT COMMUNITY BUILDING AND PROVIDE AN INVITING, COMFORTABLE USER EXPERIENCE.

The project provides numerous amenities that create a comfortable and inviting experience for project users and the community. The six-story residential building features 5,925 square feet of open space for its residents which include private balconies, a central courtyard, recreation room, outdoor common area at the rear, and roof deck. Both the private and common open space components provide residents a space to relax, socialize, and enjoy recreational activities. Within the subterranean garage, the project will feature an enclosed bike room and workstation that can accommodate 40 long-term bicycles. Bike racks will be installed along the sidewalk fronting North Hoover Street to accommodate four short-term bicycle parking spaces. While the main trash and recycling room is located at the center of the subterranean level, residents will be able to dispose of their waste through chutes that are located on every floor. Many of the outdoor components of the project site will be landscaped with various trees and shrubs, including the courtyard, rear yard common area, roof deck, the building frontage, and parkway. The sidewalk will feature a landscaped parkway, providing a comfortable and attractive pedestrian pathway for pedestrians traveling along North Hoover Street.

GUIDELINE 7: CAREFULLY ARRANGE DESIGN ELEMENTS AND USES TO PROTECT SITE USERS.

The project carefully lays out its operating equipment and design elements in a manner that protects its residents. The project's open courtyard and recreation room will be centrally located on the ground-floor with sunlight and air filtering down the six-story building. The roof deck is designed with landscaping, seating, a fire pit, and built-in barbeque to create a semi-private space for residents to use while relaxing and socializing. The space will be located on the northeastern corner of sixth floor to reduce audible and visual impacts from the Hollywood Freeway (U.S. Route 101). The project's transformer will be concealed and placed under the driveway to create a more welcoming and attractive building frontage. On-site residential parking spaces will be securely enclosed within the subterranean garage, in addition to the

bicycle storage and trash/recycle rooms. The building's façade will feature glass windows and entryways, balconies, metal railings, and light fixtures to create a secure and transparent pathway for pedestrians traveling along the street. These design features will function as "eyes on the street".

GUIDELINE 8: PROTECT THE SITE'S UNIQUE NATURAL RESOURCES AND FEATURES.

The project site is a 22,500 square-foot, level site consisting of three lots and is located in a highly urban environment in the Virgil Village neighborhood. The project will preserve the site's natural topography and will create new drainage courses while minimizing grading to preserve natural landforms. In regard to landscaping, the project will incorporate a majority of its plans from the Los Angeles County Drought-Tolerant Plant List.

GUIDELINE 9: CONFIGURE THE SITE LAYOUT, BUILDING MASSING AND ORIENTATION TO LOWER ENERGY DEMAND AND INCREASE COMFORT AND WELL-BEING OF USERS.

The project incorporates sustainable design and energy efficient principles that appropriately address environmental factors such as heat, noise, and air pollution as it relates to reducing the building's energy demand and increasing the comfort and well-being of its residents. The placement and orientation of the project's architectural features, as well as the different colors and material choices used along the façades of the building, contribute to the project's sustainable design.

To address heat glare and gain, the project strategically utilizes various materials and colors with absorptive and reflective finishes to reduce excessive heat gain around the perimeter of the building. The project will install different types and sizes of windows to achieve a comfortable balance of light and air ventilation into each dwelling unit. A mixture of recessed and cantilevered balconies will create options for enjoying sunlight directly or under shaded spaces. Most of the common open space areas, including the open courtyard, outdoor common area at the rear, and roof deck, will include landscaping and seating to create a comfortable and inviting space for residents to enjoy. Landscaping will provide natural heat absorption, cooling, and shade throughout the day. The façade will utilize a mix of light-colored plaster, concrete masonry units, metal with powder coated finish, glass windows and sliding doors to help reduce heat gain and increase light and air circulation into the building.

The project's roof deck will overlook North Hoover Street and will be oriented away from the Hollywood Freeway (U.S. Route 101) to reduce any audible and visual impacts imposed onto residents. In addition, the location of the roof deck on the northeastern corner of the site will help reduce excessive heat glare and gain during the day.

GUIDELINE 10: ENHANCE GREEN FEATURES TO INCREASE OPPORTUNITIES TO CAPTURE STORMWATER AND PROMOTE HABITAT.

The project will utilize diverse palette of drought-resistant landscaping throughout the project site. These plants will reduce the project's consumption of water while also allowing the capture of stormwater runoff within the project's common open space areas and street frontage. Along the sidewalk, parkways and shade trees will be planted to capture stormwater and provide coverage when it rains and shines.

TRANSIT ORIENTED COMMUNITIES AFFORDABLE HOUSING INCENTIVE PROGRAM /AFFORDABLE HOUSING INCENTIVES COMPLIANCE FINDINGS

1. **Pursuant to Section 12.22 A.25(g)(2)(i)(c) of the LAMC and Section 65915(e) of the California Government Code, the Commission shall approve a density bonus and requested incentive(s) unless the Commission finds that:**

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

   .

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

   The list of Additional Incentives in the Transit Oriented Communities Guidelines was pre-evaluated at the time the Transit Oriented Communities Affordable Housing Incentive Program Ordinance was adopted to include types of relief that minimize restrictions on the size of the project. As such, the Director will always arrive at the conclusion that the Additional Incentives are required to provide for affordable housing costs because the incentives by their nature increase the scale of the project.

   Yard/Setback. The requested Additional Incentive to reduce the rear and northern side yard requirements of the R3 Zone by 30% is expressed in the Menu of Incentives in the Transit Oriented Communities Guidelines, which permit exceptions to zoning requirements that result in building design or construction efficiencies that facilitate affordable housing costs. Per LAMC, the rear and side yard requirements for a project in the R3 Zone is 15 feet and 9 feet, respectively. The proposed project will utilize the Tier 3 yard/setback incentive to reduce the rear year to 10 feet and 6 inches, and the northern side yard to 6.3 feet. With the incentive, the project will dedicate more floor area to the construction of additional dwelling units thereby allowing for more affordable units to be set aside for Extremely Low Income households. This incentive supports the applicant's decision to reserve 10 percent, or four units, as affordable housing units.

   Open Space. The requested Additional Incentive for a 25 percent reduction in the required amount of open space is expressed in the Menu of Incentives in the TOC Guidelines, which permit exceptions to zoning requirements that result in building design or construction efficiencies that facilitate the creation of affordable housing. For this project, the LAMC requires a total open space area of 6,575 square feet. The requested Tier 3 incentive allows the applicant to reduce the open space requirement to 4,931.25 square feet. The project proposes a total open space area of 4,935 square feet, which includes common and private open space. The incentive allows the applicant to utilize more of the total building square footage for residential units, which facilitates the construction of more affordable housing units, while remaining in compliance with all other applicable zoning regulations. The incentive further supports the applicant's decision to reserve 10 percent of the total units proposed for Extremely Low Income households. Therefore, the Additional Incentive is necessary to provide for affordable housing costs.

   Height. The requested Additional Incentive for an increase in building height by 22 feet is

expressed in the Menu of Incentives in the TOC Guidelines which permit exceptions to zoning requirements that results in building design or construction efficiencies that facilitate the creation of affordable housing. Located in the underlying R3-1 Zone, the project is permitted a maximum height of 45 feet. The applicant will utilize the Tier 3 to increase the maximum building height to 67 feet, resulting in a six-story residential development. This incentive will allow the developer to increase the height of the structure to allow the units reserved for affordable housing to be constructed and increase the overall space dedicated to residential uses. These incentives support the applicant's decision to reserve 10 percent, or four units, for affordable housing.

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

There is no evidence that the proposed incentives will have a specific adverse impact. A "specific adverse impact" is defined as "a significant, quantifiable, direct and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete" (LAMC Section 12.22 A.25(b)). The proposed Project and potential impacts were analyzed in accordance with the California Environmental Quality Act (CEQA) Guidelines and the State's CEQA Thresholds Guide. These two documents establish guidelines and thresholds of significant impact, and provide the data for determining whether or not the impacts of a proposed project reach or exceed those thresholds. Analysis of the proposed Project determined that it is Categorically Exempt from environmental review pursuant to Article 19, Class 32 of the CEQA Guidelines.

The Class 32 Exemption is intended to promote infill development within urbanized areas. The proposed project qualifies for a Class 32 Categorical Exemption because it conforms to the definition of "Infill Projects" as further described in the analysis for Case No. ENV-2021-2251-CE. The five conditions which the project must meet in order to qualify for the Class 32 Categorical Exemption are as follows: (a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with the applicable zoning designation and regulations; (b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses; (c) The project site has no value as habitat for endangered, rare or threatened species; (d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality; and (e) The site can be adequately served by all required utilities and public services. The project, as proposed, was determined to meet all five conditions. Furthermore, planning staff evaluated the exceptions to the use of Categorical Exemptions for the proposed ordinance listed in "CEQA Guidelines" Section 15300.2 and determined that none of the exceptions apply to the proposed project.

According to ZIMAS, the project is located 1.49 kilometers from the Upper Elysian Park Fault and is not located within a Very High Fire Hazard Severity Zone, Flood Zone, Hazardous Water Zone, Landside, Liquefaction, and Tsunami Inundation Zone. The project is required to comply with all other pertinent regulations including those governing construction, use, and maintenance, and will not create any significant direct impacts on public health and safety. Therefore, there is no substantial evidence that the proposed project will have a specific adverse impact on the physical environment, on public health and safety or the physical environment, or on any Historical Resource.

c. The incentives are contrary to state or federal law.

There is no substantial evidence in the record indicating that the requested incentives are contrary to any state and federal law.

ADDITIONAL MANDATORY FINDINGS

2. The National Flood Insurance Program rate maps, which are a part of the Flood Hazard Management Specific Plan adopted by the City Council by Ordinance No. 172,081, have been reviewed and it has been determined that this project is located within Flood Zone X, areas determined to be outside the 0.2% annual chance floodplain.

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

(a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations:

The proposed project is consistent with applicable general plan designation, applicable policies, and applicable zoning designations. The Wilshire Community Plan Map designates the property for Medium Residential land uses with the corresponding zone R3. The project site is zoned R3-1 and is thus consistent with the land use designation. The project will provide 40 dwelling units with 10 percent of the units set aside for Extremely Low Income Households.

The proposed project is consistent with the Goals, Objectives, and Policies, of the Wilshire Community Plan and Framework Element as described below.

Objective 1-1 Provide a safe, secure, and high quality residential environment for all economic, age, and ethnic segments of the Wilshire community.

Policy 1-1.3: Provide for adequate Multiple Family residential development.

Policy 1-1.4: Provide for housing along mixed-use boulevards where appropriate.

The project proposes the construction of 40 new residential units in the Virgil Village neighborhood, contributing to an increase in the community's housing supply. The project will intensify the existing utilization of the property by replacing one office building and two single-family houses with a six-story multi-family residential building. Amenities include common open space areas on the ground and roof floors for residents to relax and socialize, private balconies, and bicycle parking.

The project will be compatible with the surroundings properties developed within the neighborhood and along North Hoover Street, contributing to the variety of single- and multi-family buildings, commercial businesses, and community-serving amenities. In

addition, the project will provide a safe and high quality residential environment that accounts for households of different income-level and size. The project will provide mixed-income housing, reserving 10 percent of the total units proposed for Extremely Low Income Households and the remaining offered at market-rate. The project will provide a unit mix that accommodates different household sizes with units ranging one-bedroom to five-bedroom apartments. Additionally, the project will activate the front yard facing North Hoover Street with private balcony and landscaped space. These features enhance the comfort and transparency along the corridor. Therefore, the project will provide a safe and high-quality environment with the development of more housing in neighborhood.

Objective 1-2 Reduce vehicular trips and congestion by developing new housing in close proximity to regional and community commercial centers, subway stations and existing bus route stops.

Policy 1-2.1 Encourage higher density residential uses near major transportation centers.

The proposed housing development will be located within one-half mile of the Metro Vermont/Beverly Station, which functions as a rail stop for the Metro “B” Line connecting riders to communities between Downtown Los Angeles and North Hollywood. In addition, the Metro “10” Local Bus Line also services the project site with a bus stop located approximately 350 feet. Proximity to public transit provides residents increased accessibility to major job centers, commercial districts, and essential services, while reducing automobile dependency.

The project site is also located within close proximity to numerous commercial corridors, including Virgil Avenue, Vermont Avenue, Temple Street, and Beverly Boulevard. These corridors are developed with a mix of low- and mid-rise buildings occupied by commercial businesses, offices, schools, and public utilities and are utilized by multiple public transit lines. The project’s proximity to various land uses and transit infrastructure contribute to the reduction in vehicular traffic in the neighborhood.

Upon completion, the project will provide a total of 44 bicycle parking spaces for residents. The installation of bicycle parking encourages multi-modal transportation within the community, providing community members increased access to essential goods, services, and jobs. As such, the project’s proximity to public transit, commercial centers, and bicycle infrastructure promotes the reduction of vehicular trips and congestion.

The proposed project is also consistent with the Goals, Objectives, and Policies, of the General Plan’s Housing Element as described below.

Objective 1.1 Produce an adequate supply of rental and ownership housing in order to meet current and projected needs;

Policy 1.1.1 Expand opportunities for residential development, particularly in designated centers, Transit Oriented Districts, and along mixed-use boulevards.

The proposed project will intensify the use of the subject property by contributing to a net increase of 38 dwelling units in the Virgil Village neighborhood. The project will be compatible with the surrounding properties as it will integrate new housing opportunities with the mix of residential and commercial uses established in the vicinity as well as complement the surrounding public and active transportation infrastructure. The project site is within close proximity to numerous markets, restaurants, schools, parks, and other

community amenities along mixed-use corridors such as North Hoover Street, Virgil Avenue, Vermont Avenue, and Beverly Boulevard. Additionally, Metro bus, rail, and bikeshare stations are located within one-half mile of the project site, providing the community increased accessibility to major job centers, commercial districts, and essential services. As such, the proposed project will expand housing opportunities within a transit-rich and mixed-use community.

The proposed project is also consistent with the Goals, Objectives, and Policies, of the General Plan's Mobility Element, also known as Mobility Plan 2035, which provides policies with the ultimate goal of developing a balanced transportation network for all users. The project supports the following policies of the Mobility Element:

Policy 2.3 Pedestrian Infrastructure

> *Recognize walking as a component of every trip, and ensure high quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.*

The project promotes a pedestrian-oriented environment given its proximity to major job centers, commercial districts, and community-serving amenities. Within one-half mile residents can access these resources by walking, biking, or connecting to nearby public transit lines. As a result, the Project promotes active transportation as a sustainable alternative to driving.

The project will feature a landscaped parkway with two newly planted trees to create a more attractive and comfortable pedestrian experience. The parkway will function as a buffer for pedestrians from traffic along North Hoover Street and the trees will provide relief in the form of shade. These design features support pedestrian-friendly environment.

Policy 5.4 Clean Fuels and Vehicles

> *Continue to encourage the adoption of low and zero emission fuel sources, new mobility technologies, and supporting infrastructure.*

The project encourages the adoption of low and zero emission fuel sources with the installation of electric vehicle (EV) parking spaces and setting aside portions of the roof for a solar zone area. Of the 50 residential parking spaces provided in the Project's subterranean garage, 15 will be designated EV spaces. In compliance with the Los Angeles Municipal Green Building Code, Section 99.05.211.1, the project will meet the mandatory requirements for solar ready buildings as outlined in the California Energy Code. As such, the project promotes clean and renewable energy infrastructure with the construction of the six-story residential building.

As detailed above, the Project substantially conforms with the goals and policies of the Wilshire Community Plan, the General Plan's Housing Element, and the Mobility Plan 2035.

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

The proposed development is wholly within the City of Los Angeles and is on a 0.52 acre site (i.e., less than five acres). The project site is surrounded by urban uses and is not located in a farmland or agricultural designated area. The neighborhood is fully built out with a variety of low- and mid-rise development including residential, commercial, office,

and school uses. South of the project site is the Hollywood Freeway (U.S. Route 101). The proposed project will be consistent with the developments in the area, in compliance with subsection b.

(c) The project site has no value as habitat for endangered, rare or threatened species:

The project site is located in an established and long-urbanized area within the Wilshire Community Plan area. The subject property is currently developed with an existing office building and two single-family houses. The project site is located within the Virgil Village neighborhood developed predominantly of residential uses. Surrounding the neighborhood are other highly urbanized neighborhoods developed with residential, commercial, office, school, and public facilities uses. Although the demolition of the subject property to construct the proposed six-story residential development will remove 25 non-protected trees, the project site is not within or near any listed significant ecological areas. Due to the project's existing improvements and location in an urbanized neighborhood, the project site is unlikely to have any value as natural habitat. Therefore, the project site has no value as habitat for endangered, rare, or threatened species.

(d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality:

Traffic:

A significant traffic/transportation impact may occur if a project conflicts with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system.

The project proposes the demolition of the existing office building and two single-family houses and proposes the construction of a new six-story apartment building with 40 residential units. According to the Los Angeles Department of Transportation (LADOT), a traffic assessment may be necessary if the project will generate over 250 daily trips; a residential development may come close to this threshold if it involves 40 or more units. A letter from LADOT dated July 16, 2020, stated that the proposed 40-unit multi-family development will not require a Transportation Study Assessment Referral Form as the Project will not trigger a transportation analysis. As a result, the project will not have a significant impact relating to traffic.

Noise:

The project must comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574 and any subsequent ordinances which prohibit the emission or creation of noise beyond certain levels. The Ordinances cover both operational noise levels (i.e., post-construction), as well as any noise impact during construction. Section 41.40 of the LAMC regulates noise from demolition and construction activities and prohibits construction activity (including demolition) and repair work, where the use of any power tool, device, or equipment would disturb persons occupying sleeping quarters in any dwelling hotel, apartment, or other place of residence, between the hours of 9:00 p.m. and 7:00 a.m. Monday through Friday, and between 6:00 p.m. and 8:00 a.m. on Saturdays and holidays; all such activities are also prohibited on Sundays. Section 112.02 of the LAMC prohibits noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level by more than 5 dba within the premises of other occupied properties such as residential buildings. Section 112.05 of the LAMC also specifies the maximum noise level of construction machinery that can be generated in any residential zone of the city or within 500 feet thereof. As referenced in the Noise Study

prepared by Yorke Engineering, LLC dated September 2020 and attached to the subject environmental case file, as the project is required to comply with all applicable ordinances and regulations to the extent feasible, it will not result in any significant noise impacts. All construction noises will be short-term and temporary. Noise arising from construction activities and equipment are expected to be below the 75 dBA threshold at 50 feet from the noise source, with the exception of some activities intermittently and marginally exceeding the threshold. In such incidences, deflection barriers such as plywood construction fencing, flexible sound-absorbing curtains, or existing intervening buildings will be utilized to reduce noise levels by approximately 5 to 15 dBA. Since no intense percussive actions i.e., hard rock-breaking, large pile driving, are planned to occur on the project site, ground borne vibrations are expected to generate a minimal impact on surrounding properties. Compliance with the provisions set forth by LAMC Section 112.05 and other regulatory requirements governing construction hours and equipment will limit the noise impact of project-related construction activities. Therefore, construction noise impacts will be less than significant.

Furthermore, the project will not generate permanent significant operational noise impacts. As the project is a residential development, the project is not expected to generate significant permanent operational noise impacts. The project will not include any square footage of non-residential uses, with on-site operational noise coming primarily from heating, ventilation, and air conditioning (HVAC) equipment installed on the rooftop. Additionally, the Project would be designed to maintain interior noise levels at or below the Community Noise Equivalent Level (CNEL). The project's residential units are not expected to generate a substantial number of vehicle trips which could in turn generate additional noise. As such, the Project is expected to generate a negligible increase in ambient noise due to operation activities. Thus, the project will not result in any significant permanent effects relating to noise.

Air Quality:

An Air Quality Study evaluating the proposed project for potential air quality impacts and greenhouse gas emissions was prepared in September 2020. The study compares the potential construction and operations emissions of criteria pollutants associated with the Project with the South Coast Air Quality Management District's (SCAQMD) air quality significance thresholds. The Project's emissions were estimated using the CalEEMod 2016.3.2 model provided by SCAQMD and monitored the following emissions: ROG, NO_X, CO, SO_2, PM_{10}, and $PM_{2.5}$.

The South Coast Air Quality Management District (SCAQMD) is the agency primarily responsible for comprehensive air pollution control in the South Coast Air Basin and reducing emissions from area and point stationary, mobile, and indirect sources. SCAQMD prepared the 2012 Air Quality Management Plan (AQMP) to meet federal and state ambient air quality standards. A significant air quality impact may occur if a project is inconsistent with the AQMP or would in some way represent a substantial hindrance to employing the policies or obtaining the goals of that plan. The proposed project for the construction of 40 residential units will not conflict with or obstruct the implementation of the AQMP and SCAQMD rules.

During construction, the proposed project would apply appropriate dust control measures to sequester particulate matter as required by SCAQMD Rule 403 - Fugitive Dust. Specifically, Rule 403 control requirements include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing

a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the Project Site, and maintaining effective cover over exposed areas.

Best Management Practices will be implemented that would include (but not be limited to) the following:

- Unpaved demolition and construction areas shall be wetted at least three times daily during excavation and construction, and temporary dust covers shall be used to reduce emissions and meets SCAQMD Rule 403;
- All dirt/soil loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust;
- General contractors shall maintain and operate construction equipment to minimize exhaust emissions; and
- Trucks shall not idle but be turned off.

By implementing Best Management Practices, all construction-related impacts will be less than significant and temporary in nature. No permanent significant impacts are anticipated to occur from construction.

Furthermore, the project is expected to be far below the thresholds considered by SCAQMD to be potentially significant under CEQA guidelines. The applicant has estimated the project's impact on air quality, using the CalEEMod 2016.3.2 model provided by SCAQMD, by comparing the estimated levels of criteria pollutants to significance thresholds provided by SCAQMD. As referenced in the *Air Quality Study* prepared by York Engineering, LLC and attached to the subject environmental case file, the levels of emissions from the project are all projected to be below the thresholds considered by SCAQMD to be potentially significant under CEQA guidelines without the addition of any mitigation (the report provides the full analysis). Therefore, potential impacts related to air quality from the Project will be less than significant.

Water Quality:

The project is not adjacent to any water sources and construction of the project will not impact water quality. The project is located in a long-established and developed neighborhood and thus would not be expected to impact water quality. As a residential development, the project also will not generate, store, or dispose of substantial quantities of hazardous materials that could affect water quality. Construction activities would not involve any significant excavation near an identified water source. Furthermore, the project will comply with the City's stormwater management provisions per LAMC 64.70. Best Management Practices would also be required during general operation of the project to ensure that stormwater runoff meets the established water quality standards and waste discharge requirements. Therefore, development of the proposed project would not degrade the quality of stormwater runoff from the site and would not result in any significant effects relating to water quality.

(e) The site can be adequately served by all required utilities and public services:

The site is currently developed with residential uses in an urbanized area served by existing public utilities and services. The surrounding area has long been developed and consists of residential and commercial uses which have been and will continue to be served by all required utilities and public services. The site is currently and adequately served by the City's Department of Water and Power, the City's Bureau of Sanitation, the Southern California Gas Company, the Los Angeles Police Department, the Los Angeles Fire Department, Los Angeles Unified School District, Los Angeles Public Library, and

other public services. The site is also serviced by the LAPD's Central Bureau, Rampart Division, and the Central Bureau Fire Department. These utilities and public services have served the neighborhood for several decades and will continue to do so.

The project consists of the construction of 40 apartment units. As the project is located in an established and urbanized area of the city, the site can be adequately served by all required utilities and public services. In addition, the California Green Code requires new construction to meet stringent efficiency standards for both water and power, such as high-efficiency toilets, dual-flush water closets, minimum irrigation standards, and LED lighting. As a result, the proposed project can be adequately served by all required utilities and public services.

EXCEPTIONS TO THE USE OF CATEGORICAL EXEMPTIONS

Planning staff evaluated the exceptions to the use of Categorical Exemptions for the proposed project listed in "CEQA Guidelines" Section 15300.2 and determined that none of the exceptions apply to the proposed project as described below:

(a) Location. *Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located. A project that is ordinarily insignificant in its effect on the environment may in a particularly sensitive environment be significant. Therefore, these classes may not be utilized where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.*

As the proposed project is not defined as a Class 3, 4, 5, 6 or 11 projects, this exception is non-applicable. The project site is in an urbanized area in the City of Los Angeles. The Project site is not located in a particularly sensitive environment and would not be located on a site containing wetlands, endangered species, or wildlife habitats; therefore, this exception is not applicable.

(b) *Cumulative Impact. The exception applies when, although a particular project may not have a significant impact, the impact of successive projects, of the same type, in the same place, over time is significant.*

This exception does not apply to the proposed project. The project involves the construction of residential units in an urbanized area developed with a variety of established uses. The project is entirely consistent with the existing General Plan designation and zoning, which accounts for the impacts of developments which are within their parameters, and as permitted by the TOC Guidelines. Any successive projects of the same type and nature would reflect a development that is consistent with the underlying land use designation and the LAMC, and thus would be subject to the same regulations and requirements, including development standards and environmental analysis. As detailed above, the proposed project will not impose any significant impacts on traffic, noise, air quality, and water quality. Nonetheless, all future successive projects will be individually evaluated and any potential impacts of each subsequent project will be mitigated if necessary, and thus will not result in a cumulative impact. Therefore, impacts under this category will be less than significant.

(c) Significant Effect Due To Unusual Circumstances. *This exception applies when, although the project may otherwise be exempt, there is a reasonable possibility that the project will have a significant effect due to unusual circumstances.*

This exception does not apply to the proposed project. The project site is comprised of approximately 22,500 square feet of lot area located in an urbanized area within the City of Los Angeles. The project consists of residential uses and operations that are compatible with the surrounding urban development and consistent with the underlying zone. The project site is in a long-established neighborhood and is surrounded by residential, commercial, and office buildings. The site does not demonstrate any unusual circumstances, and the project will not generate significant impacts regarding traffic, noise, air quality, or water quality. There are no unusual circumstances that indicate this project would reasonably result in a significant effect on the environment.

(d) Scenic Highways. *This exception applies when, although the project may otherwise be exempt, there may be damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within* a *highway officially designated as* a *state scenic highway.*

Based on a review of the California Scenic Highway Mapping System, the project site is not located along a State Scenic Highway, nor are there any designated State Scenic Highways located near the project site. The proposed project will not result in damage to scenic resources including trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway, therefore this exception does not apply.

(e) Hazardous Waste Sites. *Projects located on* a *site or facility listed pursuant to California Government Code 65962.5.*

Based on a review of the State Water Resources Control Board's GeoTracker database and the Department of Toxic Substance Control (DTSC) EnviroStor database, the project site is not listed for cleanup, permitting, or investigation of any hazardous waste contamination. The nearest LUST Cleanup site is located approximately 750 feet north of the project site and is developed with a Los Angeles Department of Water and Power Distributing Station. Since August 1998, the site has held a "closed" case status. Currently, there are no listed hazardous sites within the immediate vicinity of the project site. The subject property is currently developed with residential and office buildings; hazardous waste and materials would not be expected to pose a significant constraint on sites long developed with such uses.

Additionally, the project site is not located within a Hazardous Waste/Border Zone or Methane Hazard Site as designated by the City of Los Angeles. The surrounding neighborhood is primarily established with residential and commercial uses, and hazardous waste and materials would not be expected on or immediately adjacent to the project site. No industrial wastewater is generated on the project site and sanitary wastewater is discharged to the City Bureau of Sanitation. Therefore, this exception for a Class 32 Categorical Exemption does not apply to this project.

(f) Historical Resources. *Projects that may cause* a *substantial adverse change in the significance of an historical resource.*

Databases of historic resources in the City of Los Angeles include SurveyLA and Historic Places LA, in addition to State and Federal databases of historic resources. According to these databases, there are no structures of historic significance on the property. There are also no historic resources identified by any database on or immediately adjacent to the subject property. Accordingly, the project will have no impact on any historic resources.

Additionally, the project site is not located in a designated Historic Preservation Overlay Zone. The neighborhood surrounding the project site was primarily developed in the early-20th century and consists primarily of residential and commercial uses along North Hoover Street, with various commercial buildings, single- and multi-family structures on both sides. Several properties in the area have undergone redevelopment over the past decades producing a varied yet cohesive neighborhood character. As a result, the subject property is unlikely to possess any significant value towards a potential historic district. For these reasons, construction of the proposed project would not constitute a substantial adverse change in the significance of a historic resource as defined by CEQA, and this exception does not apply to the proposed project.

TRANSIT ORIENTED COMMUNITIES AFFORDABLE HOUSING INCENTIVE PROGRAM BACKGROUND

Measure JJJ was adopted by the Los Angeles City Council on December 13, 2016. Section 6 of the Measure instructed the Department of City Planning to create the Transit Oriented Communities (TOC) Affordable Housing Incentive Program, a transit-based affordable housing incentive program. The measure required that the Department adopt a set of TOC Guidelines, which establish incentives for residential or mixed-use projects located within ½ mile of a major transit stop. Major transit stops are defined under existing State law.

The TOC Guidelines, adopted September 22, 2017, establish a tier-based system with varying development bonuses and incentives based on a project's distance from different types of transit. The largest bonuses are reserved for those areas in the closest proximity to significant rail stops or the intersection of major bus rapid transit lines. Required affordability levels are increased incrementally in each higher tier. The incentives provided in the TOC Guidelines describe the range of bonuses from particular zoning standards that applicants may select.

TIME LIMIT – OBSERVANCE OF CONDITIONS

All terms and conditions of the Director's Determination shall be fulfilled before the use may be established. Pursuant to LAMC Section 12.25 A.2, the instant authorization is further conditional upon the privileges being utilized within **three years** after the effective date of this determination and, if such privileges are not utilized, building permits are not issued, or substantial physical construction work is not begun within said time and carried on diligently so that building permits do not lapse, the authorization shall terminate and become void. The applicant's attention is called to the fact that this grant is not a permit or license and that any permits and licenses required by law must be obtained from the proper public agency. Furthermore, if any condition of this grant is violated or not complied with, then the applicant or his successor in interest may be prosecuted for violating these conditions the same as for any violation of the requirements contained in the Municipal Code, or the approval may be revoked.

Verification of condition compliance with building plans and/or building permit applications are done at the Development Services Center of the Department of City Planning at either Figueroa Plaza in Downtown Los Angeles, West Los Angeles Development Services Center, or the Marvin Braude Constituent Service Center in the Valley. In order to assure that you receive service with a minimum amount of waiting, applicants are encouraged to schedule an appointment with the Development Services Center either by calling (213) 482-7077, (310) 231-2901, (818) 374-5050, or through the Department of City Planning website at http://cityplanning.lacity.org. The applicant is further advised to notify any consultant representing you of this requirement as well.

Section 11.00 of the LAMC states in part (m): "It shall be unlawful for any person to violate any provision or fail to comply with any of the requirements of this Code. Any person violating any of the provisions or failing to comply with any of the mandatory requirements of this Code shall be guilty of a misdemeanor unless that violation or failure is declared in that section to be an infraction. An infraction

shall be tried and be punishable as provided in Section 19.6 of the Penal Code and the provisions of this section. Any violation of this Code that is designated as a misdemeanor may be charged by the City Attorney as either a misdemeanor or an infraction. Every violation of this determination is punishable as a misdemeanor unless provision is otherwise made, and shall be punishable by a fine of not more than $1,000 or by imprisonment in the County Jail for a period of not more than six months, or by both a fine and imprisonment."

TRANSFERABILITY

This determination runs with the land. In the event the property is to be sold, leased, rented or occupied by any person or corporation other than yourself, it is incumbent that you advise them regarding the conditions of this grant. If any portion of this approval is utilized, then all other conditions and requirements set forth herein become immediately operative and must be strictly observed.

APPEAL PERIOD - EFFECTIVE DATE

The Determination in this matter will become effective after October 22, 2021 unless an appeal there from is filed with the City Planning Department. It is strongly advised that appeals be filed early during the appeal period and in person so that imperfections/incompleteness may be corrected before the appeal period expires. Any appeal must be filed on the prescribed forms, accompanied by the required fee, a copy of this Determination, and received and receipted at a public office of the Department of City Planning on or before the above date or the appeal will not be accepted. Forms are available on-line at www.cityplanning.lacity.org.

Planning Department public offices are located at:

Downtown	**San Fernando Valley**	**West Los Angeles**
Figueroa Plaza 201 North Figueroa Street, 4th Floor Los Angeles, CA 90012 (213) 482-7077	Marvin Braude San Fernando Valley Constituent Service Center 6262 Van Nuys Boulevard, Room 251 Van Nuys, CA 91401 (818) 374-5050	West Los Angeles Development Services Center 1828 Sawtelle Boulevard, 2nd Floor Los Angeles, CA 90025 (310) 231-2598

Verification of condition compliance with building plans and/or building permit applications are done at the Development Services Center of the Department of City Planning at either Figueroa Plaza in Downtown Los Angeles, the Marvin Braude Building in the Valley, or the West Los Angeles Development Services Center. In order to assure that you receive service with a minimum amount of waiting, applicants are encouraged to schedule an appointment with the Development Services Center either by calling (213) 482-7077, (818) 374-5050, or (310) 231-2598 or through the Department of City Planning website at http://cityplanning.lacity.org. The applicant is further advised to notify any consultant representing you of this requirement as well.

Pursuant to LAMC Section 12.22 A.25(g)(2)(i)(f), only an applicant, abutting property owners, and abutting tenants can appeal the TOC portion of the Determination. Per the Density Bonus Provision of State Law (Government Code Section §65915) the Density Bonus increase in units above the base density zone limits and the appurtenant parking reductions are not a discretionary action and therefore cannot be appealed. Only the requested incentives are appealable. Per Section 12.22 A.25 of the LAMC, appeals of Density Bonus Compliance Review cases are heard by the City Planning Commission.

Note of Instruction Regarding the Notice of Exemption: Applicant is hereby advised to file the Notice of Exemption for the associated categorical exemption after the issuance of this letter. If filed, the form shall be filed with the County of Los Angeles, 12400 Imperial Highway, Norwalk, CA 90650, pursuant to Public Resources Code Section 21152 (b). More information on the associated fees can be found online here: **https://www.lavote.net/home/county-clerk/environmental-notices-fees**. The best practice is to go in person and photograph the posted notice in order to ensure compliance. Pursuant to Public Resources Code Section 21167 (d), the filing of this notice of exemption starts a 35-day statute of limitations on court challenges to the approval of the project. Failure to file this notice with the County Clerk results in the statute of limitations, and the possibility of a CEQA appeal, being extended to 180 days.

Vincent P. Bertoni, AICP
Director of Planning

Approved by:

Heather Bleemers, Senior City Planner

Prepared by:

Eric Claros

Eric Claros, City Planner

David Woon, Planning Assistant

Attachments:
Exhibit A: Architectural Plans

EXHIBIT D

ENVIRONMENTAL CLEARANCE
(ENV-2021-2251-CE)

COUNTY CLERK'S USE

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

CALIFORNIA ENVIRONMENTAL QUALITY ACT

NOTICE OF EXEMPTION

(PRC Section 21152; CEQA Guidelines Section 15062)

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

PARENT CASE NUMBER(S) / REQUESTED ENTITLEMENTS
DIR-2021-2250-TOC-HCA / Transit Oriented Communities

LEAD CITY AGENCY	CASE NUMBER
City of Los Angeles (Department of City Planning)	ENV-2021-2251-CE
PROJECT TITLE 511 Hoover	COUNCIL DISTRICT 13

PROJECT LOCATION (Street Address and Cross Streets and/or Attached Map) ☐ Map attached
511 North Hoover Street

PROJECT DESCRIPTION: ☐ Additional page(s) attached.
Construction of a new six-story, residential building with 40 dwelling units. Of the 40 dwelling units, 4 units will be set aside for extremely low income households. The building will have a maximum height of 67 feet and will encompass 61,106 square feet in floor area. The building will provide 50 automobile parking spaces located within the subterranean parking garage. The project is requesting a Transit Oriented Communities entitlement and any additional actions including but not limited to, tree removal, demolition, grading, excavation of up to 8,533 cubic yards of dirt, haul route, and building permits.

NAME OF APPLICANT / OWNER:
Daniel Pourbaba, 511 Hoover LLC (A/O), Bertha A. Sandoval (O)

CONTACT PERSON (If different from Applicant/Owner above)	(AREA CODE) TELEPHONE NUMBER | EXT.
Aaron Belliston, BMR Enterprises	(310) 841-6857

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

STATE CEQA STATUTE & GUIDELINES

☐ STATUTORY EXEMPTION(S)

Public Resources Code Section(s) _____

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

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

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

_____

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

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

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

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

CITY STAFF USE ONLY:

CITY STAFF NAME AND SIGNATURE	STAFF TITLE
David Woon	Planning Assistant

ENTITLEMENTS APPROVED
Transit Oriented Communities

FEE:	RECEIPT NO.	REC'D. BY (DCP DSC STAFF NAME)

DISTRIBUTION: County Clerk, Agency Record
Rev. 3-27-2019

DEPARTMENT OF CITY PLANNING

COMMISSION OFFICE
(213) 978-1300

CITY PLANNING COMMISSION

SAMANTHA MILLMAN
PRESIDENT

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CITY OF LOS ANGELES
CALIFORNIA

ERIC GARCETTI
MAYOR

EXECUTIVE OFFICES
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VINCENT P. BERTONI, AICP
DIRECTOR

SHANA M.M. BONSTIN
DEPUTY DIRECTOR

ARTHI L. VARMA, AICP
DEPUTY DIRECTOR

LISA M. WEBBER, AICP
DEPUTY DIRECTOR

September 24, 2021

Daniel Pourbaba (A/O)
511 Hoover LLC
8271 Melrose Avenue, Suite 207
Los Angeles, CA 90046

Bertha A. Sandoval (O)
511 North Hoover Street
Los Angeles, CA 90004

Aaron Belliston (R)
BMR Enterprises
5250 Lankershim Boulevard, Suite 500
Los Angeles, CA 91601

RE: DIR-2021-2250-TOC-HCA
Related Cases: None
Address: 505 – 517 North Hoover Street
Community Plan: Wilshire
Zone: R3-1
Council District: 13 – O'Farrell
CEQA No.: ENV-2021-2251-CE

RE: ENV-2021-2251-CE (Categorical Exemption - Class 32)

The subject property is a 22,500 square-foot (0.52 acres), level site consisting of three lots with a frontage of approximately 150 feet along North Hoover Street, and a depth of approximately 150 feet in the Virgil Village neighborhood of East Hollywood. The property is currently developed with an office building and two single-family houses.

The project site is zoned R3-1 and is located within the Wilshire Community Plan with a General Plan Land Use Designation of Medium Residential. Additionally, the site is located within the Los Angeles State Enterprise Zone, a Transit Priority Area, a TOC Tier 3 area, an Urban Agriculture Incentive Zone, Special Grading Area, and is within 1.47 kilometers from the Upper Elysian Park fault zone.

The property site is located in an urbanized neighborhood bound by North Hoover Street to the east and single-family houses to the north, west, and south. North Hoover Street provides north-south street travel with a Metro "10" Local Bus Line stop located 350 feet from the project site. In addition, the Metro Vermont/Beverly Rail Line Station is located approximately 2,550 feet from the project site. Surrounding properties are predominantly developed with single- and multi-story residential buildings, commercial businesses, and a car repair center. Properties across North Hoover Street are zoned C1.5-1VL, RD2-1VL, and RD3-1VL and are developed with one-story commercial stores, single-family houses, and multi-family residential buildings. Properties north and south of the project site are zoned R3-1 and are developed with a mix of single- and multi-family residential buildings and commercial businesses. One block north, on Clinton Street, is a Los Angeles Department of Water and Power Distributing Station zoned PF-1XL. Further south is the Hollywood Freeway (U.S. Route 101) zoned PF-1XL. Properties west of the project site are zoned R2-1 and are predominately developed with single-family houses.

The proposed project involves the demolition of one office building and two single-family houses and the construction, use, and maintenance of a six-story, 40-unit residential building. The proposed building will

encompass approximately 61,106 square feet of floor area resulting in a FAR of 3.79 to 1 and will rise to a maximum height of 67 feet. Pursuant to the Transit Oriented Communities (TOC) Affordable Housing Incentive Program, the applicant requests three Base Incentives and three Additional Incentives in exchange for reserving 10 percent, or four units, for Extremely Low Income Households. The Project will comprise of the following unit mix: 5 one-bedroom units; 1 two-bedroom unit; 8 three-bedroom units; and 26 five-bedroom units. The residential units will inhabit the six stories constructed above-grade and 50 residential parking spaces will be located within the subterranean parking garage. The Project will also provide a total of 44 bicycle parking spaces on-site: four short-term and 40 long-term. The long-term bicycle parking spaces will be located within an enclosed room in the subterranean parking garage and the short-term spaces will be located adjacent to the sidewalk fronting North Hoover Street. A total of 4,935 square feet will be dedicated to open space which includes a residential courtyard, recreation room, and common open space area on the ground-floor, a roof deck, and 16 private balconies.

The project is requesting the following discretionary actions:

1. Pursuant to LAMC Section 12.22 A.31, a Transit Oriented Communities Affordable Housing Incentive Program for a Tier 3 project with a total of 40 dwelling units, including four dwelling units reserved for Extremely Low Income occupancy for a period of 55 years, with following Base and Additional Incentives:

    a. Base Incentives
        i. Increase the maximum number of dwelling units by up to 70 percent to allow a maximum residential density of 50 units in lieu of 29 units otherwise required;
        ii. Increase in Floor Area Ratio (FAR) by up to 50 percent to allow a FAR of up to 4.5:1, in lieu of 3:1 required by LAMC Section 12.21.1 A; and
        iii. Provide automobile parking at a ratio of 0.5 spaces per residential unit to allow a minimum of 20 parking spaces, in lieu of 40 parking spaces required by LAMC Section 12.21 A.4.

    b. Additional Incentives
        i. A 30 percent reduction in the rear and side setbacks to allow a minimum rear yard of 10 feet and 6 inches and a northern side yard of 6.3 feet, in lieu of a rear yard of 15 feet and side yard of 9 feet required by LAMC Section 12.10 C;
        ii. A 25 percent reduction in Open Space requirement to allow a minimum of 4,932 square feet of Open Space, in lieu of 6,575 square feet required by LAMC Section 12.21 G; and
        iii. An increase in height two additional stories up to 22 feet to allow a maximum building height of six stories up to 67 feet, in lieu of 45 feet required by LAMC Section 12.21.1.

2. Any additional actions as deemed necessary or desirable, including but not limited to demolition, grading, excavation (up to 8,533 cubic yards of dirt will be exported), haul route, on-site tree removal (25 non-protected trees; and building permits.

The proposed project would not have a significant effect on the environment. A “significant effect on the environment” is defined as “a substantial, or potentially substantial, adverse change in the environment” (CEQA Guidelines, Public Resources Code Section 21068). The proposed project and potential impacts were analyzed in accordance with the California Environmental Quality Act (CEQA) Guidelines which establish guidelines and thresholds of significant impact, and provide the methods for determining whether or not the impacts of a proposed project reach or exceed those thresholds. Analysis of the proposed Project determined that it is Categorically Exempt from environmental review pursuant to Article 19, Section 15332 of the CEQA Guidelines and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies. The subject project has been issued a Notice of Exemption for a Class 32 Categorical Exemption.

CLASS 32 CATEGORICAL EXEMPTION

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

(a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations:

The proposed project is consistent with applicable general plan designation, applicable policies, and applicable zoning designations. The Wilshire Community Plan Map designates the property for Medium Residential land uses with the corresponding zone R3. The project site is zoned R3-1 and is thus consistent with the land use designation. The project will provide 40 dwelling units with 10 percent of the units set aside for Extremely Low Income Households.

The proposed project is consistent with the Goals, Objectives, and Policies, of the Wilshire Community Plan and Framework Element as described below.

Objective 1-1 Provide a safe, secure, and high quality residential environment for all economic, age, and ethnic segments of the Wilshire community.

Policy 1-1.3: Provide for adequate Multiple Family residential development.

Policy 1-1.4: Provide for housing along mixed-use boulevards where appropriate.

The Project proposes the construction of 40 new residential units in the Virgil Village neighborhood, contributing to an increase in the community's housing supply. The Project will intensify the existing utilization of the property by replacing one office building and two single-family houses with a six-story multi-family residential building. Amenities include common open space areas on the ground and roof floors for residents to relax and socialize, private balconies, and bicycle parking.

The Project will be compatible with the surroundings properties developed within the neighborhood and along North Hoover Street, contributing to the variety of single- and multi-family buildings, commercial businesses, and community-serving amenities. In addition, the Project will provide a safe and high-quality residential environment that accounts for households of different income-level and size. The Project will provide mixed-income housing, reserving 10 percent of the total units proposed for Extremely Low Income Households and the remaining offered at market-rate. The Project will provide a unit mix that accommodates different household sizes with units ranging one-bedroom to five-bedroom apartments. Additionally, the Project will activate the front yard facing North Hoover Street with private balcony and landscaped space. These features enhance the comfort and transparency along the corridor. Therefore, the Project will provide a safe and high quality environment with the development of more housing in neighborhood.

Objective 1-2 Reduce vehicular trips and congestion by developing new housing in close proximity to regional and community commercial centers, subway stations and existing bus route stops.

Policy 1-2.1 Encourage higher density residential uses near major transportation centers.

The proposed housing development will be located within one-half mile of the Metro Vermont/Beverly Rail Line Station, which functions as a rail stop for the Metro "B" Line connecting

riders to communities between Downtown Los Angeles and North Hollywood. In addition, the Metro "10" Local Bus Line also services the project site with a bus stop located approximately 350 feet. Proximity to public transit provides residents increased accessibility to major job centers, commercial districts, and essential services, while reducing automobile dependency.

The project site is also located within close proximity to numerous commercial corridors, including Virgil Avenue, Vermont Avenue, Temple Street, and Beverly Boulevard. These corridors are developed with a mix of low- and mid-rise buildings occupied by commercial businesses, offices, schools, and public utilities and are utilized by multiple public transit lines. The project's proximity to various land uses and transit infrastructure contribute to the reduction in vehicular traffic in the neighborhood.

Upon completion, the Project will provide a total of 44 bicycle parking spaces for residents. The installation of bicycle parking encourages multi-modal transportation within the community, providing community members increased access to essential goods, services, and jobs. As such, the Project's proximity to public transit, commercial centers, and bicycle infrastructure promotes the reduction of vehicular trips and congestion.

The proposed project is also consistent with the Goals, Objectives, and Policies, of the General Plan's Housing Element as described below.

Objective 1.1 *Produce an adequate supply of rental and ownership housing in order to meet current and projected needs;*

Policy 1.1.1 *Expand opportunities for residential development, particularly in designated centers, Transit Oriented Districts, and along mixed-use boulevards.*

The proposed project will intensify the use of the subject property by contributing to a net increase of 38 dwelling units in the Virgil Village neighborhood. The Project will be compatible with the surrounding properties as it will integrate new housing opportunities with the mix of residential and commercial uses established in the vicinity as well as complement the surrounding public and active transportation infrastructure. The project site is within close proximity to numerous markets, restaurants, schools, parks, and other community amenities along mixed-use corridors such as North Hoover Street, Virgil Avenue, Vermont Avenue, and Beverly Boulevard. Additionally, Metro bus, rail, and bikeshare stations are located within one-half mile of the project site, providing the community increased accessibility to major job centers, commercial districts, and essential services. As such, the proposed project will expand housing opportunities within a transit-rich and mixed-use community.

The proposed project is also consistent with the Goals, Objectives, and Policies, of the General Plan's Mobility Element, also known as Mobility Plan 2035, which provides policies with the ultimate goal of developing a balanced transportation network for all users. The project supports the following policies of the Mobility Element:

Policy 2.3 Pedestrian Infrastructure

Recognize walking as a component of every trip, and ensure high quality pedestrian access in all site planning and public right-of-way modifications to provide a safe and comfortable walking environment.

The Project promotes a pedestrian-oriented environment given its proximity to major job centers, commercial districts, and community-serving amenities. Within one-half mile residents can access these resources by walking, biking, or connecting to nearby public transit lines. As a result, the Project promotes active transportation as a sustainable alternative to driving.

The Project will feature a landscaped parkway with two newly planted trees to create a more attractive and comfortable pedestrian experience. The parkway will function as a buffer for

pedestrians from traffic along North Hoover Street and the trees will provide relief in the form of shade. These design features support pedestrian-friendly environment.

Policy 5.4 Clean Fuels and Vehicles

Continue to encourage the adoption of low and zero emission fuel sources, new mobility technologies, and supporting infrastructure.

The project encourages the adoption of low and zero emission fuel sources with the installation of electric vehicle (EV) parking spaces and setting aside portions of the roof for a solar zone area. Of the 50 residential parking spaces provided in the Project's subterranean garage, 15 will be designated EV spaces. In compliance with the Los Angeles Municipal Green Building Code, Section 99.05.211.1, the project will meet the mandatory requirements for solar ready buildings as outlined in the California Energy Code. As such, the project promotes clean and renewable energy infrastructure with the construction of the six-story residential building.

As detailed above, the Project substantially conforms with the goals and policies of the Wilshire Community Plan, the General Plan's Housing Element, and the Mobility Plan 2035.

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

The proposed development is wholly within the City of Los Angeles and is on a 0.52 acre site (i.e., less than five acres). The project site is surrounded by urban uses and is not located in a farmland or agricultural designated area. The neighborhood is fully built out with a variety of low- and mid-rise development including residential, commercial, office, and school uses. South of the project site is the Hollywood Freeway (U.S. Route 101). The proposed project will be consistent with the developments in the area, in compliance with subsection b.

(c) The project site has no value as habitat for endangered, rare or threatened species:

The project site is located in an established and long-urbanized area within the Wilshire Community Plan area. The subject property is currently developed with an existing office building and two single-family houses. The project site is located within the Virgil Village neighborhood developed predominantly of residential uses. Surrounding the neighborhood are other highly urbanized neighborhoods developed with residential, commercial, office, school, and public facilities uses. Although the demolition of the subject property to construct the proposed six-story residential development will remove 25 non-protected trees, the project site is not within or near any listed significant ecological areas. Due to the project's existing improvements and location in an urbanized neighborhood, the project site is unlikely to have any value as natural habitat. Therefore, the project site has no value as habitat for endangered, rare, or threatened species.

(d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality:

Traffic:

A significant traffic/transportation impact may occur if a project conflicts with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system.

The Project proposes the demolition of the existing office building and two single-family houses and proposes the construction of a new six-story apartment building with 40 residential units. According to the Los Angeles Department of Transportation (LADOT), a traffic assessment may be necessary if the project will generate over 250 daily trips; a residential development may come close to this threshold if it involves 40 or more units. A letter from LADOT dated July 16, 2020, stated that the proposed 40-unit multi-family development will not require a Transportation Study

Assessment Referral Form as the Project will not trigger a transportation analysis. As a result, the project will not have a significant impact relating to traffic.

Noise:

The Project must comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574 and any subsequent ordinances which prohibit the emission or creation of noise beyond certain levels. The Ordinances cover both operational noise levels (i.e. post-construction), as well as any noise impact during construction. Section 41.40 of the LAMC regulates noise from demolition and construction activities and prohibits construction activity (including demolition) and repair work, where the use of any power tool, device, or equipment would disturb persons occupying sleeping quarters in any dwelling hotel, apartment, or other place of residence, between the hours of 9:00 p.m. and 7:00 a.m. Monday through Friday, and between 6:00 p.m. and 8:00 a.m. on Saturdays and holidays; all such activities are also prohibited on Sundays. Section 112.02 of the LAMC prohibits noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level by more than 5 dba within the premises of other occupied properties such as residential buildings. Section 112.05 of the LAMC also specifies the maximum noise level of construction machinery that can be generated in any residential zone of the city or within 500 feet thereof. As referenced in the Noise Study prepared by Yorke Engineering, LLC dated September 2020 and attached to the subject environmental case file, as the project is required to comply with all applicable ordinances and regulations to the extent feasible, it will not result in any significant noise impacts. All construction noises will be short-term and temporary. Noise arising from construction activities and equipment are expected to be below the 75 dBA threshold at 50 feet from the noise source, with the exception of some activities intermittently and marginally exceeding the threshold. In such incidences, deflection barriers such as plywood construction fencing, flexible sound-absorbing curtains, or existing intervening buildings will be utilized to reduce noise levels by approximately 5 to 15 dBA. Since no intense percussive actions i.e. hard rock-breaking, large pile driving, are planned to occur on the project site, ground borne vibrations are expected to generate a minimal impact on surrounding properties. Compliance with the provisions set forth by LAMC Section 112.05 and other regulatory requirements governing construction hours and equipment will limit the noise impact of project-related construction activities. Therefore, construction noise impacts will be less than significant.

Furthermore, the Project will not generate permanent significant operational noise impacts. As the project is a residential development, the project is not expected to generate significant permanent operational noise impacts. The project will not include any square footage of non-residential uses, with on-site operational noise coming primarily from heating, ventilation, and air conditioning (HVAC) equipment installed on the rooftop. Additionally, the Project would be designed to maintain interior noise levels at or below the Community Noise Equivalent Level (CNEL).The project's proposed 40 residential units would not be expected to generate a substantial number of vehicle trips which could in turn generate additional noise. As such, the Project is expected to generate a negligible increase in ambient noise due to operation activities. Thus, the Project will not result in any significant permanent effects relating to noise.

Air Quality:

An Air Quality Study evaluating the proposed project for potential air quality impacts and greenhouse gas emissions was prepared in September 2020. The study compares the potential construction and operations emissions of criteria pollutants associated with the Project with the South Coast Air Quality Management District's (SCAQMD) air quality significance thresholds. The Project's emissions were estimated using the CalEEMod 2016.3.2 model provided by SCAQMD and monitored the following emissions: ROG, NO_X, CO, SO_2, PM_{10}, and $PM_{2.5}$.

The South Coast Air Quality Management District (SCAQMD) is the agency primarily responsible for comprehensive air pollution control in the South Coast Air Basin and reducing emissions from area and point stationary, mobile, and indirect sources. SCAQMD prepared the 2012 Air Quality Management Plan (AQMP) to meet federal and state ambient air quality standards. A significant

air quality impact may occur if a project is inconsistent with the AQMP or would in some way represent a substantial hindrance to employing the policies or obtaining the goals of that plan. The proposed project for the construction of 40 residential units will not conflict with or obstruct the implementation of the AQMP and SCAQMD rules.

During construction, the proposed project would apply appropriate dust control measures to sequester particulate matter as required by SCAQMD Rule 403 - Fugitive Dust. Specifically, Rule 403 control requirements include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes, applying soil binders to uncovered areas, reestablishing ground cover as quickly as possible, utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the Project Site, and maintaining effective cover over exposed areas.

Best Management Practices will be implemented that would include (but not be limited to) the following:

- Unpaved demolition and construction areas shall be wetted at least three times daily during excavation and construction, and temporary dust covers shall be used to reduce emissions and meets SCAQMD Rule 403;
- All dirt/soil loads shall be secured by trimming, watering or other appropriate means to prevent spillage and dust;
- General contractors shall maintain and operate construction equipment to minimize exhaust emissions; and
- Trucks shall not idle but be turned off.

By implementing Best Management Practices, all construction-related impacts will be less than significant and temporary in nature. No permanent significant impacts are anticipated to occur from construction.

Furthermore, the project is expected to be far below the thresholds considered by SCAQMD to be potentially significant under CEQA guidelines. The applicant has estimated the project's impact on air quality, using the CalEEMod 2016.3.2 model provided by SCAQMD, by comparing the estimated levels of criteria pollutants to significance thresholds provided by SCAQMD. As referenced in the *Air Quality Study* prepared by York Engineering, LLC and attached to the subject environmental case file, the levels of emissions from the project are all projected to be below the thresholds considered by SCAQMD to be potentially significant under CEQA guidelines without the addition of any mitigation (the report provides the full analysis). Therefore, potential impacts related to air quality from the Project will be less than significant.

Water Quality:

The Project is not adjacent to any water sources and construction of the project will not impact water quality. The Project is located in a long-established and developed neighborhood and thus would not be expected to impact water quality. As a residential development, the project will also not generate, store, or dispose of substantial quantities of hazardous materials that could affect water quality. Construction activities would not involve any significant excavation near an identified water source. Furthermore, the Project will comply with the City's stormwater management provisions per LAMC 64.70. Best Management Practices would also be required during general operation of the Project to ensure that stormwater runoff meets the established water quality standards and waste discharge requirements. Therefore, development of the proposed project would not degrade the quality of stormwater runoff from the site and would not result in any significant effects relating to water quality.

(e) The site can be adequately served by all required utilities and public services:

The site is currently developed with residential uses in an urbanized area served by existing public utilities and services. The surrounding area has long been developed and consists of residential and commercial uses which have been and will continue to be served by all required utilities and public services. The site is currently and adequately served by the City's Department of Water and Power, the City's Bureau of Sanitation, the Southern California Gas Company, the Los Angeles Police Department, the Los Angeles Fire Department, Los Angeles Unified School District, Los Angeles Public Library, and other public services. The site is also serviced by the LAPD's Central Bureau, Rampart Division, and the Central Bureau Fire Department. These utilities and public services have served the neighborhood for several decades and will continue to do so.

The project consists of the construction of 40 apartment units. As the project is located in an established and urbanized area of the city, the site can be adequately served by all required utilities and public services. In addition, the California Green Code requires new construction to meet stringent efficiency standards for both water and power, such as high-efficiency toilets, dual-flush water closets, minimum irrigation standards, and LED lighting. As a result, the proposed project can be adequately served by all required utilities and public services.

EXCEPTIONS TO THE USE OF CATEGORICAL EXEMPTIONS

Planning staff evaluated the exceptions to the use of Categorical Exemptions for the proposed project listed in "CEQA Guidelines" Section 15300.2 and determined that none of the exceptions apply to the proposed project as described below:

(a) Location. *Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located. A project that is ordinarily insignificant in its effect on the environment may in a particularly sensitive environment be significant. Therefore, these classes may not be utilized where the project may impact on an environmental resource of hazardous or critical concern where designated, precisely mapped, and officially adopted pursuant to law by federal, state, or local agencies.*

As the proposed project is not defined as a Class 3, 4, 5, 6 or 11 projects, this exception is non-applicable. The project site is in an urbanized area in the City of Los Angeles. The project site is not located in a particularly sensitive environment and would not be located on a site containing wetlands, endangered species, or wildlife habitats; therefore, this exception is not applicable.

(b) ***Cumulative Impact.*** *The exception applies when, although a particular project may not have a significant impact, the impact of successive projects, of the same type, in the same place, over time is significant.*

This exception does not apply to the proposed project. The Project involves the construction of residential units in an urbanized area developed with a variety of established uses. The project is entirely consistent with the existing General Plan designation and zoning, which accounts for the impacts of developments which are within their parameters, and as permitted by the TOC Guidelines. Any successive projects of the same type and nature would reflect a development that is consistent with the underlying land use designation and the LAMC, and thus would be subject to the same regulations and requirements, including development standards and environmental analysis. As detailed above, the proposed project will not impose any significant impacts on traffic, noise, air quality, and water quality. Nonetheless, all future successive projects will be individually evaluated and any potential impacts of each subsequent project will be mitigated if necessary, and thus will not result in a cumulative impact. Therefore, impacts under this category will be less than significant.

(c) Significant Effect Due To Unusual Circumstances. *This exception applies when, although the project may otherwise be exempt, there is a reasonable possibility that the project will have a significant effect due to unusual circumstances.*

This exception does not apply to the proposed project. The project site is comprised of approximately 22,500 square feet of lot area located in an urbanized area within the City of Los Angeles. The Project consists of residential uses and operations that are compatible with the surrounding urban development and consistent with the underlying zone. The project site is in a long-established neighborhood and is surrounded by residential, commercial, and office buildings. The site does not demonstrate any unusual circumstances, and the project will not generate significant impacts regarding traffic, noise, air quality, or water quality. There are no unusual circumstances that indicate this Project would reasonably result in a significant effect on the environment.

(d) Scenic Highways. *This exception applies when, although the project may otherwise be exempt, there may be damage to scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within* a *highway officially designated as* a *state scenic highway.*

Based on a review of the California Scenic Highway Mapping System, the project site is not located along a State Scenic Highway, nor are there any designated State Scenic Highways located near the project site. The proposed project will not result in damage to scenic resources including trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway, therefore this exception does not apply.

(e) Hazardous Waste Sites. *Projects located on* a *site or facility listed pursuant to California Government Code 65962.5.*

Based on a review of the State Water Resources Control Board's GeoTracker database and the Department of Toxic Substance Control (DTSC) EnviroStor database, the project site is not listed for cleanup, permitting, or investigation of any hazardous waste contamination. The nearest LUST Cleanup site is located approximately 750 feet north of the project site and is developed with a Los Angeles Department of Water and Power Distributing Station. Since August 1998, the site has held a "closed" case status. Currently, there are no listed hazardous sites within the immediate vicinity of the project site. The subject property is currently developed with residential and office buildings; hazardous waste and materials would not be expected to pose a significant constraint on sites long developed with such uses.

Additionally, the project site is not located within a Hazardous Waste/Border Zone or Methane Hazard Site as designated by the City of Los Angeles. The surrounding neighborhood is primarily established with residential and commercial uses, and hazardous waste and materials would not be expected on or immediately adjacent to the project site. No industrial wastewater is generated on the project site and sanitary wastewater is discharged to the City Bureau of Sanitation. Therefore, this exception for a Class 32 Categorical Exemption does not apply to this project.

(f) Historical Resources. *Projects that may cause* a *substantial adverse change in the significance of an historical resource.*

Databases of historic resources in the City of Los Angeles include SurveyLA and Historic Places LA, in addition to State and Federal databases of historic resources. According to these databases, there are no structures of historic significance on the property. There are also no historic resources identified by any database on or immediately adjacent to the subject property. Accordingly, the Project will have no impact on any historic resources.

Additionally, the project site is not located in a designated Historic Preservation Overlay Zone. The neighborhood surrounding the project site was primarily developed in the early-20th century and consists primarily of residential and commercial uses along North Hoover Street, with various commercial buildings, single- and multi-family structures on both sides. Several properties in the area have undergone redevelopment over the past decades producing a varied yet cohesive

neighborhood character. As a result, the subject property is unlikely to possess any significant value towards a potential historic district. For these reasons, construction of the proposed project would not constitute a substantial adverse change in the significance of a historic resource as defined by CEQA, and this exception does not apply to the proposed project.

In conclusion, since the project meets all of the requirements of the categorical exemption set forth at CEQA Guidelines, Section 15300.2 and none of the applicable exceptions to the use of the exemption apply to the project, it is appropriate to determine this project is categorically exempt from the requirements of CEQA.

Conclusion

The proposed project involves the construction of a new six-story, residential development encompassing approximately 61,106 square feet. The Project will replace one existing office building and two single-family houses on the property. The Project is compatible with the surrounding residential and commercial properties, is permitted by the Transit Oriented Communities Affordable Housing Incentive Program, and is consistent with the General Plan designation, zoning, and requirements of the LAMC. The Project will contribute to a less than significant impact on traffic, noise, air quality and water quality in the neighborhood. Also, the Project is located in an urbanized area and thus will be adequately served by public utilities and services.

Since the Project meets all the requirements of the categorical exemption set forth by CEQA Guidelines Section 15332 (Class 32 Exemption) and none of the applicable exceptions in Section 15302.2 to the use of the exemption apply to the project, it is appropriate to determine this project is categorically exempt from the requirements of CEQA

EXHIBIT E

AIR QUALITY, GREENHOUSE GAS, NOISE LETTER REPORT

Yorke
ENGINEERING, LLC
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September 3, 2020

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Subject: Air Quality Support – CalEEMod Air Quality, Greenhouse Gas, and Noise Study for a Multi-Residential Building Development in Los Angeles, CA

Dear Mr. Pourbaba:

Yorke Engineering, LLC (Yorke) is pleased to provide this Air Quality (AQ), Greenhouse Gas (GHG), and Noise Letter Report. This AQ/GHG/Noise Letter Report includes CalEEMod emissions estimates, criteria pollutant analysis, localized significance level (LST) analysis, GHG analysis, and Noise analysis for the proposed multi-residential building development in the City of Los Angeles, California (City). These evaluations will support the Applicant's submittal of the Department of City Planning Environmental Assessment Form (EAF) with a CEQA Categorical Exemption or a Mitigated Negative Declaration (MND), as applicable.

PROJECT DESCRIPTION

We understand that Proper Development is proposing to construct a new six-story residential building to be located at 511-517 North Hoover Street in the City of Los Angeles, CA 93004 (the City), which is within the SCAQMD. The proposed project will comprise 40 units with one level of underground parking for 54 vehicles and 44 bicycles. The 22,500-square-foot project site is two blocks south of Melrose Avenue, approximately 700 feet (210 meters) north of the Hollywood Freeway (U.S. 101). To fulfill Los Angeles City Planning application requirements under the Transit Oriented Communities (TOC) Incentive Program, an air quality, GHG, and construction noise impact assessment is required.

ASSUMPTIONS

The following basic assumptions were used in developing the emission estimates for the proposed Project using the California Emissions Estimator Model® (CalEEMod):

- Some project design features including size of the building features were defined by the Applicant.
- Some Project design features such as parking area size were provided by the Applicant.
- Construction equipment, including hours used per data were applied to construction phases of the project.
- During grading and site preparation the project site will be watered twice a day.
- Low VOC paint will be used.

- The parking was assumed to be enclosed with an elevator and is included in the CalEEMod modeling.
- The Project is expected to require up to approximately 16 months of planned work activities (i.e., from mobilization to substantial completion) comprising six construction phases (demolition, grading, site preparation, building construction, and architectural coating).
- Approximately 8,800 square feet of old buildings will be removed during the demolition phase.
- During construction exposed soil will be watered twice daily.

LIST OF TABLES

The project analyses and results are summarized in the following tables:

AIR QUALITY AND GREENHOUSE GAS IMPACTS ANALYSES

The Air Quality Section of Appendix G of the California Environmental Quality Act (CEQA) Guidelines (Environmental Checklist Form) contains air quality and GHG significance criteria. Where applicable, quantitative significance criteria established by the local air quality management district (AQMD) may be relied upon to make significance determinations based on mass emissions of criteria pollutants and GHGs, as determined in this report.

Project Emissions Estimation

The construction and operation analysis were performed using CalEEMod® (California Emissions Estimation Model, version 2016.3.2), the official statewide land use computer model designed to provide a uniform platform for estimating potential criteria pollutant and GHG emissions associated with both construction and operations of land use projects under CEQA. The model quantifies direct emissions from construction and operations (including vehicle use), as well as indirect emissions, such as GHG emissions from energy use, solid waste disposal, vegetation planting and/or removal, and water use. The mobile source emission factors used in the model – published by the California Air Resources Board (CARB) – include the Pavley standards and Low Carbon Fuel standards. The model also identifies project design features, regulatory measures, and

mitigation measures to reduce criteria pollutant and GHG emissions along with calculating the benefits achieved from the selected measures. CalEEMod was developed by the California Air Pollution Control Officers Association (CAPCOA) in collaboration with the SCAQMD, the Bay Area Air Quality Management District (BAAQMD), the San Joaquin Valley Air Pollution Control District (SJVAPCD), and other California air districts. Default land use data (e.g., emission factors, trip lengths, meteorology, source inventory, etc.) were provided by the various California air districts to account for local requirements and conditions. As the official assessment methodology for land use projects in California, CalEEMod is relied upon herein for construction and operational emissions quantification, which forms the basis for the impact analysis.

Based on information received from the Applicant, land use data used for CalEEMod input is presented in Table 1. The SCAQMD quantitative significance thresholds shown in Table 2 were used to evaluate project emissions impacts (SCAQMD 2019).

Table 1: Land Use Data for CalEEMod Input – 511-517 North Hoover Street

Project Element	Land Use Type	Land Use Subtype	Unit Amount	Size Metric	Lot Acreage (footprint)	Square Feet (est.)	Est. Pop.
Residential Units	Residential	Apartment Mid Rise	40	Dwelling Units	0.52	60,265	114
Below Ground Parking	Parking	Enclosed Parking with Elevator	54	Space	0	22,500	0
Project Site					**0.52**	**82,765**	114

Source: Applicant 2020, CalEEMod version 2016.3.2

Notes:

Electric utility is LADWP

Table 2: SCAQMD CEQA Thresholds of Significance		
Pollutant	**Project Construction**	**Project Operation**
	lbs/day	**lbs/day**
ROG (VOC)	75	55
NO_X	100	55
CO	550	550
SO_X	150	150
PM_{10}	150	150
$PM_{2.5}$	55	55
24-hour $PM_{2.5}$ Increment	10.4 µg/m^3	2.5 µg/m^3
24-hour PM_{10} Increment	10.4 µg/m^3	2.5 µg/m^3
Annual PM_{10} Increment	1.0 µg/m^3 annual average	
1-hour NO_2 Increment	0.18 ppm (state)	
Annual NO_2 Increment	0.03 ppm (state) & 0.0534 ppm (federal)	
1-hour SO_2 Increment	0.25 ppm (state) & 0.075 ppm (federal – 99th percentile)	
24-hour SO_2 Increment	0.04 ppm (state)	
24-hour Sulfate Increment	25 ug/m^3 (state)	
1-hour CO Increment	20 ppm (state) & 35 ppm (federal)	
8-hour CO Increment	9.0 ppm (state/federal)	
Toxic Air Contaminants (including carcinogens and non-carcinogens)	Maximum Incremental Cancer Risk ≥10 in 1 million	
	Cancer Burden >0.5 excess cancer cases (in areas ≥1 in 1 million)	
	Chronic & Acute Hazard Index ≥1.0 (project increment)	
Odor	Project creates an odor nuisance pursuant to Rule 402	
Greenhouse Gases	10,000 MT/yr CO_2e for industrial facilities	
	3,000 MT/yr CO_2e for land use projects (draft proposal)	

Source: SCAQMD 2019, 2008b

Criteria Pollutants from Project Construction

A project's construction phase produces many types of emissions, generally PM_{10} (including $PM_{2.5}$) in fugitive dust and diesel engine exhaust are the pollutants of greatest concern; however, since the project construction consists of interior renovation with additional building on the third floor of the existing structure, fugitive dust emissions are not of concern. Construction activities will include renovation of the existing first and second levels and additional construction of a level 3. Construction-related emissions can cause substantial increases in localized concentrations of PM_{10}, as well as affecting PM_{10} compliance with ambient air quality standards on a regional basis. The use of diesel-powered construction equipment emits ozone precursors oxides of nitrogen (NO_x) and reactive organic gases (ROG), and diesel particulate matter (DPM); however, the use of diesel-powered equipment would be minimal. Use of architectural coatings and other materials associated with finishing buildings may also emit ROG and TACs. CEQA significance thresholds address the impacts of construction activity emissions on local and regional air quality. Thresholds are also provided for other potential impacts related to project construction, such as odors and TACs.

The SCAQMD's approach to CEQA analyses of fugitive dust impacts is to require implementation of effective and comprehensive dust control measures rather than to require detailed quantification of emissions; however, due to the nature of project construction, which includes no earth moving activities, it is not necessary to implement any fugitive dust control Best Management Practices (BMPs).

Criteria Pollutants from Project Operation

The term "project operations" refers to the full range of activities that can or may generate criteria pollutant, GHG, and TAC emissions when the project is functioning in its intended use. For projects, such as office parks, shopping centers, apartment buildings, residential subdivisions, and other indirect sources, motor vehicles traveling to and from the project represents the primary source of air pollutant emissions. For industrial projects and some commercial projects, equipment operation and manufacturing processes, i.e., permitted stationary sources, can be of greatest concern from an emissions standpoint. CEQA significance thresholds address the impacts of operational emission sources on local and regional air quality. Thresholds are also provided for other potential impacts related to project operations, such as odors.

Results of Criteria Emissions Analyses

Table 3 shows unmitigated and mitigated criteria construction emissions and evaluates mitigated emissions against SCAQMD significance thresholds.

Table 4 shows unmitigated and mitigated criteria operational emissions and evaluates mitigated emissions against SCAQMD significance thresholds.

As shown in Tables 3 and 4, mass emissions of criteria pollutants from construction and operation are below applicable SCAQMD significance thresholds, i.e., Less Than Significant (LTS).

PROJECTED IMPACT: Less Than Significant

ADDITIONAL MITIGATION: None required

Table 3: Construction Emissions Summary and Significance Evaluation				
Criteria Pollutants	Unmitigated	Mitigated	Threshold	Significance
	lbs/day	lbs/day	lbs/day	
ROG (VOC)	38.59	38.59	75	LTS
NO_X	22.56	22.56	100	LTS
CO	15.50	15.50	550	LTS
SO_X	0.03	0.03	150	LTS
Total PM_{10}	6.71	3.52	150	LTS
Total $PM_{2.5}$	3.73	2.11	55	LTS

Sources: SCAQMD 2019, CalEEMod version 2016.3.2

Notes:

Maximum of 2021 and 2022 emissions.

lbs/day are winter or summer maxima for planned land use

LTS - Less Than Significant

Table 4: Operational Emissions Summary and Significance Evaluation				
Criteria Pollutants	Unmitigated	Mitigated	Threshold	Significance
	lbs/day	lbs/day	lbs/day	
ROG (VOC)	1.88	1.88	55	LTS
NO_X	2.55	2.55	55	LTS
CO	9.54	9.54	550	LTS
SO_X	0.02	0.02	150	LTS
Total PM_{10}	1.98	1.98	150	LTS
Total $PM_{2.5}$	0.56	0.56	55	LTS

Sources: SCAQMD 2019, CalEEMod version 2016.3.2

Notes:

lbs/day are winter or summer maxima for planned land use

LTS - Less Than Significant

Localized Significance Threshold Analysis

The SCAQMD's Localized Significance Threshold (LST) methodology (2008a) was used to analyze the neighborhood scale impacts of NO_X, CO, PM_{10}, and $PM_{2.5}$ associated with project-specific mass emissions. Introduced in 2003, the LST methodology was revised in 2008 to include the $PM_{2.5}$ significance threshold methodology and update the LST mass rate lookup tables for the new 1-hour NO_2 standard.

For determining localized air quality impacts from small projects in a defined geographic source-receptor area (SRA), the LST methodology provides mass emission rate lookup tables for 1-acre, 2-acre, and 5-acre parcels by SRA. The tabulated LSTs represent the maximum mass emissions from a project that will not cause or contribute to an exceedance of state or national ambient air quality standards (CAAQS or NAAQS) for the above pollutants and were developed based on ambient concentrations of these pollutants for each SRA in the South Coast Air Basin. (SCAQMD 2008a)

For most land use projects, the highest daily emission rates occur during the site preparation and grading phases of construction; however, since the project would not have a site preparation and grading phase the building construction phase is used for the LST analysis.

Since land use operational emissions – mainly from associated traffic – are dispersed over a wide area, localized impacts from project operation are substantially lower than during project construction. However, an Operational LST analysis was also performed. The land use category "Apartment Mid Rise" assumes that there are many residences commuting to and from the location daily.

The proposed Project site is 0.52 acres in source-receptor area Zone 2 – Northwest Coastal Los Angeles county. The 1-acre screening lookup tables were used to evaluate NO_x, CO, PM_{10}, and $PM_{2.5}$ impacts on nearby receptors. The nearest receptor is approximately 25 meters away from the site. Therefore, the impact evaluation was performed using the closest distance within SCAQMD LST tables of 25 meters for construction. (SCAQMD 2008a)

Results of Localized Significance Threshold Analysis

The LST results provided in Tables 5 and 6 show that on-site emissions from construction and operations would meet the LST passing criteria at the nearest receptors (25 meters). Thus, impacts would be less than significant.

PROJECTED IMPACT: Less Than Significant

ADDITIONAL MITIGATION: None required

Table 5: Construction Localized Significance Threshold Evaluation				
Criteria Pollutants	Mitigated lbs/day	Threshold lbs/day	Percent of Threshold	Result
NO_X	22.56	103	22%	Pass
CO	15.5	562	3%	Pass
PM_{10}	3.52	4	88%	Pass
$PM_{2.5}$	2.11	3	70%	Pass

Sources: SCAQMD 2008a, CalEEMod version 2016.3.2

Notes:

Source-receptor area Zone 2 – Northwest coastal Los Angeles County

1-acre area, 25 meters to receptor

Table 6: Operations Localized Significance Threshold Evaluation				
Criteria Pollutants	Mitigated lbs/day	Threshold lbs/day	Percent of Threshold	Result
NO_X	1.32	103	1%	Pass
CO	4.87	562	1%	Pass
PM_{10}	0.21	1	21%	Pass
$PM_{2.5}$	0.08	1	8%	Pass

Sources: SCAQMD 2008a, CalEEMod version 2016.3.2

Notes:

Source-receptor area Zone 2 – Northwest Coastal Los Angeles County

1-acre area, 25 meters to receptor

Greenhouse Gas Emissions from Construction and Operation

Greenhouse gases – primarily carbon dioxide (CO_2), methane (CH_4), and nitrous (N_2O) oxide, collectively reported as carbon dioxide equivalents (CO_2e) – are directly emitted from stationary source combustion of natural gas in equipment such as water heaters, boilers, process heaters, and furnaces. GHGs are also emitted from mobile sources such as on-road vehicles and off-road construction equipment burning fuels such as gasoline, diesel, biodiesel, propane, or natural gas (compressed or liquefied). Indirect GHG emissions result from electric power generated elsewhere (i.e., power plants) used to operate process equipment, lighting, and utilities at a facility. Also, included in GHG quantification is electric power used to pump the water supply (e.g., aqueducts, wells, pipelines) and disposal and decomposition of municipal waste in landfills. (CARB 2017)

California's Building Energy Efficiency Standards are updated on an approximately three-year cycle. The 2019 standards improved upon the 2016 standards for new construction of, and additions and alterations to, residential, commercial, and industrial buildings. The 2019 standards went into effect on January 1, 2020 (CEC 2019).

Since the Title 24 standards require energy conservation features in new construction (e.g., high-efficiency lighting, high-efficiency heating, ventilating, and air-conditioning (HVAC) systems,

thermal insulation, double-glazed windows, water conserving plumbing fixtures, etc.), they indirectly regulate and reduce GHG emissions.

Using CalEEMod, direct onsite and offsite GHG emissions were estimated for construction and operation, and indirect offsite GHG emissions were estimated to account for electric power used by the proposed Project, water conveyance, and solid waste disposal.

Results of Greenhouse Gas Emissions Analyses

The SCAQMD officially adopted an industrial facility mass emissions threshold of 10,000 metric tons (MT) CO_2e per year (SCAQMD 2019) and has proposed a residential/commercial mass emissions threshold of 3,000 metric tons (MT) CO_2e per year. (SCAQMD 2008b)

Table 7 shows unmitigated and mitigated GHG emissions and evaluates mitigated emissions against SCAQMD significance thresholds. Operational mitigation measures incorporate typical code-required energy and water conservation features. Off-site traffic impacts are included in these emissions estimates, along with construction emissions amortized over 30 years.

PROJECTED IMPACT: Less Than Significant.

MITIGATION: None Required.

Table 7: Greenhouse Gas Emissions Summary and Significance Evaluation

Greenhouse Gases	Unmitigated	Mitigated	Threshold	Significance
	MT/yr	MT/yr	MT/yr	
CO_2	513	513	—	—
CH_4	0.3	0.3	—	—
N_2O	0.0	0.0	—	—
CO_2e	524	524	3,000	LTS

Sources: SCAQMD 2019, 2008b, CalEEMod version 2016.3.2

Notes:

Comprises annual operational emissions plus construction emissions amortized over 30 years

NOISE IMPACTS ANALYSES

Noise Analysis Methodology

The screening-level noise analysis for Project construction was completed based on methodology developed by the U.S. Department of Transportation Federal Highway Administration (DOT FHWA) at the John A. Volpe National Transportation Systems Center and other technical references consistent with CalEEMod™ outputs (equipment utilization). The DOT FHWA methodology uses actual noise measurement data collected during the Boston "Big Dig" project (1991-2006) as reference levels for a wide variety of construction equipment in common use, such as on the proposed Project. This noise analysis did not include field measurements of ambient noise in the vicinity of the Project site.

The FHWA noise model provides relatively conservative predictions because it does not account for site-specific geometry, dimensions of nearby structures, and local environmental conditions that can affect sound transmission, reflection, and attenuation. As a result, actual measured sound

levels at receptors may vary somewhat from predictions, typically lower. Additionally, the impacts of noise upon receptors (persons) are subjective because of differences in individual sensitivities and perceptions.

Noise impacts were evaluated against community noise standards contained in the City or County General Plan or other state or federal agency as applicable to the vicinity of the Project site. For this Project, the City of Los Angeles Municipal Code (LAMC), Chapter XI, Noise Regulation, Sections 112.02, 112.03, 112.05, and 41.40 contain the applicable evaluation criteria. Screening-level Project-generated noise is evaluated in relation to established thresholds of significance. Additionally, the same methods are used to determine noise impacts on the nearest sensitive receptor.

During construction activities, the Project would generate noise due to operation of minimal off-road equipment, portable equipment, and vehicles at or near the Project site. No significant increase in traffic is expected due to this relatively small project. No strong sources of vibrations are planned to be used during construction activities.

Since the Project is near an urban street, the incremental effect of Project operation (possible slightly increased traffic) would not be quantifiable against existing traffic noise (background) in the Project vicinity (i.e., less than significant impact). Also, since no airport is closer than 2 miles from the Project site, evaluation of aircraft noise upon the Project is not required.

Environmental Setting

Noise Descriptors

Noise is typically described as any unwanted or objectionable sound. Sound is technically described in terms of the loudness (amplitude) and frequency (pitch) of the sound. The standard unit of measurement of the loudness of sound is the decibel (dB). Because the human ear is not equally sensitive to sound at all frequencies, a special frequency-dependent rating scale has been devised to relate noise to human sensitivity, the A-weighted decibel scale (dBA). Table 8 lists common sources of sound and their intensities in dBA.

Table 8: Typical Sound Level Characteristics		
Pressure	**Level**	**Sound Level Characteristic**
N/m^2	**dB**	
2000	160	Rocket Launch
600	150	Military Jet Plane Takeoff
200	140	Threshold of Pain
60	130	Commercial Jet Plane Takeoff
20	120	Industrial Chipper or Punch Press
6	110	Loud Automobile Horn
2	100	Passing Diesel Truck – Curb Line
0.6	90	Factory - Heavy Manufacturing
0.2	80	Factory - Light Manufacturing
0.06	70	Open Floor Office - Cubicles
0.02	60	Conversational Speech
0.006	50	Private Office - Walled
0.002	40	Residence in Daytime
0.0006	30	Bedroom at Night
0.0002	20	Recording or Broadcasting Studio
0.00006	10	Threshold of Good Hearing - Adult
0.00002	0	Threshold of Excellent Hearing - Child

Sources: Broch 1971, Plog 1988

Notes:

Reference Level $P_O = 0.00002\ N/m^2 = 0.0002\ \mu bar$

N/m^2 = Newtons per square meter (the Newton is the unit of force derived in the metric system); it is equal to the amount of net force required to accelerate one kilogram of mass at a rate of one meter per second squared (1 kg • 1 m/s^2) in the direction of the applied force.

In most situations, a 3-dBA change in sound pressure is considered a "just-detectable" difference. A 5-dBA change (either louder or quieter) is readily noticeable, and 10-dBA change is a doubling (if louder) or halving (if quieter) of the subjective loudness. Sound from a small, localized source (a "point" source) radiates uniformly outward as it travels away from the source in a spherical pattern. The sound level attenuates (drops off) at a rate of 6 dBA for each doubling of the distance.

The duration of noise and the time period at which it occurs are important factors in determining the impact of noise on sensitive receptors. A single number called the equivalent continuous noise level (L_{eq}) may be used to describe sound that is changing in level. It is also used to describe the acoustic range of the noise source being measured, which is accomplished through the maximum L_{eq} (L_{max}) and minimum L_{eq} (L_{min}) indicators.

In determining the daily measure of community noise, it is important to account for the difference in human response to daytime and nighttime noise. Noise is more disturbing at night than during the day, and noise indices have been developed to account for the varying duration of noise events over time, as well as community response to them. The Community Noise Equivalent Level (CNEL) adds a 5-dB penalty to the "nighttime" hourly noise levels (HNLs) (i.e., 7:00 p.m. to 10:00

p.m.) and the Day-Night Average Level (L_{dn}) adds a 10-dB penalty to the evening HNLs (Caltrans 2013, FTA 2006).

Vibration Descriptors

Vibration is a unique form of noise because its energy is carried through structures and the earth, whereas noise is carried through the air. Thus, vibration is generally felt rather than heard. Typically, ground borne vibration generated by manmade activities attenuates rapidly as distance from the source of the vibration increases. Actual human and structural response to different vibration levels is influenced by a combination of factors, including soil type, distance between the source and receptor, duration, and the number of perceived events.

While not a direct health hazard, the energy transmitted through the ground as vibration may result in structural damage, which may be costly to repair and dangerous in the event of structural failure. To assess the potential for structural damage associated with vibration, the vibratory ground motion in the vicinity of the affected structure is measured in terms of point peak velocity/peak particle velocity (PPV) in the vertical and horizontal directions (vector sum). A freight train passing at 100 feet may cause PPVs of 0.1 inch per second, while a strong earthquake may produce PPVs in the range of 10 inches per second. Minor cosmetic damage to buildings may begin in the range of 0.5 inch per second (Caltrans 2013, FTA 2006).

Existing Noise Environment

The Project site is in the City of Los Angeles, Los Angeles County, in a characteristically urban and densely populated area subject to noise from local traffic on public streets (North Hoover Street, North Commonwealth Avenue, Bellevue Avenue, and Imogen Avenue), buses, trains, construction, and small power equipment (e.g., lawn mowers, edger, etc.). The FHWA noise model puts the expected daytime ambient noise from known sources at about 68 dBA at the nearest sensitive receptor to the proposed Project. This model is based on traffic from North Hoover Street and North Commonwealth Avenues as well as a general 40 dBA urban background noise.

Sensitive Receptors

Some land uses are generally regarded as being more sensitive to noise than others due to the types of population groups or activities involved. Sensitive population groups include children and the elderly. The City of Los Angeles Noise Element also includes residential areas as noise-sensitive land uses. Other sensitive land uses generally include hospitals, schools, childcare facilities, senior facilities, libraries, churches, and parks.

The nearest schools to the Project site are the Dayton Heights Early Education Center, approximately 1,000 feet (305 meters) northwest of the site and the Camino Nuevo Charter Academy approximately 1,040 feet (317 meters) south of the site. Interceding building, and other multi-story buildings, would substantially shield all the schools from construction noise. The nearest residential receptors are west of the site, approximately 83 feet (25 meters) from the central construction zone; and, for consistency with LST, a source-receptor distance of 25 meters (82 feet) was used. All construction activities would be short-term and temporary. All construction work is planned to be conducted during daylight hours; no nighttime work is planned to be performed. Upon completion of construction, construction generated noise would permanently cease. Since the proposed project is located in a dense urban area and not within 500 feet of a major freeway,

no significant additional long-term traffic is expected, and therefore no additional Project-related noise is expected over the long term.

Regulatory Setting

California

The State of California does not promulgate statewide standards for environmental noise but requires each city and county to include a noise element in its general plan [California Government Code Section 65302(f)]. In addition, Title 4 of the CCR has guidelines for evaluating the compatibility of various land uses as a function of community noise exposure. In general, the guidelines require that community noise standards:

- Protect residents from the harmful and annoying effects of exposure to excessive noise;
- Prevent incompatible land uses from encroaching upon existing or programmed land uses likely to create significant noise impacts; and
- Encourage the application of state-of-the-art land use planning methodologies in the area of managing and minimizing potential noise conflicts.

Construction vibration is regulated at the state level in accordance with standards established by the *Transportation and Construction-Induced Vibration Guidance Manual* issued by Caltrans in 2004. Continuous sources include the use of vibratory compaction equipment and other construction equipment that creates vibration other than in single events. Transient sources create a single isolated vibration event, such as blasting. Thresholds for continuous sources are 0.5 and 0.1 inch per second PPV for structural damage and annoyance, respectively. Thresholds for transient sources are 1.0 and 0.9 PPV for structural damage and annoyance, respectively (Caltrans 2013).

City of Los Angeles Municipal Code – Chapter XI, Noise Regulation

For this Project, the City of Los Angeles Municipal Code (LAMC), Chapter XI, Noise Regulation, Sections 112.02, 112.03, 112.05, and 41.40 contain the applicable evaluation criteria.

Operational on-site stationary sources of mechanical noise are required to comply with the LAMC Section 112.02, which prohibits noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level on the premises of other occupied properties, e.g., nearby residential buildings, by more than 5 dBA. Modern roof-mounted mechanical equipment is designed to meet this standard.

LAMC Section 112.03 references Section 41.40 which regulates noise from construction activities. Outdoor construction activities that generate noise are prohibited between the nighttime hours of 9:00 pm and 7:00 am Monday through Friday, and between 6:00 pm and 8:00 am on Saturdays and national holidays. Construction activities are prohibited on Sundays. The construction activities associated with the proposed Project would comply with these LAMC requirements.

Per Section 112.05, construction noise impacts would be significant if noise from powered equipment or powered hand tools used for construction within 500 feet (150 meters) of a residential zone exceeds 75 A-weighted decibels (dBA) at a distance of 50 feet (15 meters) from the noise source between the hours of 7:00 am and 10:00 pm. However, this noise limitation does not apply where compliance is technically infeasible. Technically infeasible means that the 75 dBA

limitation cannot be complied with despite the use of mufflers, shields, sound barriers and/or any other noise reduction device or techniques during the operation of the equipment. However, the burden of proof of technical infeasibility is placed upon the person or persons generating the noise, i.e., the contractor and owner or owner's agent.

Results of Screening Noise Analysis

The proposed Project can be characterized as development of a new multi-residential building with below ground parking. Most noise would occur during the demolition, grading, site preparation and building construction when heavy equipment would be operating.

During each of the six construction phases there would be a different mix of equipment operating and cumulative noise levels would vary based on the amount of equipment in operation and the location of each activity at the Project site. In general, use of off-road equipment and portable equipment would generate noise due to engine mechanicals, engine exhaust, driveline mechanicals, shaft-driven devices and accessories, hydraulics operation, ground friction and displacement, and gravity drops (dumping, unloading).

Since no intense percussive actions (e.g., hard rock-breaking, large pile-driving) are planned to occur during the site work, no strong groundborne vibrations are expected to be generated that could affect nearby structures or be noticeable to their occupants.

Types of equipment (FHWA 2006) to be used during the Project and noise-emitting characteristics (i.e., usage factors, reference dBA, and percussive source) are shown in Table 9 consistent with CalEEMod outputs (Attachment 1).

The Project is expected to require up to approximately 16 months of planned work activities (i.e., from mobilization to substantial completion) comprising six construction phases:

1) Demolition
2) Site Preparation
3) Grading
4) Building construction
5) Paving
6) Architectural coating.

Deviations from this schedule would not affect the noise analysis because noise does not persist or accumulate in the environment.

Table 9: FHWA Noise Reference Levels and Usage Factors							
CalEEMod Construction Detail			FHWA Equipment Type	Ref.	Usage Factor	Ref. Level	Percussive Source
Phase Name	Equipment Description	Qty.			percent	dBA	Yes/No
Demolition (1)	Concrete/Industrial Saws	1	Concrete Saw	1	20%	90	No
	Rubber Tired Dozers	1	Tractor (rubber tire)	1	40%	84	No
	Tractors/Loaders/Backhoes	3	Backhoe (with loader)	1	40%	80	No
Site Preparation (2)	Graders	1	Grader	1	40%	85	No
	Tractors/Loaders/Backhoes	1	Backhoe (with loader)	1	40%	80	No
	Rubber Tired Dozers	1	Tractor (rubber tire)	1	40%	84	No
Grading (3)	Rubber Tired Dozers	1	Tractor (rubber tire)	1	40%	84	No
	Tractors/Loaders/Backhoes	1	Backhoe (with loader)	1	40%	80	No
	Graders	1	Grader	1	40%	85	No
Building Construction (4)	Generator Sets	1	Generator (<25 KVA quiet design)	1	50%	70	No
	Cranes	1	Crane	1	16%	85	No
	Forklifts	1	Forklift	1	40%	80	No
	Tractors/Loaders/Backhoes	1	Backhoe (with loader)	1	40%	80	No
	Welders	3	Welding Machine (arc welding)	1	50%	70	No
Paving (5)	Cement and Mortar Mixers	1	All Other Equipment > 5 HP	1	50%	85	No
	Pavers	1	Paver (asphalt)	1	50%	85	No
	Rollers	1	Roller	1	20%	85	No
	Tractors/Loaders/Backhoes	1	Backhoe (with loader)	1	40%	80	No
	Paving Equipment	1	Paver (asphalt)	1	50%	85	No
Architectural Coating (6)	Air Compressors	1	Compressor (air)	1	40%	80	No

Source: CalEEMod v 2016.3.2, FHWA 2006

Table 10 shows a comparison of: screening-level estimated daytime exterior noise impacts for peak construction activities at designated receptors, and the CEQA thresholds outlined in LAMC Chapter XI, using FHWA attenuation algorithms. If the threshold is not exceeded, then this project should be considered acceptable.

Table 10: Estimated Peak Activity Daytime Noise Impacts – Residential Receptors (mitigated)[c, d]				
Construction Phases	Normal Acceptance Criteria – LAMC 112.05			
	Modeled Noise Level (L_{eq} dBA)[a]	CalEEMod Duration (days)	Significance Threshold (CNEL dBA)[b]	Exceeds Threshold (Yes/No)?
Background	68	-	-	No
Demolition	73	7	75	No
Site Preparation	74	2	75	No
Grading	74	4	75	No
Building Construction	74	200	75	No
Paving	73	10	75	No
Architectural Coating	71	10	75	No
Long-Term Impact	68	-	-	No

Sources: CalEEMod v2013.2.2, FHWA 2006, Broch 1971, Plog 1988, LAMC 112.05
Notes:
[a] Cumulative impacts include existing street traffic and ambient background noise sources
[b] LAMC 112.05
[c] Residential receptor is 25 meters (82 feet) west of the construction zone perimeter
[d] Mitigation comprises noise barriers on site perimeter (see Discussion)

Discussion

Construction Noise – LAMC Sections 112.03 and 112.05

Construction noise impacts would be significant if, as defined by Los Angeles Municipal Code (LAMC) Section 112.05, noise from powered equipment or powered hand tools used for construction within 500 feet (150 meters) of a residential zone exceeds 75 A-weighted decibels (dBA) at a distance of 50 feet (15 meters) from the noise source between the hours of 7:00 am and 10:00 pm. However, this noise limitation does not apply where compliance is technically infeasible. Technically infeasible means that the 75 dBA limitation cannot be complied with despite the use of mufflers, shields, sound barriers and/or any other noise reduction device or techniques during the operation of the equipment. However, the burden of proof of technical infeasibility is placed upon the person or persons generating the noise, i.e., the contractor and owner or owner's agent.

LAMC Section 112.03 references Section 41.40 which regulates noise from construction activities. Outdoor construction activities that generate noise are prohibited between the nighttime hours of 9:00 pm and 7:00 am Monday through Friday, and between 6:00 pm and 8:00 am on Saturdays and national holidays. Construction activities are prohibited on Sundays. The construction activities associated with the proposed Project would comply with these LAMC requirements.

Although the estimated construction-related exterior noise levels associated with the proposed Project are modeled to normally be below the 75 dBA threshold, there may be times when the construction activities could intermittently and marginally exceed the 75 dBA threshold at 50 feet from the noise source. To minimize impacts, the Project will implement technically feasible mitigation measures in compliance with the standards set forth in LAMC Section 112.05. Specifically, the use of deflectors/barriers such as plywood construction fencing (½-inch thickness), flexible sound-absorbing curtains, or existing intervening buildings, can reduce line-of-sight exterior noise levels by approximately 5 to 15 dBA, depending on the applied physical configuration (FHWA 2006). The estimated noise impacts shown in Table 10 incorporate these mitigation measures.

With the application of construction noise mitigation measures exterior noise levels would be reduced by approximately 10 dBA, possibly up to 15 dBA. Therefore, based on the provisions set forth in LAMC 112.05, implementation of the LAMC-required noise control measures described below would enable the proposed Project to comply with the LAMC, and construction noise impacts would be less than significant.

The construction noise control measures required by LAMC 112.05 would include the following:

1) The Project shall comply with the City of Los Angeles Noise Ordinance No. 161,574 (see LAMC Section 112.05), and any subsequent ordinances (et seq), which prohibit the emission or creation of noise beyond certain levels.

2) Construction shall be restricted to the hours of 7:00 am to 9:00 pm Monday through Friday, and 8:00 am to 6:00 pm on Saturdays or national holidays. No construction work shall be performed at any time on Sundays.

3) Construction activities shall be scheduled to avoid operating several pieces of large equipment simultaneously, which can cumulatively cause higher noise levels.

4) Noise-generating equipment operated at the Project site shall be equipped with the most effective and technologically feasible noise control devices, such as mufflers, lagging (enclosures for exhaust pipes), and/or motor enclosures. All equipment shall be properly maintained to assure that no additional noise, due to worn or improperly maintained parts, would be generated.

5) Noise-generating equipment, where its location on the site may be flexible (e.g., air compressors, generators, cement and mortar mixers, and materials deliveries), shall be placed as far as practical from the nearest noise sensitive land uses. Natural and/or manmade barriers (e.g., trees, fencing, curtains) shall be used to screen propagation of noise from such activities toward these land uses to the maximum extent possible.

6) For outside work, the Project shall implement noise barriers comprising plywood construction fencing and/or flexible sound-absorbing curtains as practicable. The noise barriers shall be erected around the perimeter of the construction site to minimize the transmission of construction noise toward nearby noise-sensitive land uses. The noise barriers shall be at least 8 feet in height and constructed of materials achieving an Insertion Loss (IL) coefficient of at least 5 dBA for flexible curtains, 8 dBA for rigid plywood fencing, or 10 dBA in combination (FHWA 2006).

7) The Project shall comply with the City of Los Angeles Building Regulations Ordinance No. 178,048 (see LAMC Section 91.106.4.8), which requires a construction site notice to be provided that includes the following information: job site address, permit number, name and phone number of the contractor and owner or owner's agent, hours of construction allowed by code or any discretionary approval for the site, and City telephone numbers where violations can be reported. The notice shall be posted and maintained at the construction site prior to the start of construction and displayed in a location that is readily visible to the public, i.e., in plain sight.

Operational Noise – LAMC Section 112.02

Upon completion of construction and occupancy of the proposed Project, on-site operational noise would be generated mainly by heating, ventilation, and air conditioning (HVAC) equipment installed on the roof of the new building. However, the overall noise levels generated by the new HVAC equipment are not expected to be substantially greater than generated by older HVAC equipment installed on existing buildings near the Project site. As such, the new HVAC equipment associated with the proposed Project would not represent a substantially new type or source of noise in the general vicinity. In addition, the operation of this and any other on-site stationary sources of mechanical noise would be required to comply with the LAMC Section 112.02, which prohibits noise from air conditioning, refrigeration, heating, pumping, and filtering equipment from exceeding the ambient noise level on the premises of other occupied properties, e.g., nearby residential buildings, by more than 5 dBA. Such equipment is designed to meet this standard.

No adverse impacts are expected from, and no noise mitigation measures would be required for, the operation of the proposed project. Therefore, the operational noise impacts of the proposed Project would be less than significant.

Interior areas of the completed Project would not be adversely impacted by ambient (outdoor) urban noise because the Project would be constructed to meet applicable California Code of Regulations (CCR) Title 24 Parts 6 and 11 building energy efficiency standards (CEC 2019). Thermal insulation, e.g., fiberglass batting in exterior walls and double-pane windows, also attenuates sound transmission and thus would provide an acceptable interior noise environment, which is particularly important for sensitive land uses. Specifically, the proposed Project would be designed and constructed to maintain interior noise levels at or below a Community Noise Equivalent Level (CNEL) of 45 dBA in any normally occupied space of the Project with no other sources of interior noise operating, such as HVAC, appliances, power tools, or office equipment. As such, interior noise impacts of the proposed Project would be less than significant.

This study predicts a less than significant impact in accordance with the LAMC. As described above, temporary noise barriers may need to be installed as a mitigation measure during the early stages of construction where demolition activities are conducted.

PROJECTED IMPACT: Less Than Significant

ADDITIONAL MITIGATION: None Required

CLOSING

Thank you very much for the opportunity to be of assistance to Proper Development. Should you have any questions, please contact me at (805) 217-4947 (mobile).

Sincerely,

Bradford Boyes, BSEnvE, MBA, QEP | Ventura Office
Principal Engineer
Yorke Engineering, LLC
BBoyes@YorkeEngr.com

cc: Brian Yorke, Yorke Engineering, LLC

Enclosures/Attachments:

1. CalEEMod Outputs

AIR QUALITY AND GHG REFERENCES

California Air Resources Board (CARB). 2017. California's 2017 Climate Change Scoping Plan. Website (https://ww3.arb.ca.gov/cc/scopingplan/scopingplan.htm) accessed August 17, 2020.

California Department of Resources Recycling and Recovery (CalRecycle). 2016. Solid Waste Cleanup Program Weights and Volumes for Project Estimates. Website (https://www.calrecycle.ca.gov/swfacilities/cdi/Tools/Calculations) accessed August 17, 2020.

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Broch, Jens. 1971. Acoustic Noise Measurements. Bruel & Kjaer.

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U.S. Department of Transportation – Federal Transit Authority (FTA). 2006. Transit Noise and Vibration Impact Assessment. Website (https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/FTA_Noise_and_Vibration_Manual.pdf) accessed August 17, 2020.

ATTACHMENT 1 – CALEEMOD OUTPUTS

Proper Development

South Coast AQMD Air District, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Mid Rise	40.00	Dwelling Unit	0.52	60,265.00	114
Enclosed Parking with Elevator	54.00	Space	0.00	22,500.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	11			**Operational Year**	2022
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Proper Development - South Coast AQMD Air District, Winter

Project Characteristics -

Land Use - The total lot area for the project is 22,500 sqft or 0.517 acres and the total sqft of the project is 60,265, from the site plans. The parking area will encompass the below ground floor.

Construction Phase - Demolition will take approximately 7 day, this is due to the small size of the three homes on the project site.

Demolition - The three houses are approximately 135 x 65 feet or 8,775 sqft.

Woodstoves - The project will not have any woodstoves or fireplaces.

Area Coating -

Stationary Sources - Emergency Generators and Fire Pumps -

Stationary Sources - Process Boilers -

Construction Off-road Equipment Mitigation -

Area Mitigation -

Table Name	Column Name	Default Value	New Value
tblAreaMitigation	UseLowVOCPaintParkingCheck	False	True
tblConstructionPhase	NumDays	20.00	7.00
tblConstructionPhase	PhaseEndDate	10/28/2020	10/9/2020
tblFireplaces	FireplaceDayYear	25.00	0.00
tblFireplaces	FireplaceHourDay	3.00	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberGas	34.00	0.00
tblFireplaces	NumberNoFireplace	4.00	0.00
tblFireplaces	NumberWood	2.00	0.00
tblLandUse	LandUseSquareFeet	40,000.00	60,265.00
tblLandUse	LandUseSquareFeet	21,600.00	22,500.00
tblLandUse	LotAcreage	1.05	0.52
tblLandUse	LotAcreage	0.49	0.00
tblStationaryGeneratorsPumpsUse	HorsePowerValue	0.00	49.00
tblStationaryGeneratorsPumpsUse	HoursPerDay	0.00	0.16
tblStationaryGeneratorsPumpsUse	HoursPerYear	0.00	6.00
tblStationaryGeneratorsPumpsUse	NumberOfEquipment	0.00	1.00
tblWoodstoves	NumberCatalytic	2.00	0.00
tblWoodstoves	NumberNoncatalytic	2.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	2.2455	22.5647	15.4689	0.0299	5.8890	1.1587	6.7106	2.9774	1.0820	3.7333	0.0000	2,931.6876	2,931.6876	0.6345	0.0000	2,947.5496
2021	38.5910	14.5105	14.3884	0.0280	0.4760	0.6891	1.1650	0.1274	0.6652	0.7926	0.0000	2,606.4139	2,606.4139	0.4147	0.0000	2,615.9633
Maximum	**38.5910**	**22.5647**	**15.4689**	**0.0299**	**5.8890**	**1.1587**	**6.7106**	**2.9774**	**1.0820**	**3.7333**	**0.0000**	**2,931.6876**	**2,931.6876**	**0.6345**	**0.0000**	**2,947.5496**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	2.2455	22.5647	15.4689	0.0299	2.6992	1.1587	3.5209	1.3529	1.0820	2.1088	0.0000	2,931.6876	2,931.6876	0.6345	0.0000	2,947.5496
2021	38.5910	14.5105	14.3884	0.0280	0.4760	0.6891	1.1650	0.1274	0.6652	0.7926	0.0000	2,606.4139	2,606.4139	0.4147	0.0000	2,615.9633
Maximum	**38.5910**	**22.5647**	**15.4689**	**0.0299**	**2.6992**	**1.1587**	**3.5209**	**1.3529**	**1.0820**	**2.1088**	**0.0000**	**2,931.6876**	**2,931.6876**	**0.6345**	**0.0000**	**2,947.5496**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**50.11**	**0.00**	**40.50**	**52.32**	**0.00**	**35.89**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.4065	0.0382	3.3091	1.7000e-004		0.0183	0.0183		0.0183	0.0183	0.0000	5.9539	5.9539	5.7600e-003	0.0000	6.0980
Energy	0.0109	0.0931	0.0396	5.9000e-004		7.5300e-003	7.5300e-003		7.5300e-003	7.5300e-003		118.8324	118.8324	2.2800e-003	2.1800e-003	119.5386
Mobile	0.4399	2.4164	5.7794	0.0223	1.9328	0.0180	1.9508	0.5171	0.0168	0.5339		2,269.8434	2,269.8434	0.1101		2,272.5966
Stationary						0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.8574**	**2.5476**	**9.1282**	**0.0230**	**1.9328**	**0.0438**	**1.9766**	**0.5171**	**0.0426**	**0.5597**	**0.0000**	**2,394.6297**	**2,394.6297**	**0.1182**	**2.1800e-003**	**2,398.2332**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.4065	0.0382	3.3091	1.7000e-004		0.0183	0.0183		0.0183	0.0183	0.0000	5.9539	5.9539	5.7600e-003	0.0000	6.0980
Energy	0.0109	0.0931	0.0396	5.9000e-004		7.5300e-003	7.5300e-003		7.5300e-003	7.5300e-003		118.8324	118.8324	2.2800e-003	2.1800e-003	119.5386
Mobile	0.4399	2.4164	5.7794	0.0223	1.9328	0.0180	1.9508	0.5171	0.0168	0.5339		2,269.8434	2,269.8434	0.1101		2,272.5966
Stationary						0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.8574**	**2.5476**	**9.1282**	**0.0230**	**1.9328**	**0.0438**	**1.9766**	**0.5171**	**0.0426**	**0.5597**	**0.0000**	**2,394.6297**	**2,394.6297**	**0.1182**	**2.1800e-003**	**2,398.2332**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Proper Development - South Coast AQMD Air District, Winter

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	10/1/2020	10/9/2020	5	7	
2	Site Preparation	Site Preparation	10/29/2020	10/30/2020	5	2	
3	Grading	Grading	10/31/2020	11/5/2020	5	4	
4	Building Construction	Building Construction	11/6/2020	8/12/2021	5	200	
5	Paving	Paving	8/13/2021	8/26/2021	5	10	
6	Architectural Coating	Architectural Coating	8/27/2021	9/9/2021	5	10	

Acres of Grading (Site Preparation Phase): 1

Acres of Grading (Grading Phase): 1.5

Acres of Paving: 0

Residential Indoor: 122,037; Residential Outdoor: 40,679; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 1,350 (Architectural Coating – sqft)

OffRoad Equipment

Proper Development - South Coast AQMD Air District, Winter

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	6.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Rubber Tired Dozers	1	6.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Graders	1	6.00	187	0.41
Paving	Paving Equipment	1	8.00	132	0.36
Site Preparation	Rubber Tired Dozers	1	7.00	247	0.40
Building Construction	Welders	3	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	40.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	38.00	8.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Demolition - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.2340	0.0000	1.2340	0.1868	0.0000	0.1868			0.0000			0.0000
Off-Road	2.1262	20.9463	14.6573	0.0241		1.1525	1.1525		1.0761	1.0761		2,322.3127	2,322.3127	0.5970		2,337.2363
Total	**2.1262**	**20.9463**	**14.6573**	**0.0241**	**1.2340**	**1.1525**	**2.3864**	**0.1868**	**1.0761**	**1.2630**		**2,322.3127**	**2,322.3127**	**0.5970**		**2,337.2363**

3.2 Demolition - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0447	1.5751	0.3331	4.3500e-003	0.0999	5.0900e-003	0.1049	0.0274	4.8700e-003	0.0322		470.2275	470.2275	0.0335		471.0660
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0642	0.0433	0.4785	1.4000e-003	0.1453	1.1000e-003	0.1464	0.0385	1.0200e-003	0.0396		139.1474	139.1474	3.9900e-003		139.2472
Total	**0.1088**	**1.6184**	**0.8116**	**5.7500e-003**	**0.2452**	**6.1900e-003**	**0.2514**	**0.0659**	**5.8900e-003**	**0.0718**		**609.3749**	**609.3749**	**0.0375**		**610.3132**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5553	0.0000	0.5553	0.0841	0.0000	0.0841			0.0000			0.0000
Off-Road	2.1262	20.9463	14.6573	0.0241		1.1525	1.1525		1.0761	1.0761	0.0000	2,322.3127	2,322.3127	0.5970		2,337.2363
Total	**2.1262**	**20.9463**	**14.6573**	**0.0241**	**0.5553**	**1.1525**	**1.7078**	**0.0841**	**1.0761**	**1.1602**	**0.0000**	**2,322.3127**	**2,322.3127**	**0.5970**		**2,337.2363**

3.2 Demolition - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0447	1.5751	0.3331	4.3500e-003	0.0999	5.0900e-003	0.1049	0.0274	4.8700e-003	0.0322		470.2275	470.2275	0.0335		471.0660
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0642	0.0433	0.4785	1.4000e-003	0.1453	1.1000e-003	0.1464	0.0385	1.0200e-003	0.0396		139.1474	139.1474	3.9900e-003		139.2472
Total	**0.1088**	**1.6184**	**0.8116**	**5.7500e-003**	**0.2452**	**6.1900e-003**	**0.2514**	**0.0659**	**5.8900e-003**	**0.0718**		**609.3749**	**609.3749**	**0.0375**		**610.3132**

3.3 Site Preparation - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					5.7996	0.0000	5.7996	2.9537	0.0000	2.9537			0.0000			0.0000
Off-Road	1.6299	18.3464	7.7093	0.0172		0.8210	0.8210		0.7553	0.7553		1,667.4119	1,667.4119	0.5393		1,680.8937
Total	**1.6299**	**18.3464**	**7.7093**	**0.0172**	**5.7996**	**0.8210**	**6.6205**	**2.9537**	**0.7553**	**3.7090**		**1,667.4119**	**1,667.4119**	**0.5393**		**1,680.8937**

3.3 Site Preparation - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0395	0.0266	0.2945	8.6000e-004	0.0894	6.8000e-004	0.0901	0.0237	6.2000e-004	0.0243		85.6292	85.6292	2.4600e-003		85.6906
Total	**0.0395**	**0.0266**	**0.2945**	**8.6000e-004**	**0.0894**	**6.8000e-004**	**0.0901**	**0.0237**	**6.2000e-004**	**0.0243**		**85.6292**	**85.6292**	**2.4600e-003**		**85.6906**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.6098	0.0000	2.6098	1.3292	0.0000	1.3292			0.0000			0.0000
Off-Road	1.6299	18.3464	7.7093	0.0172		0.8210	0.8210		0.7553	0.7553	0.0000	1,667.4119	1,667.4119	0.5393		1,680.8937
Total	**1.6299**	**18.3464**	**7.7093**	**0.0172**	**2.6098**	**0.8210**	**3.4308**	**1.3292**	**0.7553**	**2.0844**	**0.0000**	**1,667.4119**	**1,667.4119**	**0.5393**		**1,680.8937**

3.3 Site Preparation - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0395	0.0266	0.2945	8.6000e-004	0.0894	6.8000e-004	0.0901	0.0237	6.2000e-004	0.0243		85.6292	85.6292	2.4600e-003		85.6906
Total	**0.0395**	**0.0266**	**0.2945**	**8.6000e-004**	**0.0894**	**6.8000e-004**	**0.0901**	**0.0237**	**6.2000e-004**	**0.0243**		**85.6292**	**85.6292**	**2.4600e-003**		**85.6906**

3.4 Grading - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.9143	0.0000	4.9143	2.5256	0.0000	2.5256			0.0000			0.0000
Off-Road	1.3498	15.0854	6.4543	0.0141		0.6844	0.6844		0.6296	0.6296		1,365.7183	1,365.7183	0.4417		1,376.7609
Total	**1.3498**	**15.0854**	**6.4543**	**0.0141**	**4.9143**	**0.6844**	**5.5986**	**2.5256**	**0.6296**	**3.1552**		**1,365.7183**	**1,365.7183**	**0.4417**		**1,376.7609**

3.4 Grading - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0395	0.0266	0.2945	8.6000e-004	0.0894	6.8000e-004	0.0901	0.0237	6.2000e-004	0.0243		85.6292	85.6292	2.4600e-003		85.6906
Total	**0.0395**	**0.0266**	**0.2945**	**8.6000e-004**	**0.0894**	**6.8000e-004**	**0.0901**	**0.0237**	**6.2000e-004**	**0.0243**		**85.6292**	**85.6292**	**2.4600e-003**		**85.6906**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.2114	0.0000	2.2114	1.1365	0.0000	1.1365			0.0000			0.0000
Off-Road	1.3498	15.0854	6.4543	0.0141		0.6844	0.6844		0.6296	0.6296	0.0000	1,365.7183	1,365.7183	0.4417		1,376.7609
Total	**1.3498**	**15.0854**	**6.4543**	**0.0141**	**2.2114**	**0.6844**	**2.8958**	**1.1365**	**0.6296**	**1.7662**	**0.0000**	**1,365.7183**	**1,365.7183**	**0.4417**		**1,376.7609**

3.4 Grading - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0395	0.0266	0.2945	8.6000e-004	0.0894	6.8000e-004	0.0901	0.0237	6.2000e-004	0.0243		85.6292	85.6292	2.4600e-003		85.6906
Total	**0.0395**	**0.0266**	**0.2945**	**8.6000e-004**	**0.0894**	**6.8000e-004**	**0.0901**	**0.0237**	**6.2000e-004**	**0.0243**		**85.6292**	**85.6292**	**2.4600e-003**		**85.6906**

3.5 Building Construction - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.0305	14.7882	13.1881	0.0220		0.7960	0.7960		0.7688	0.7688		2,001.1595	2,001.1595	0.3715		2,010.4467
Total	**2.0305**	**14.7882**	**13.1881**	**0.0220**		**0.7960**	**0.7960**		**0.7688**	**0.7688**		**2,001.1595**	**2,001.1595**	**0.3715**		**2,010.4467**

3.5 Building Construction - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0275	0.8386	0.2229	2.0000e-003	0.0512	4.2200e-003	0.0554	0.0147	4.0400e-003	0.0188		213.2103	213.2103	0.0148		213.5804
Worker	0.1875	0.1265	1.3987	4.0800e-003	0.4248	3.2200e-003	0.4280	0.1127	2.9700e-003	0.1156		406.7387	406.7387	0.0117		407.0303
Total	**0.2150**	**0.9652**	**1.6216**	**6.0800e-003**	**0.4760**	**7.4400e-003**	**0.4834**	**0.1274**	**7.0100e-003**	**0.1344**		**619.9489**	**619.9489**	**0.0265**		**620.6107**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.0305	14.7882	13.1881	0.0220		0.7960	0.7960		0.7688	0.7688	0.0000	2,001.1595	2,001.1595	0.3715		2,010.4467
Total	**2.0305**	**14.7882**	**13.1881**	**0.0220**		**0.7960**	**0.7960**		**0.7688**	**0.7688**	**0.0000**	**2,001.1595**	**2,001.1595**	**0.3715**		**2,010.4467**

3.5 Building Construction - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0275	0.8386	0.2229	2.0000e-003	0.0512	4.2200e-003	0.0554	0.0147	4.0400e-003	0.0188		213.2103	213.2103	0.0148		213.5804
Worker	0.1875	0.1265	1.3987	4.0800e-003	0.4248	3.2200e-003	0.4280	0.1127	2.9700e-003	0.1156		406.7387	406.7387	0.0117		407.0303
Total	**0.2150**	**0.9652**	**1.6216**	**6.0800e-003**	**0.4760**	**7.4400e-003**	**0.4834**	**0.1274**	**7.0100e-003**	**0.1344**		**619.9489**	**619.9489**	**0.0265**		**620.6107**

3.5 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.8125	13.6361	12.8994	0.0221		0.6843	0.6843		0.6608	0.6608		2,001.2200	2,001.2200	0.3573		2,010.1517
Total	**1.8125**	**13.6361**	**12.8994**	**0.0221**		**0.6843**	**0.6843**		**0.6608**	**0.6608**		**2,001.2200**	**2,001.2200**	**0.3573**		**2,010.1517**

3.5 Building Construction - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0234	0.7606	0.2026	1.9800e-003	0.0512	1.5900e-003	0.0528	0.0147	1.5200e-003	0.0163		211.6402	211.6402	0.0142		211.9942
Worker	0.1753	0.1139	1.2865	3.9500e-003	0.4248	3.1300e-003	0.4279	0.1127	2.8800e-003	0.1155		393.5538	393.5538	0.0106		393.8175
Total	**0.1987**	**0.8745**	**1.4891**	**5.9300e-003**	**0.4760**	**4.7200e-003**	**0.4807**	**0.1274**	**4.4000e-003**	**0.1318**		**605.1939**	**605.1939**	**0.0247**		**605.8116**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.8125	13.6361	12.8994	0.0221		0.6843	0.6843		0.6608	0.6608	0.0000	2,001.2200	2,001.2200	0.3573		2,010.1517
Total	**1.8125**	**13.6361**	**12.8994**	**0.0221**		**0.6843**	**0.6843**		**0.6608**	**0.6608**	**0.0000**	**2,001.2200**	**2,001.2200**	**0.3573**		**2,010.1517**

3.5 Building Construction - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0234	0.7606	0.2026	1.9800e-003	0.0512	1.5900e-003	0.0528	0.0147	1.5200e-003	0.0163		211.6402	211.6402	0.0142		211.9942
Worker	0.1753	0.1139	1.2865	3.9500e-003	0.4248	3.1300e-003	0.4279	0.1127	2.8800e-003	0.1155		393.5538	393.5538	0.0106		393.8175
Total	**0.1987**	**0.8745**	**1.4891**	**5.9300e-003**	**0.4760**	**4.7200e-003**	**0.4807**	**0.1274**	**4.4000e-003**	**0.1318**		**605.1939**	**605.1939**	**0.0247**		**605.8116**

3.6 Paving - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7739	7.7422	8.8569	0.0135		0.4153	0.4153		0.3830	0.3830		1,296.8664	1,296.8664	0.4111		1,307.1442
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.7739**	**7.7422**	**8.8569**	**0.0135**		**0.4153**	**0.4153**		**0.3830**	**0.3830**		**1,296.8664**	**1,296.8664**	**0.4111**		**1,307.1442**

3.6 Paving - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0600	0.0390	0.4401	1.3500e-003	0.1453	1.0700e-003	0.1464	0.0385	9.9000e-004	0.0395		134.6368	134.6368	3.6100e-003		134.7270
Total	**0.0600**	**0.0390**	**0.4401**	**1.3500e-003**	**0.1453**	**1.0700e-003**	**0.1464**	**0.0385**	**9.9000e-004**	**0.0395**		**134.6368**	**134.6368**	**3.6100e-003**		**134.7270**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7739	7.7422	8.8569	0.0135		0.4153	0.4153		0.3830	0.3830	0.0000	1,296.8664	1,296.8664	0.4111		1,307.1442
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.7739**	**7.7422**	**8.8569**	**0.0135**		**0.4153**	**0.4153**		**0.3830**	**0.3830**	**0.0000**	**1,296.8664**	**1,296.8664**	**0.4111**		**1,307.1442**

3.6 Paving - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0600	0.0390	0.4401	1.3500e-003	0.1453	1.0700e-003	0.1464	0.0385	9.9000e-004	0.0395		134.6368	134.6368	3.6100e-003		134.7270
Total	**0.0600**	**0.0390**	**0.4401**	**1.3500e-003**	**0.1453**	**1.0700e-003**	**0.1464**	**0.0385**	**9.9000e-004**	**0.0395**		**134.6368**	**134.6368**	**3.6100e-003**		**134.7270**

3.7 Architectural Coating - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	38.3352					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941		281.4481	281.4481	0.0193		281.9309
Total	**38.5541**	**1.5268**	**1.8176**	**2.9700e-003**		**0.0941**	**0.0941**		**0.0941**	**0.0941**		**281.4481**	**281.4481**	**0.0193**		**281.9309**

3.7 Architectural Coating - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0369	0.0240	0.2708	8.3000e-004	0.0894	6.6000e-004	0.0901	0.0237	6.1000e-004	0.0243		82.8534	82.8534	2.2200e-003		82.9089
Total	**0.0369**	**0.0240**	**0.2708**	**8.3000e-004**	**0.0894**	**6.6000e-004**	**0.0901**	**0.0237**	**6.1000e-004**	**0.0243**		**82.8534**	**82.8534**	**2.2200e-003**		**82.9089**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	38.3352					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941	0.0000	281.4481	281.4481	0.0193		281.9309
Total	**38.5541**	**1.5268**	**1.8176**	**2.9700e-003**		**0.0941**	**0.0941**		**0.0941**	**0.0941**	**0.0000**	**281.4481**	**281.4481**	**0.0193**		**281.9309**

3.7 Architectural Coating - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0369	0.0240	0.2708	8.3000e-004	0.0894	6.6000e-004	0.0901	0.0237	6.1000e-004	0.0243		82.8534	82.8534	2.2200e-003		82.9089
Total	**0.0369**	**0.0240**	**0.2708**	**8.3000e-004**	**0.0894**	**6.6000e-004**	**0.0901**	**0.0237**	**6.1000e-004**	**0.0243**		**82.8534**	**82.8534**	**2.2200e-003**		**82.9089**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.4399	2.4164	5.7794	0.0223	1.9328	0.0180	1.9508	0.5171	0.0168	0.5339		2,269.8434	2,269.8434	0.1101		2,272.5966
Unmitigated	0.4399	2.4164	5.7794	0.0223	1.9328	0.0180	1.9508	0.5171	0.0168	0.5339		2,269.8434	2,269.8434	0.1101		2,272.5966

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	266.00	255.60	234.40	888,459	888,459
Enclosed Parking with Elevator	0.00	0.00	0.00		
Total	266.00	255.60	234.40	888,459	888,459

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.549559	0.042893	0.201564	0.118533	0.015569	0.005846	0.021394	0.034255	0.002099	0.001828	0.004855	0.000709	0.000896
Enclosed Parking with Elevator	0.549559	0.042893	0.201564	0.118533	0.015569	0.005846	0.021394	0.034255	0.002099	0.001828	0.004855	0.000709	0.000896

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0109	0.0931	0.0396	5.9000e-004		7.5300e-003	7.5300e-003		7.5300e-003	7.5300e-003		118.8324	118.8324	2.2800e-003	2.1800e-003	119.5386
NaturalGas Unmitigated	0.0109	0.0931	0.0396	5.9000e-004		7.5300e-003	7.5300e-003		7.5300e-003	7.5300e-003		118.8324	118.8324	2.2800e-003	2.1800e-003	119.5386

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	1010.08	0.0109	0.0931	0.0396	5.9000e-004		7.5300e-003	7.5300e-003		7.5300e-003	7.5300e-003		118.8324	118.8324	2.2800e-003	2.1800e-003	119.5386
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0109**	**0.0931**	**0.0396**	**5.9000e-004**		**7.5300e-003**	**7.5300e-003**		**7.5300e-003**	**7.5300e-003**		**118.8324**	**118.8324**	**2.2800e-003**	**2.1800e-003**	**119.5386**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	1.01008	0.0109	0.0931	0.0396	5.9000e-004		7.5300e-003	7.5300e-003		7.5300e-003	7.5300e-003		118.8324	118.8324	2.2800e-003	2.1800e-003	119.5386
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0109**	**0.0931**	**0.0396**	**5.9000e-004**		**7.5300e-003**	**7.5300e-003**		**7.5300e-003**	**7.5300e-003**		**118.8324**	**118.8324**	**2.2800e-003**	**2.1800e-003**	**119.5386**

6.0 Area Detail

6.1 Mitigation Measures Area

Proper Development - South Coast AQMD Air District, Winter

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.4065	0.0382	3.3091	1.7000e-004		0.0183	0.0183		0.0183	0.0183	0.0000	5.9539	5.9539	5.7600e-003	0.0000	6.0980
Unmitigated	1.4065	0.0382	3.3091	1.7000e-004		0.0183	0.0183		0.0183	0.0183	0.0000	5.9539	5.9539	5.7600e-003	0.0000	6.0980

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.1050					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.2012					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.1003	0.0382	3.3091	1.7000e-004		0.0183	0.0183		0.0183	0.0183		5.9539	5.9539	5.7600e-003		6.0980
Total	**1.4066**	**0.0382**	**3.3091**	**1.7000e-004**		**0.0183**	**0.0183**		**0.0183**	**0.0183**	**0.0000**	**5.9539**	**5.9539**	**5.7600e-003**	**0.0000**	**6.0980**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.1050					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.2012					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.1003	0.0382	3.3091	1.7000e-004		0.0183	0.0183		0.0183	0.0183		5.9539	5.9539	5.7600e-003		6.0980
Total	**1.4066**	**0.0382**	**3.3091**	**1.7000e-004**		**0.0183**	**0.0183**		**0.0183**	**0.0183**	**0.0000**	**5.9539**	**5.9539**	**5.7600e-003**	**0.0000**	**6.0980**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
Emergency Generator	1	0.16	6	49	0.73	

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
	40	1.8	657	0.075	

User Defined Equipment

Equipment Type	Number

10.1 Stationary Sources

Unmitigated/Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Equipment Type	lb/day										lb/day					
						0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total						**0.0000**	**0.0000**		**0.0000**	**0.0000**			**0.0000**			**0.0000**

11.0 Vegetation

Proper Development

South Coast AQMD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Mid Rise	40.00	Dwelling Unit	0.52	60,265.00	114
Enclosed Parking with Elevator	54.00	Space	0.00	22,500.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	11			**Operational Year**	2022
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Proper Development - South Coast AQMD Air District, Summer

Project Characteristics -

Land Use - The total lot area for the project is 22,500 sqft or 0.517 acres and the total sqft of the project is 60,265, from the site plans. The parking area will encompass the below ground floor.

Construction Phase - Demolition will take approximately 7 day, this is due to the small size of the three homes on the project site.

Demolition - The three houses are approximately 135 x 65 feet or 8,775 sqft.

Woodstoves - The project will not have any woodstoves or fireplaces.

Area Coating -

Stationary Sources - Emergency Generators and Fire Pumps -

Stationary Sources - Process Boilers -

Construction Off-road Equipment Mitigation -

Area Mitigation -

Proper Development - South Coast AQMD Air District, Summer

Table Name	Column Name	Default Value	New Value
tblAreaMitigation	UseLowVOCPaintParkingCheck	False	True
tblConstructionPhase	NumDays	20.00	7.00
tblConstructionPhase	PhaseEndDate	10/28/2020	10/9/2020
tblFireplaces	FireplaceDayYear	25.00	0.00
tblFireplaces	FireplaceHourDay	3.00	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberGas	34.00	0.00
tblFireplaces	NumberNoFireplace	4.00	0.00
tblFireplaces	NumberWood	2.00	0.00
tblLandUse	LandUseSquareFeet	40,000.00	60,265.00
tblLandUse	LandUseSquareFeet	21,600.00	22,500.00
tblLandUse	LotAcreage	1.05	0.52
tblLandUse	LotAcreage	0.49	0.00
tblStationaryGeneratorsPumpsUse	HorsePowerValue	0.00	49.00
tblStationaryGeneratorsPumpsUse	HoursPerDay	0.00	0.16
tblStationaryGeneratorsPumpsUse	HoursPerYear	0.00	6.00
tblStationaryGeneratorsPumpsUse	NumberOfEquipment	0.00	1.00
tblWoodstoves	NumberCatalytic	2.00	0.00
tblWoodstoves	NumberNoncatalytic	2.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	2.2287	22.5409	15.4982	0.0300	5.8890	1.1586	6.7106	2.9774	1.0820	3.7333	0.0000	2,950.1322	2,950.1322	0.6334	0.0000	2,965.9665
2021	38.5878	14.5031	14.5120	0.0283	0.4760	0.6890	1.1650	0.1274	0.6652	0.7925	0.0000	2,639.9840	2,639.9840	0.4150	0.0000	2,649.5283
Maximum	**38.5878**	**22.5409**	**15.4982**	**0.0300**	**5.8890**	**1.1586**	**6.7106**	**2.9774**	**1.0820**	**3.7333**	**0.0000**	**2,950.1322**	**2,950.1322**	**0.6334**	**0.0000**	**2,965.9665**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	2.2287	22.5409	15.4982	0.0300	2.6992	1.1586	3.5209	1.3529	1.0820	2.1088	0.0000	2,950.1322	2,950.1322	0.6334	0.0000	2,965.9665
2021	38.5878	14.5031	14.5120	0.0283	0.4760	0.6890	1.1650	0.1274	0.6652	0.7925	0.0000	2,639.9840	2,639.9840	0.4150	0.0000	2,649.5283
Maximum	**38.5878**	**22.5409**	**15.4982**	**0.0300**	**2.6992**	**1.1586**	**3.5209**	**1.3529**	**1.0820**	**2.1088**	**0.0000**	**2,950.1322**	**2,950.1322**	**0.6334**	**0.0000**	**2,965.9665**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**50.11**	**0.00**	**40.50**	**52.32**	**0.00**	**35.89**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.4065	0.0382	3.3091	1.7000e-004		0.0183	0.0183		0.0183	0.0183	0.0000	5.9539	5.9539	5.7600e-003	0.0000	6.0980
Energy	0.0109	0.0931	0.0396	5.9000e-004		7.5300e-003	7.5300e-003		7.5300e-003	7.5300e-003		118.8324	118.8324	2.2800e-003	2.1800e-003	119.5386
Mobile	0.4630	2.3700	6.1907	0.0235	1.9328	0.0179	1.9507	0.5171	0.0167	0.5338		2,396.3162	2,396.3162	0.1102		2,399.0716
Stationary						0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.8805**	**2.5012**	**9.5394**	**0.0243**	**1.9328**	**0.0437**	**1.9765**	**0.5171**	**0.0425**	**0.5596**	**0.0000**	**2,521.1025**	**2,521.1025**	**0.1183**	**2.1800e-003**	**2,524.7082**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.4065	0.0382	3.3091	1.7000e-004		0.0183	0.0183		0.0183	0.0183	0.0000	5.9539	5.9539	5.7600e-003	0.0000	6.0980
Energy	0.0109	0.0931	0.0396	5.9000e-004		7.5300e-003	7.5300e-003		7.5300e-003	7.5300e-003		118.8324	118.8324	2.2800e-003	2.1800e-003	119.5386
Mobile	0.4630	2.3700	6.1907	0.0235	1.9328	0.0179	1.9507	0.5171	0.0167	0.5338		2,396.3162	2,396.3162	0.1102		2,399.0716
Stationary						0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.8805**	**2.5012**	**9.5394**	**0.0243**	**1.9328**	**0.0437**	**1.9765**	**0.5171**	**0.0425**	**0.5596**	**0.0000**	**2,521.1025**	**2,521.1025**	**0.1183**	**2.1800e-003**	**2,524.7082**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Proper Development - South Coast AQMD Air District, Summer

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	10/1/2020	10/9/2020	5	7	
2	Site Preparation	Site Preparation	10/29/2020	10/30/2020	5	2	
3	Grading	Grading	10/31/2020	11/5/2020	5	4	
4	Building Construction	Building Construction	11/6/2020	8/12/2021	5	200	
5	Paving	Paving	8/13/2021	8/26/2021	5	10	
6	Architectural Coating	Architectural Coating	8/27/2021	9/9/2021	5	10	

Acres of Grading (Site Preparation Phase): 1

Acres of Grading (Grading Phase): 1.5

Acres of Paving: 0

Residential Indoor: 122,037; Residential Outdoor: 40,679; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 1,350 (Architectural Coating – sqft)

OffRoad Equipment

Proper Development - South Coast AQMD Air District, Summer

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	6.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Rubber Tired Dozers	1	6.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Graders	1	6.00	187	0.41
Paving	Paving Equipment	1	8.00	132	0.36
Site Preparation	Rubber Tired Dozers	1	7.00	247	0.40
Building Construction	Welders	3	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	40.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	38.00	8.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Demolition - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.2340	0.0000	1.2340	0.1868	0.0000	0.1868			0.0000			0.0000
Off-Road	2.1262	20.9463	14.6573	0.0241		1.1525	1.1525		1.0761	1.0761		2,322.3127	2,322.3127	0.5970		2,337.2363
Total	**2.1262**	**20.9463**	**14.6573**	**0.0241**	**1.2340**	**1.1525**	**2.3864**	**0.1868**	**1.0761**	**1.2630**		**2,322.3127**	**2,322.3127**	**0.5970**		**2,337.2363**

3.2 Demolition - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0434	1.5551	0.3094	4.4300e-003	0.0999	5.0100e-003	0.1049	0.0274	4.8000e-003	0.0322		479.0453	479.0453	0.0322		479.8489
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0588	0.0395	0.5315	1.4900e-003	0.1453	1.1000e-003	0.1464	0.0385	1.0200e-003	0.0396		148.7743	148.7743	4.2800e-003		148.8812
Total	**0.1022**	**1.5946**	**0.8409**	**5.9200e-003**	**0.2452**	**6.1100e-003**	**0.2513**	**0.0659**	**5.8200e-003**	**0.0717**		**627.8195**	**627.8195**	**0.0364**		**628.7301**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5553	0.0000	0.5553	0.0841	0.0000	0.0841			0.0000			0.0000
Off-Road	2.1262	20.9463	14.6573	0.0241		1.1525	1.1525		1.0761	1.0761	0.0000	2,322.3127	2,322.3127	0.5970		2,337.2363
Total	**2.1262**	**20.9463**	**14.6573**	**0.0241**	**0.5553**	**1.1525**	**1.7078**	**0.0841**	**1.0761**	**1.1602**	**0.0000**	**2,322.3127**	**2,322.3127**	**0.5970**		**2,337.2363**

3.2 Demolition - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0434	1.5551	0.3094	4.4300e-003	0.0999	5.0100e-003	0.1049	0.0274	4.8000e-003	0.0322		479.0453	479.0453	0.0322		479.8489
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0588	0.0395	0.5315	1.4900e-003	0.1453	1.1000e-003	0.1464	0.0385	1.0200e-003	0.0396		148.7743	148.7743	4.2800e-003		148.8812
Total	**0.1022**	**1.5946**	**0.8409**	**5.9200e-003**	**0.2452**	**6.1100e-003**	**0.2513**	**0.0659**	**5.8200e-003**	**0.0717**		**627.8195**	**627.8195**	**0.0364**		**628.7301**

3.3 Site Preparation - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					5.7996	0.0000	5.7996	2.9537	0.0000	2.9537			0.0000			0.0000
Off-Road	1.6299	18.3464	7.7093	0.0172		0.8210	0.8210		0.7553	0.7553		1,667.4119	1,667.4119	0.5393		1,680.8937
Total	**1.6299**	**18.3464**	**7.7093**	**0.0172**	**5.7996**	**0.8210**	**6.6205**	**2.9537**	**0.7553**	**3.7090**		**1,667.4119**	**1,667.4119**	**0.5393**		**1,680.8937**

3.3 Site Preparation - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0362	0.0243	0.3271	9.2000e-004	0.0894	6.8000e-004	0.0901	0.0237	6.2000e-004	0.0243		91.5534	91.5534	2.6300e-003		91.6192
Total	**0.0362**	**0.0243**	**0.3271**	**9.2000e-004**	**0.0894**	**6.8000e-004**	**0.0901**	**0.0237**	**6.2000e-004**	**0.0243**		**91.5534**	**91.5534**	**2.6300e-003**		**91.6192**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.6098	0.0000	2.6098	1.3292	0.0000	1.3292			0.0000			0.0000
Off-Road	1.6299	18.3464	7.7093	0.0172		0.8210	0.8210		0.7553	0.7553	0.0000	1,667.4119	1,667.4119	0.5393		1,680.8937
Total	**1.6299**	**18.3464**	**7.7093**	**0.0172**	**2.6098**	**0.8210**	**3.4308**	**1.3292**	**0.7553**	**2.0844**	**0.0000**	**1,667.4119**	**1,667.4119**	**0.5393**		**1,680.8937**

3.3 Site Preparation - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0362	0.0243	0.3271	9.2000e-004	0.0894	6.8000e-004	0.0901	0.0237	6.2000e-004	0.0243		91.5534	91.5534	2.6300e-003		91.6192
Total	**0.0362**	**0.0243**	**0.3271**	**9.2000e-004**	**0.0894**	**6.8000e-004**	**0.0901**	**0.0237**	**6.2000e-004**	**0.0243**		**91.5534**	**91.5534**	**2.6300e-003**		**91.6192**

3.4 Grading - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.9143	0.0000	4.9143	2.5256	0.0000	2.5256			0.0000			0.0000
Off-Road	1.3498	15.0854	6.4543	0.0141		0.6844	0.6844		0.6296	0.6296		1,365.7183	1,365.7183	0.4417		1,376.7609
Total	**1.3498**	**15.0854**	**6.4543**	**0.0141**	**4.9143**	**0.6844**	**5.5986**	**2.5256**	**0.6296**	**3.1552**		**1,365.7183**	**1,365.7183**	**0.4417**		**1,376.7609**

3.4 Grading - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0362	0.0243	0.3271	9.2000e-004	0.0894	6.8000e-004	0.0901	0.0237	6.2000e-004	0.0243		91.5534	91.5534	2.6300e-003		91.6192
Total	**0.0362**	**0.0243**	**0.3271**	**9.2000e-004**	**0.0894**	**6.8000e-004**	**0.0901**	**0.0237**	**6.2000e-004**	**0.0243**		**91.5534**	**91.5534**	**2.6300e-003**		**91.6192**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.2114	0.0000	2.2114	1.1365	0.0000	1.1365			0.0000			0.0000
Off-Road	1.3498	15.0854	6.4543	0.0141		0.6844	0.6844		0.6296	0.6296	0.0000	1,365.7183	1,365.7183	0.4417		1,376.7609
Total	**1.3498**	**15.0854**	**6.4543**	**0.0141**	**2.2114**	**0.6844**	**2.8958**	**1.1365**	**0.6296**	**1.7662**	**0.0000**	**1,365.7183**	**1,365.7183**	**0.4417**		**1,376.7609**

3.4 Grading - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0362	0.0243	0.3271	9.2000e-004	0.0894	6.8000e-004	0.0901	0.0237	6.2000e-004	0.0243		91.5534	91.5534	2.6300e-003		91.6192
Total	**0.0362**	**0.0243**	**0.3271**	**9.2000e-004**	**0.0894**	**6.8000e-004**	**0.0901**	**0.0237**	**6.2000e-004**	**0.0243**		**91.5534**	**91.5534**	**2.6300e-003**		**91.6192**

3.5 Building Construction - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.0305	14.7882	13.1881	0.0220		0.7960	0.7960		0.7688	0.7688		2,001.1595	2,001.1595	0.3715		2,010.4467
Total	**2.0305**	**14.7882**	**13.1881**	**0.0220**		**0.7960**	**0.7960**		**0.7688**	**0.7688**		**2,001.1595**	**2,001.1595**	**0.3715**		**2,010.4467**

3.5 Building Construction - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0263	0.8395	0.1999	2.0600e-003	0.0512	4.1600e-003	0.0554	0.0147	3.9800e-003	0.0187		219.5588	219.5588	0.0138		219.9034
Worker	0.1719	0.1156	1.5535	4.3700e-003	0.4248	3.2200e-003	0.4280	0.1127	2.9700e-003	0.1156		434.8786	434.8786	0.0125		435.1912
Total	**0.1982**	**0.9551**	**1.7534**	**6.4300e-003**	**0.4760**	**7.3800e-003**	**0.4833**	**0.1274**	**6.9500e-003**	**0.1343**		**654.4374**	**654.4374**	**0.0263**		**655.0946**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.0305	14.7882	13.1881	0.0220		0.7960	0.7960		0.7688	0.7688	0.0000	2,001.1595	2,001.1595	0.3715		2,010.4467
Total	**2.0305**	**14.7882**	**13.1881**	**0.0220**		**0.7960**	**0.7960**		**0.7688**	**0.7688**	**0.0000**	**2,001.1595**	**2,001.1595**	**0.3715**		**2,010.4467**

3.5 Building Construction - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0263	0.8395	0.1999	2.0600e-003	0.0512	4.1600e-003	0.0554	0.0147	3.9800e-003	0.0187		219.5588	219.5588	0.0138		219.9034
Worker	0.1719	0.1156	1.5535	4.3700e-003	0.4248	3.2200e-003	0.4280	0.1127	2.9700e-003	0.1156		434.8786	434.8786	0.0125		435.1912
Total	**0.1982**	**0.9551**	**1.7534**	**6.4300e-003**	**0.4760**	**7.3800e-003**	**0.4833**	**0.1274**	**6.9500e-003**	**0.1343**		**654.4374**	**654.4374**	**0.0263**		**655.0946**

3.5 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.8125	13.6361	12.8994	0.0221		0.6843	0.6843		0.6608	0.6608		2,001.2200	2,001.2200	0.3573		2,010.1517
Total	**1.8125**	**13.6361**	**12.8994**	**0.0221**		**0.6843**	**0.6843**		**0.6608**	**0.6608**		**2,001.2200**	**2,001.2200**	**0.3573**		**2,010.1517**

3.5 Building Construction - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0223	0.7630	0.1811	2.0400e-003	0.0512	1.5400e-003	0.0527	0.0147	1.4700e-003	0.0162		217.9508	217.9508	0.0132		218.2804
Worker	0.1604	0.1040	1.4316	4.2200e-003	0.4248	3.1300e-003	0.4279	0.1127	2.8800e-003	0.1155		420.8133	420.8133	0.0113		421.0962
Total	**0.1827**	**0.8670**	**1.6126**	**6.2600e-003**	**0.4760**	**4.6700e-003**	**0.4806**	**0.1274**	**4.3500e-003**	**0.1317**		**638.7640**	**638.7640**	**0.0245**		**639.3766**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.8125	13.6361	12.8994	0.0221		0.6843	0.6843		0.6608	0.6608	0.0000	2,001.2200	2,001.2200	0.3573		2,010.1517
Total	**1.8125**	**13.6361**	**12.8994**	**0.0221**		**0.6843**	**0.6843**		**0.6608**	**0.6608**	**0.0000**	**2,001.2200**	**2,001.2200**	**0.3573**		**2,010.1517**

3.5 Building Construction - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0223	0.7630	0.1811	2.0400e-003	0.0512	1.5400e-003	0.0527	0.0147	1.4700e-003	0.0162		217.9508	217.9508	0.0132		218.2804
Worker	0.1604	0.1040	1.4316	4.2200e-003	0.4248	3.1300e-003	0.4279	0.1127	2.8800e-003	0.1155		420.8133	420.8133	0.0113		421.0962
Total	**0.1827**	**0.8670**	**1.6126**	**6.2600e-003**	**0.4760**	**4.6700e-003**	**0.4806**	**0.1274**	**4.3500e-003**	**0.1317**		**638.7640**	**638.7640**	**0.0245**		**639.3766**

3.6 Paving - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7739	7.7422	8.8569	0.0135		0.4153	0.4153		0.3830	0.3830		1,296.8664	1,296.8664	0.4111		1,307.1442
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.7739**	**7.7422**	**8.8569**	**0.0135**		**0.4153**	**0.4153**		**0.3830**	**0.3830**		**1,296.8664**	**1,296.8664**	**0.4111**		**1,307.1442**

3.6 Paving - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0549	0.0356	0.4897	1.4400e-003	0.1453	1.0700e-003	0.1464	0.0385	9.9000e-004	0.0395		143.9624	143.9624	3.8700e-003		144.0592
Total	**0.0549**	**0.0356**	**0.4897**	**1.4400e-003**	**0.1453**	**1.0700e-003**	**0.1464**	**0.0385**	**9.9000e-004**	**0.0395**		**143.9624**	**143.9624**	**3.8700e-003**		**144.0592**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7739	7.7422	8.8569	0.0135		0.4153	0.4153		0.3830	0.3830	0.0000	1,296.8664	1,296.8664	0.4111		1,307.1442
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.7739**	**7.7422**	**8.8569**	**0.0135**		**0.4153**	**0.4153**		**0.3830**	**0.3830**	**0.0000**	**1,296.8664**	**1,296.8664**	**0.4111**		**1,307.1442**

3.6 Paving - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0549	0.0356	0.4897	1.4400e-003	0.1453	1.0700e-003	0.1464	0.0385	9.9000e-004	0.0395		143.9624	143.9624	3.8700e-003		144.0592
Total	**0.0549**	**0.0356**	**0.4897**	**1.4400e-003**	**0.1453**	**1.0700e-003**	**0.1464**	**0.0385**	**9.9000e-004**	**0.0395**		**143.9624**	**143.9624**	**3.8700e-003**		**144.0592**

3.7 Architectural Coating - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	38.3352					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941		281.4481	281.4481	0.0193		281.9309
Total	**38.5541**	**1.5268**	**1.8176**	**2.9700e-003**		**0.0941**	**0.0941**		**0.0941**	**0.0941**		**281.4481**	**281.4481**	**0.0193**		**281.9309**

3.7 Architectural Coating - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0338	0.0219	0.3014	8.9000e-004	0.0894	6.6000e-004	0.0901	0.0237	6.1000e-004	0.0243		88.5923	88.5923	2.3800e-003		88.6518
Total	**0.0338**	**0.0219**	**0.3014**	**8.9000e-004**	**0.0894**	**6.6000e-004**	**0.0901**	**0.0237**	**6.1000e-004**	**0.0243**		**88.5923**	**88.5923**	**2.3800e-003**		**88.6518**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	38.3352					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941	0.0000	281.4481	281.4481	0.0193		281.9309
Total	**38.5541**	**1.5268**	**1.8176**	**2.9700e-003**		**0.0941**	**0.0941**		**0.0941**	**0.0941**	**0.0000**	**281.4481**	**281.4481**	**0.0193**		**281.9309**

3.7 Architectural Coating - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0338	0.0219	0.3014	8.9000e-004	0.0894	6.6000e-004	0.0901	0.0237	6.1000e-004	0.0243		88.5923	88.5923	2.3800e-003		88.6518
Total	**0.0338**	**0.0219**	**0.3014**	**8.9000e-004**	**0.0894**	**6.6000e-004**	**0.0901**	**0.0237**	**6.1000e-004**	**0.0243**		**88.5923**	**88.5923**	**2.3800e-003**		**88.6518**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.4630	2.3700	6.1907	0.0235	1.9328	0.0179	1.9507	0.5171	0.0167	0.5338		2,396.3162	2,396.3162	0.1102		2,399.0716
Unmitigated	0.4630	2.3700	6.1907	0.0235	1.9328	0.0179	1.9507	0.5171	0.0167	0.5338		2,396.3162	2,396.3162	0.1102		2,399.0716

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	266.00	255.60	234.40	888,459	888,459
Enclosed Parking with Elevator	0.00	0.00	0.00		
Total	266.00	255.60	234.40	888,459	888,459

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.549559	0.042893	0.201564	0.118533	0.015569	0.005846	0.021394	0.034255	0.002099	0.001828	0.004855	0.000709	0.000896
Enclosed Parking with Elevator	0.549559	0.042893	0.201564	0.118533	0.015569	0.005846	0.021394	0.034255	0.002099	0.001828	0.004855	0.000709	0.000896

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0109	0.0931	0.0396	5.9000e-004		7.5300e-003	7.5300e-003		7.5300e-003	7.5300e-003		118.8324	118.8324	2.2800e-003	2.1800e-003	119.5386
NaturalGas Unmitigated	0.0109	0.0931	0.0396	5.9000e-004		7.5300e-003	7.5300e-003		7.5300e-003	7.5300e-003		118.8324	118.8324	2.2800e-003	2.1800e-003	119.5386

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	1010.08	0.0109	0.0931	0.0396	5.9000e-004		7.5300e-003	7.5300e-003		7.5300e-003	7.5300e-003		118.8324	118.8324	2.2800e-003	2.1800e-003	119.5386
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0109**	**0.0931**	**0.0396**	**5.9000e-004**		**7.5300e-003**	**7.5300e-003**		**7.5300e-003**	**7.5300e-003**		**118.8324**	**118.8324**	**2.2800e-003**	**2.1800e-003**	**119.5386**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	1.01008	0.0109	0.0931	0.0396	5.9000e-004		7.5300e-003	7.5300e-003		7.5300e-003	7.5300e-003		118.8324	118.8324	2.2800e-003	2.1800e-003	119.5386
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0109**	**0.0931**	**0.0396**	**5.9000e-004**		**7.5300e-003**	**7.5300e-003**		**7.5300e-003**	**7.5300e-003**		**118.8324**	**118.8324**	**2.2800e-003**	**2.1800e-003**	**119.5386**

6.0 Area Detail

6.1 Mitigation Measures Area

Proper Development - South Coast AQMD Air District, Summer

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.4065	0.0382	3.3091	1.7000e-004		0.0183	0.0183		0.0183	0.0183	0.0000	5.9539	5.9539	5.7600e-003	0.0000	6.0980
Unmitigated	1.4065	0.0382	3.3091	1.7000e-004		0.0183	0.0183		0.0183	0.0183	0.0000	5.9539	5.9539	5.7600e-003	0.0000	6.0980

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.1050					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.2012					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.1003	0.0382	3.3091	1.7000e-004		0.0183	0.0183		0.0183	0.0183		5.9539	5.9539	5.7600e-003		6.0980
Total	**1.4066**	**0.0382**	**3.3091**	**1.7000e-004**		**0.0183**	**0.0183**		**0.0183**	**0.0183**	**0.0000**	**5.9539**	**5.9539**	**5.7600e-003**	**0.0000**	**6.0980**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.1050					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.2012					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.1003	0.0382	3.3091	1.7000e-004		0.0183	0.0183		0.0183	0.0183		5.9539	5.9539	5.7600e-003		6.0980
Total	**1.4066**	**0.0382**	**3.3091**	**1.7000e-004**		**0.0183**	**0.0183**		**0.0183**	**0.0183**	**0.0000**	**5.9539**	**5.9539**	**5.7600e-003**	**0.0000**	**6.0980**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
Emergency Generator	1	0.16	6	49	0.73	

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
	40	1.8	657	0.075	

User Defined Equipment

Equipment Type	Number

10.1 Stationary Sources

Unmitigated/Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Equipment Type	lb/day										lb/day					
						0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total						**0.0000**	**0.0000**		**0.0000**	**0.0000**			**0.0000**			**0.0000**

11.0 Vegetation

Proper Development

South Coast AQMD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Mid Rise	40.00	Dwelling Unit	0.52	60,265.00	114
Enclosed Parking with Elevator	54.00	Space	0.00	22,500.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	11			**Operational Year**	2022
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Proper Development - South Coast AQMD Air District, Annual

Project Characteristics -

Land Use - The total lot area for the project is 22,500 sqft or 0.517 acres and the total sqft of the project is 60,265, from the site plans. The parking area will encompass the below ground floor.

Construction Phase - Demolition will take approximately 7 day, this is due to the small size of the three homes on the project site.

Demolition - The three houses are approximately 135 x 65 feet or 8,775 sqft.

Woodstoves - The project will not have any woodstoves or fireplaces.

Area Coating -

Stationary Sources - Emergency Generators and Fire Pumps -

Stationary Sources - Process Boilers -

Construction Off-road Equipment Mitigation -

Area Mitigation -

Table Name	Column Name	Default Value	New Value
tblAreaMitigation	UseLowVOCPaintParkingCheck	False	True
tblConstructionPhase	NumDays	20.00	7.00
tblConstructionPhase	PhaseEndDate	10/28/2020	10/9/2020
tblFireplaces	FireplaceDayYear	25.00	0.00
tblFireplaces	FireplaceHourDay	3.00	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberGas	34.00	0.00
tblFireplaces	NumberNoFireplace	4.00	0.00
tblFireplaces	NumberWood	2.00	0.00
tblLandUse	LandUseSquareFeet	40,000.00	60,265.00
tblLandUse	LandUseSquareFeet	21,600.00	22,500.00
tblLandUse	LotAcreage	1.05	0.52
tblLandUse	LotAcreage	0.49	0.00
tblStationaryGeneratorsPumpsUse	HorsePowerValue	0.00	49.00
tblStationaryGeneratorsPumpsUse	HoursPerDay	0.00	0.16
tblStationaryGeneratorsPumpsUse	HoursPerYear	0.00	6.00
tblStationaryGeneratorsPumpsUse	NumberOfEquipment	0.00	1.00
tblWoodstoves	NumberCatalytic	2.00	0.00
tblWoodstoves	NumberNoncatalytic	2.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020	0.0568	0.4431	0.3724	7.2000e-004	0.0304	0.0223	0.0527	0.0115	0.0213	0.0328	0.0000	61.3099	61.3099	0.0105	0.0000	61.5730
2021	0.3566	1.2088	1.2103	2.3400e-003	0.0385	0.0577	0.0962	0.0103	0.0556	0.0659	0.0000	198.0781	198.0781	0.0297	0.0000	198.8200
Maximum	**0.3566**	**1.2088**	**1.2103**	**2.3400e-003**	**0.0385**	**0.0577**	**0.0962**	**0.0115**	**0.0556**	**0.0659**	**0.0000**	**198.0781**	**198.0781**	**0.0297**	**0.0000**	**198.8200**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020	0.0568	0.4431	0.3724	7.2000e-004	0.0194	0.0223	0.0417	6.7000e-003	0.0213	0.0280	0.0000	61.3098	61.3098	0.0105	0.0000	61.5729
2021	0.3566	1.2088	1.2103	2.3400e-003	0.0385	0.0577	0.0962	0.0103	0.0556	0.0659	0.0000	198.0779	198.0779	0.0297	0.0000	198.8198
Maximum	**0.3566**	**1.2088**	**1.2103**	**2.3400e-003**	**0.0385**	**0.0577**	**0.0962**	**0.0103**	**0.0556**	**0.0659**	**0.0000**	**198.0779**	**198.0779**	**0.0297**	**0.0000**	**198.8198**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**15.91**	**0.00**	**7.37**	**21.84**	**0.00**	**4.82**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	10-1-2020	12-31-2020	0.4894	0.4894
2	1-1-2021	3-31-2021	0.5311	0.5311
3	4-1-2021	6-30-2021	0.5362	0.5362
4	7-1-2021	9-30-2021	0.4971	0.4971
		Highest	0.5362	0.5362

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.2509	4.7700e-003	0.4136	2.0000e-005		2.2800e-003	2.2800e-003		2.2800e-003	2.2800e-003	0.0000	0.6752	0.6752	6.5000e-004	0.0000	0.6915
Energy	1.9900e-003	0.0170	7.2300e-003	1.1000e-004		1.3700e-003	1.3700e-003		1.3700e-003	1.3700e-003	0.0000	112.1549	112.1549	4.2000e-003	1.1500e-003	112.6027
Mobile	0.0767	0.4376	1.0451	4.0200e-003	0.3376	3.1800e-003	0.3408	0.0905	2.9700e-003	0.0934	0.0000	371.6734	371.6734	0.0177	0.0000	372.1147
Stationary						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	3.7350	0.0000	3.7350	0.2207	0.0000	9.2534
Water						0.0000	0.0000		0.0000	0.0000	0.8268	16.6284	17.4553	0.0856	2.1500e-003	20.2353
Total	**0.3296**	**0.4593**	**1.4660**	**4.1500e-003**	**0.3376**	**6.8300e-003**	**0.3444**	**0.0905**	**6.6200e-003**	**0.0971**	**4.5618**	**501.1319**	**505.6937**	**0.3289**	**3.3000e-003**	**514.8977**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.2509	4.7700e-003	0.4136	2.0000e-005		2.2800e-003	2.2800e-003		2.2800e-003	2.2800e-003	0.0000	0.6752	0.6752	6.5000e-004	0.0000	0.6915
Energy	1.9900e-003	0.0170	7.2300e-003	1.1000e-004		1.3700e-003	1.3700e-003		1.3700e-003	1.3700e-003	0.0000	112.1549	112.1549	4.2000e-003	1.1500e-003	112.6027
Mobile	0.0767	0.4376	1.0451	4.0200e-003	0.3376	3.1800e-003	0.3408	0.0905	2.9700e-003	0.0934	0.0000	371.6734	371.6734	0.0177	0.0000	372.1147
Stationary						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Waste						0.0000	0.0000		0.0000	0.0000	3.7350	0.0000	3.7350	0.2207	0.0000	9.2534
Water						0.0000	0.0000		0.0000	0.0000	0.8268	16.6284	17.4553	0.0856	2.1500e-003	20.2353
Total	**0.3296**	**0.4593**	**1.4660**	**4.1500e-003**	**0.3376**	**6.8300e-003**	**0.3444**	**0.0905**	**6.6200e-003**	**0.0971**	**4.5618**	**501.1319**	**505.6937**	**0.3289**	**3.3000e-003**	**514.8977**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Proper Development - South Coast AQMD Air District, Annual

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	10/1/2020	10/9/2020	5	7	
2	Site Preparation	Site Preparation	10/29/2020	10/30/2020	5	2	
3	Grading	Grading	10/31/2020	11/5/2020	5	4	
4	Building Construction	Building Construction	11/6/2020	8/12/2021	5	200	
5	Paving	Paving	8/13/2021	8/26/2021	5	10	
6	Architectural Coating	Architectural Coating	8/27/2021	9/9/2021	5	10	

Acres of Grading (Site Preparation Phase): 1

Acres of Grading (Grading Phase): 1.5

Acres of Paving: 0

Residential Indoor: 122,037; Residential Outdoor: 40,679; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 1,350 (Architectural Coating – sqft)

OffRoad Equipment

Proper Development - South Coast AQMD Air District, Annual

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	6.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Rubber Tired Dozers	1	6.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Graders	1	6.00	187	0.41
Paving	Paving Equipment	1	8.00	132	0.36
Site Preparation	Rubber Tired Dozers	1	7.00	247	0.40
Building Construction	Welders	3	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	40.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	38.00	8.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Demolition - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					4.3200e-003	0.0000	4.3200e-003	6.5000e-004	0.0000	6.5000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.4400e-003	0.0733	0.0513	8.0000e-005		4.0300e-003	4.0300e-003		3.7700e-003	3.7700e-003	0.0000	7.3737	7.3737	1.9000e-003	0.0000	7.4211
Total	**7.4400e-003**	**0.0733**	**0.0513**	**8.0000e-005**	**4.3200e-003**	**4.0300e-003**	**8.3500e-003**	**6.5000e-004**	**3.7700e-003**	**4.4200e-003**	**0.0000**	**7.3737**	**7.3737**	**1.9000e-003**	**0.0000**	**7.4211**

3.2 Demolition - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.5000e-004	5.6100e-003	1.1200e-003	2.0000e-005	3.4000e-004	2.0000e-005	3.6000e-004	9.0000e-005	2.0000e-005	1.1000e-004	0.0000	1.5093	1.5093	1.0000e-004	0.0000	1.5119
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-004	1.6000e-004	1.7200e-003	0.0000	5.0000e-004	0.0000	5.0000e-004	1.3000e-004	0.0000	1.4000e-004	0.0000	0.4494	0.4494	1.0000e-005	0.0000	0.4497
Total	**3.5000e-004**	**5.7700e-003**	**2.8400e-003**	**2.0000e-005**	**8.4000e-004**	**2.0000e-005**	**8.6000e-004**	**2.2000e-004**	**2.0000e-005**	**2.5000e-004**	**0.0000**	**1.9587**	**1.9587**	**1.1000e-004**	**0.0000**	**1.9616**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.9400e-003	0.0000	1.9400e-003	2.9000e-004	0.0000	2.9000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.4400e-003	0.0733	0.0513	8.0000e-005		4.0300e-003	4.0300e-003		3.7700e-003	3.7700e-003	0.0000	7.3737	7.3737	1.9000e-003	0.0000	7.4211
Total	**7.4400e-003**	**0.0733**	**0.0513**	**8.0000e-005**	**1.9400e-003**	**4.0300e-003**	**5.9700e-003**	**2.9000e-004**	**3.7700e-003**	**4.0600e-003**	**0.0000**	**7.3737**	**7.3737**	**1.9000e-003**	**0.0000**	**7.4211**

3.2 Demolition - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.5000e-004	5.6100e-003	1.1200e-003	2.0000e-005	3.4000e-004	2.0000e-005	3.6000e-004	9.0000e-005	2.0000e-005	1.1000e-004	0.0000	1.5093	1.5093	1.0000e-004	0.0000	1.5119
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-004	1.6000e-004	1.7200e-003	0.0000	5.0000e-004	0.0000	5.0000e-004	1.3000e-004	0.0000	1.4000e-004	0.0000	0.4494	0.4494	1.0000e-005	0.0000	0.4497
Total	**3.5000e-004**	**5.7700e-003**	**2.8400e-003**	**2.0000e-005**	**8.4000e-004**	**2.0000e-005**	**8.6000e-004**	**2.2000e-004**	**2.0000e-005**	**2.5000e-004**	**0.0000**	**1.9587**	**1.9587**	**1.1000e-004**	**0.0000**	**1.9616**

3.3 Site Preparation - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					5.8000e-003	0.0000	5.8000e-003	2.9500e-003	0.0000	2.9500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.6300e-003	0.0184	7.7100e-003	2.0000e-005		8.2000e-004	8.2000e-004		7.6000e-004	7.6000e-004	0.0000	1.5127	1.5127	4.9000e-004	0.0000	1.5249
Total	**1.6300e-003**	**0.0184**	**7.7100e-003**	**2.0000e-005**	**5.8000e-003**	**8.2000e-004**	**6.6200e-003**	**2.9500e-003**	**7.6000e-004**	**3.7100e-003**	**0.0000**	**1.5127**	**1.5127**	**4.9000e-004**	**0.0000**	**1.5249**

3.3 Site Preparation - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.0000e-005	3.0000e-005	3.0000e-004	0.0000	9.0000e-005	0.0000	9.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0790	0.0790	0.0000	0.0000	0.0791
Total	**4.0000e-005**	**3.0000e-005**	**3.0000e-004**	**0.0000**	**9.0000e-005**	**0.0000**	**9.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**0.0790**	**0.0790**	**0.0000**	**0.0000**	**0.0791**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.6100e-003	0.0000	2.6100e-003	1.3300e-003	0.0000	1.3300e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.6300e-003	0.0184	7.7100e-003	2.0000e-005		8.2000e-004	8.2000e-004		7.6000e-004	7.6000e-004	0.0000	1.5127	1.5127	4.9000e-004	0.0000	1.5249
Total	**1.6300e-003**	**0.0184**	**7.7100e-003**	**2.0000e-005**	**2.6100e-003**	**8.2000e-004**	**3.4300e-003**	**1.3300e-003**	**7.6000e-004**	**2.0900e-003**	**0.0000**	**1.5127**	**1.5127**	**4.9000e-004**	**0.0000**	**1.5249**

3.3 Site Preparation - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.0000e-005	3.0000e-005	3.0000e-004	0.0000	9.0000e-005	0.0000	9.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0790	0.0790	0.0000	0.0000	0.0791
Total	**4.0000e-005**	**3.0000e-005**	**3.0000e-004**	**0.0000**	**9.0000e-005**	**0.0000**	**9.0000e-005**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**0.0790**	**0.0790**	**0.0000**	**0.0000**	**0.0791**

3.4 Grading - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					9.8300e-003	0.0000	9.8300e-003	5.0500e-003	0.0000	5.0500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.7000e-003	0.0302	0.0129	3.0000e-005		1.3700e-003	1.3700e-003		1.2600e-003	1.2600e-003	0.0000	2.4779	2.4779	8.0000e-004	0.0000	2.4980
Total	**2.7000e-003**	**0.0302**	**0.0129**	**3.0000e-005**	**9.8300e-003**	**1.3700e-003**	**0.0112**	**5.0500e-003**	**1.2600e-003**	**6.3100e-003**	**0.0000**	**2.4779**	**2.4779**	**8.0000e-004**	**0.0000**	**2.4980**

3.4 Grading - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.0000e-005	5.0000e-005	6.1000e-004	0.0000	1.8000e-004	0.0000	1.8000e-004	5.0000e-005	0.0000	5.0000e-005	0.0000	0.1580	0.1580	0.0000	0.0000	0.1581
Total	**7.0000e-005**	**5.0000e-005**	**6.1000e-004**	**0.0000**	**1.8000e-004**	**0.0000**	**1.8000e-004**	**5.0000e-005**	**0.0000**	**5.0000e-005**	**0.0000**	**0.1580**	**0.1580**	**0.0000**	**0.0000**	**0.1581**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					4.4200e-003	0.0000	4.4200e-003	2.2700e-003	0.0000	2.2700e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.7000e-003	0.0302	0.0129	3.0000e-005		1.3700e-003	1.3700e-003		1.2600e-003	1.2600e-003	0.0000	2.4779	2.4779	8.0000e-004	0.0000	2.4980
Total	**2.7000e-003**	**0.0302**	**0.0129**	**3.0000e-005**	**4.4200e-003**	**1.3700e-003**	**5.7900e-003**	**2.2700e-003**	**1.2600e-003**	**3.5300e-003**	**0.0000**	**2.4779**	**2.4779**	**8.0000e-004**	**0.0000**	**2.4980**

3.4 Grading - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.0000e-005	5.0000e-005	6.1000e-004	0.0000	1.8000e-004	0.0000	1.8000e-004	5.0000e-005	0.0000	5.0000e-005	0.0000	0.1580	0.1580	0.0000	0.0000	0.1581
Total	**7.0000e-005**	**5.0000e-005**	**6.1000e-004**	**0.0000**	**1.8000e-004**	**0.0000**	**1.8000e-004**	**5.0000e-005**	**0.0000**	**5.0000e-005**	**0.0000**	**0.1580**	**0.1580**	**0.0000**	**0.0000**	**0.1581**

3.5 Building Construction - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0406	0.2958	0.2638	4.4000e-004		0.0159	0.0159		0.0154	0.0154	0.0000	36.3084	36.3084	6.7400e-003	0.0000	36.4769
Total	**0.0406**	**0.2958**	**0.2638**	**4.4000e-004**		**0.0159**	**0.0159**		**0.0154**	**0.0154**	**0.0000**	**36.3084**	**36.3084**	**6.7400e-003**	**0.0000**	**36.4769**

3.5 Building Construction - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	5.4000e-004	0.0171	4.2300e-003	4.0000e-005	1.0100e-003	8.0000e-005	1.0900e-003	2.9000e-004	8.0000e-005	3.7000e-004	0.0000	3.9352	3.9352	2.6000e-004	0.0000	3.9417
Worker	3.3900e-003	2.6000e-003	0.0288	8.0000e-005	8.3400e-003	6.0000e-005	8.4000e-003	2.2100e-003	6.0000e-005	2.2700e-003	0.0000	7.5063	7.5063	2.2000e-004	0.0000	7.5117
Total	**3.9300e-003**	**0.0197**	**0.0330**	**1.2000e-004**	**9.3500e-003**	**1.4000e-004**	**9.4900e-003**	**2.5000e-003**	**1.4000e-004**	**2.6400e-003**	**0.0000**	**11.4415**	**11.4415**	**4.8000e-004**	**0.0000**	**11.4533**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0406	0.2958	0.2638	4.4000e-004		0.0159	0.0159		0.0154	0.0154	0.0000	36.3084	36.3084	6.7400e-003	0.0000	36.4769
Total	**0.0406**	**0.2958**	**0.2638**	**4.4000e-004**		**0.0159**	**0.0159**		**0.0154**	**0.0154**	**0.0000**	**36.3084**	**36.3084**	**6.7400e-003**	**0.0000**	**36.4769**

3.5 Building Construction - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	5.4000e-004	0.0171	4.2300e-003	4.0000e-005	1.0100e-003	8.0000e-005	1.0900e-003	2.9000e-004	8.0000e-005	3.7000e-004	0.0000	3.9352	3.9352	2.6000e-004	0.0000	3.9417
Worker	3.3900e-003	2.6000e-003	0.0288	8.0000e-005	8.3400e-003	6.0000e-005	8.4000e-003	2.2100e-003	6.0000e-005	2.2700e-003	0.0000	7.5063	7.5063	2.2000e-004	0.0000	7.5117
Total	**3.9300e-003**	**0.0197**	**0.0330**	**1.2000e-004**	**9.3500e-003**	**1.4000e-004**	**9.4900e-003**	**2.5000e-003**	**1.4000e-004**	**2.6400e-003**	**0.0000**	**11.4415**	**11.4415**	**4.8000e-004**	**0.0000**	**11.4533**

3.5 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1450	1.0909	1.0320	1.7600e-003		0.0548	0.0548		0.0529	0.0529	0.0000	145.2381	145.2381	0.0259	0.0000	145.8863
Total	**0.1450**	**1.0909**	**1.0320**	**1.7600e-003**		**0.0548**	**0.0548**		**0.0529**	**0.0529**	**0.0000**	**145.2381**	**145.2381**	**0.0259**	**0.0000**	**145.8863**

3.5 Building Construction - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.8200e-003	0.0619	0.0154	1.6000e-004	4.0300e-003	1.2000e-004	4.1600e-003	1.1600e-003	1.2000e-004	1.2800e-003	0.0000	15.6254	15.6254	9.9000e-004	0.0000	15.6501
Worker	0.0127	9.3700e-003	0.1059	3.2000e-004	0.0334	2.5000e-004	0.0336	8.8600e-003	2.3000e-004	9.0900e-003	0.0000	29.0521	29.0521	7.8000e-004	0.0000	29.0715
Total	**0.0145**	**0.0713**	**0.1213**	**4.8000e-004**	**0.0374**	**3.7000e-004**	**0.0378**	**0.0100**	**3.5000e-004**	**0.0104**	**0.0000**	**44.6774**	**44.6774**	**1.7700e-003**	**0.0000**	**44.7216**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1450	1.0909	1.0320	1.7600e-003		0.0548	0.0548		0.0529	0.0529	0.0000	145.2379	145.2379	0.0259	0.0000	145.8861
Total	**0.1450**	**1.0909**	**1.0320**	**1.7600e-003**		**0.0548**	**0.0548**		**0.0529**	**0.0529**	**0.0000**	**145.2379**	**145.2379**	**0.0259**	**0.0000**	**145.8861**

3.5 Building Construction - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.8200e-003	0.0619	0.0154	1.6000e-004	4.0300e-003	1.2000e-004	4.1600e-003	1.1600e-003	1.2000e-004	1.2800e-003	0.0000	15.6254	15.6254	9.9000e-004	0.0000	15.6501
Worker	0.0127	9.3700e-003	0.1059	3.2000e-004	0.0334	2.5000e-004	0.0336	8.8600e-003	2.3000e-004	9.0900e-003	0.0000	29.0521	29.0521	7.8000e-004	0.0000	29.0715
Total	**0.0145**	**0.0713**	**0.1213**	**4.8000e-004**	**0.0374**	**3.7000e-004**	**0.0378**	**0.0100**	**3.5000e-004**	**0.0104**	**0.0000**	**44.6774**	**44.6774**	**1.7700e-003**	**0.0000**	**44.7216**

3.6 Paving - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	3.8700e-003	0.0387	0.0443	7.0000e-005		2.0800e-003	2.0800e-003		1.9100e-003	1.9100e-003	0.0000	5.8825	5.8825	1.8600e-003	0.0000	5.9291
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**3.8700e-003**	**0.0387**	**0.0443**	**7.0000e-005**		**2.0800e-003**	**2.0800e-003**		**1.9100e-003**	**1.9100e-003**	**0.0000**	**5.8825**	**5.8825**	**1.8600e-003**	**0.0000**	**5.9291**

3.6 Paving - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.7000e-004	2.0000e-004	2.2700e-003	1.0000e-005	7.1000e-004	1.0000e-005	7.2000e-004	1.9000e-004	0.0000	1.9000e-004	0.0000	0.6212	0.6212	2.0000e-005	0.0000	0.6216
Total	**2.7000e-004**	**2.0000e-004**	**2.2700e-003**	**1.0000e-005**	**7.1000e-004**	**1.0000e-005**	**7.2000e-004**	**1.9000e-004**	**0.0000**	**1.9000e-004**	**0.0000**	**0.6212**	**0.6212**	**2.0000e-005**	**0.0000**	**0.6216**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	3.8700e-003	0.0387	0.0443	7.0000e-005		2.0800e-003	2.0800e-003		1.9100e-003	1.9100e-003	0.0000	5.8825	5.8825	1.8600e-003	0.0000	5.9291
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**3.8700e-003**	**0.0387**	**0.0443**	**7.0000e-005**		**2.0800e-003**	**2.0800e-003**		**1.9100e-003**	**1.9100e-003**	**0.0000**	**5.8825**	**5.8825**	**1.8600e-003**	**0.0000**	**5.9291**

3.6 Paving - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.7000e-004	2.0000e-004	2.2700e-003	1.0000e-005	7.1000e-004	1.0000e-005	7.2000e-004	1.9000e-004	0.0000	1.9000e-004	0.0000	0.6212	0.6212	2.0000e-005	0.0000	0.6216
Total	**2.7000e-004**	**2.0000e-004**	**2.2700e-003**	**1.0000e-005**	**7.1000e-004**	**1.0000e-005**	**7.2000e-004**	**1.9000e-004**	**0.0000**	**1.9000e-004**	**0.0000**	**0.6212**	**0.6212**	**2.0000e-005**	**0.0000**	**0.6216**

3.7 Architectural Coating - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.1917					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.0900e-003	7.6300e-003	9.0900e-003	1.0000e-005		4.7000e-004	4.7000e-004		4.7000e-004	4.7000e-004	0.0000	1.2766	1.2766	9.0000e-005	0.0000	1.2788
Total	**0.1928**	**7.6300e-003**	**9.0900e-003**	**1.0000e-005**		**4.7000e-004**	**4.7000e-004**		**4.7000e-004**	**4.7000e-004**	**0.0000**	**1.2766**	**1.2766**	**9.0000e-005**	**0.0000**	**1.2788**

3.7 Architectural Coating - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.7000e-004	1.2000e-004	1.3900e-003	0.0000	4.4000e-004	0.0000	4.4000e-004	1.2000e-004	0.0000	1.2000e-004	0.0000	0.3823	0.3823	1.0000e-005	0.0000	0.3825
Total	**1.7000e-004**	**1.2000e-004**	**1.3900e-003**	**0.0000**	**4.4000e-004**	**0.0000**	**4.4000e-004**	**1.2000e-004**	**0.0000**	**1.2000e-004**	**0.0000**	**0.3823**	**0.3823**	**1.0000e-005**	**0.0000**	**0.3825**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.1917					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.0900e-003	7.6300e-003	9.0900e-003	1.0000e-005		4.7000e-004	4.7000e-004		4.7000e-004	4.7000e-004	0.0000	1.2766	1.2766	9.0000e-005	0.0000	1.2788
Total	**0.1928**	**7.6300e-003**	**9.0900e-003**	**1.0000e-005**		**4.7000e-004**	**4.7000e-004**		**4.7000e-004**	**4.7000e-004**	**0.0000**	**1.2766**	**1.2766**	**9.0000e-005**	**0.0000**	**1.2788**

3.7 Architectural Coating - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.7000e-004	1.2000e-004	1.3900e-003	0.0000	4.4000e-004	0.0000	4.4000e-004	1.2000e-004	0.0000	1.2000e-004	0.0000	0.3823	0.3823	1.0000e-005	0.0000	0.3825
Total	**1.7000e-004**	**1.2000e-004**	**1.3900e-003**	**0.0000**	**4.4000e-004**	**0.0000**	**4.4000e-004**	**1.2000e-004**	**0.0000**	**1.2000e-004**	**0.0000**	**0.3823**	**0.3823**	**1.0000e-005**	**0.0000**	**0.3825**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0767	0.4376	1.0451	4.0200e-003	0.3376	3.1800e-003	0.3408	0.0905	2.9700e-003	0.0934	0.0000	371.6734	371.6734	0.0177	0.0000	372.1147
Unmitigated	0.0767	0.4376	1.0451	4.0200e-003	0.3376	3.1800e-003	0.3408	0.0905	2.9700e-003	0.0934	0.0000	371.6734	371.6734	0.0177	0.0000	372.1147

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	266.00	255.60	234.40	888,459	888,459
Enclosed Parking with Elevator	0.00	0.00	0.00		
Total	266.00	255.60	234.40	888,459	888,459

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.549559	0.042893	0.201564	0.118533	0.015569	0.005846	0.021394	0.034255	0.002099	0.001828	0.004855	0.000709	0.000896
Enclosed Parking with Elevator	0.549559	0.042893	0.201564	0.118533	0.015569	0.005846	0.021394	0.034255	0.002099	0.001828	0.004855	0.000709	0.000896

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	92.4809	92.4809	3.8200e-003	7.9000e-004	92.8117
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	92.4809	92.4809	3.8200e-003	7.9000e-004	92.8117
NaturalGas Mitigated	1.9900e-003	0.0170	7.2300e-003	1.1000e-004		1.3700e-003	1.3700e-003		1.3700e-003	1.3700e-003	0.0000	19.6740	19.6740	3.8000e-004	3.6000e-004	19.7910
NaturalGas Unmitigated	1.9900e-003	0.0170	7.2300e-003	1.1000e-004		1.3700e-003	1.3700e-003		1.3700e-003	1.3700e-003	0.0000	19.6740	19.6740	3.8000e-004	3.6000e-004	19.7910

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	368678	1.9900e-003	0.0170	7.2300e-003	1.1000e-004		1.3700e-003	1.3700e-003		1.3700e-003	1.3700e-003	0.0000	19.6740	19.6740	3.8000e-004	3.6000e-004	19.7910
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**1.9900e-003**	**0.0170**	**7.2300e-003**	**1.1000e-004**		**1.3700e-003**	**1.3700e-003**		**1.3700e-003**	**1.3700e-003**	**0.0000**	**19.6740**	**19.6740**	**3.8000e-004**	**3.6000e-004**	**19.7910**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	368678	1.9900e-003	0.0170	7.2300e-003	1.1000e-004		1.3700e-003	1.3700e-003		1.3700e-003	1.3700e-003	0.0000	19.6740	19.6740	3.8000e-004	3.6000e-004	19.7910
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**1.9900e-003**	**0.0170**	**7.2300e-003**	**1.1000e-004**		**1.3700e-003**	**1.3700e-003**		**1.3700e-003**	**1.3700e-003**	**0.0000**	**19.6740**	**19.6740**	**3.8000e-004**	**3.6000e-004**	**19.7910**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	158403	50.4707	2.0800e-003	4.3000e-004	50.6512
Enclosed Parking with Elevator	131850	42.0102	1.7300e-003	3.6000e-004	42.1605
Total		**92.4809**	**3.8100e-003**	**7.9000e-004**	**92.8117**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	158403	50.4707	2.0800e-003	4.3000e-004	50.6512
Enclosed Parking with Elevator	131850	42.0102	1.7300e-003	3.6000e-004	42.1605
Total		**92.4809**	**3.8100e-003**	**7.9000e-004**	**92.8117**

6.0 Area Detail

6.1 Mitigation Measures Area

Proper Development - South Coast AQMD Air District, Annual

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.2509	4.7700e-003	0.4136	2.0000e-005		2.2800e-003	2.2800e-003		2.2800e-003	2.2800e-003	0.0000	0.6752	0.6752	6.5000e-004	0.0000	0.6915
Unmitigated	0.2509	4.7700e-003	0.4136	2.0000e-005		2.2800e-003	2.2800e-003		2.2800e-003	2.2800e-003	0.0000	0.6752	0.6752	6.5000e-004	0.0000	0.6915

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0192					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.2192					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0125	4.7700e-003	0.4136	2.0000e-005		2.2800e-003	2.2800e-003		2.2800e-003	2.2800e-003	0.0000	0.6752	0.6752	6.5000e-004	0.0000	0.6915
Total	**0.2509**	**4.7700e-003**	**0.4136**	**2.0000e-005**		**2.2800e-003**	**2.2800e-003**		**2.2800e-003**	**2.2800e-003**	**0.0000**	**0.6752**	**0.6752**	**6.5000e-004**	**0.0000**	**0.6915**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0192					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.2192					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0125	4.7700e-003	0.4136	2.0000e-005		2.2800e-003	2.2800e-003		2.2800e-003	2.2800e-003	0.0000	0.6752	0.6752	6.5000e-004	0.0000	0.6915
Total	**0.2509**	**4.7700e-003**	**0.4136**	**2.0000e-005**		**2.2800e-003**	**2.2800e-003**		**2.2800e-003**	**2.2800e-003**	**0.0000**	**0.6752**	**0.6752**	**6.5000e-004**	**0.0000**	**0.6915**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	17.4553	0.0856	2.1500e-003	20.2353
Unmitigated	17.4553	0.0856	2.1500e-003	20.2353

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	2.60616 / 1.64301	17.4553	0.0856	2.1500e-003	20.2353
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**17.4553**	**0.0856**	**2.1500e-003**	**20.2353**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	2.60616 / 1.64301	17.4553	0.0856	2.1500e-003	20.2353
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**17.4553**	**0.0856**	**2.1500e-003**	**20.2353**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	3.7350	0.2207	0.0000	9.2534
Unmitigated	3.7350	0.2207	0.0000	9.2534

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	18.4	3.7350	0.2207	0.0000	9.2534
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Total		**3.7350**	**0.2207**	**0.0000**	**9.2534**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	18.4	3.7350	0.2207	0.0000	9.2534
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Total		**3.7350**	**0.2207**	**0.0000**	**9.2534**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
Emergency Generator	1	0.16	6	49	0.73	

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
	40	1.8	657	0.075	

User Defined Equipment

Equipment Type	Number

10.1 Stationary Sources

Unmitigated/Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Equipment Type	tons/yr										MT/yr					
						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total						**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

11.0 Vegetation

Proper Development

South Coast AQMD Air District, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking with Elevator	54.00	Space	0.00	22,500.00	0
Apartments Mid Rise	40.00	Dwelling Unit	0.52	60,265.00	114

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	11			**Operational Year**	2022
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Proper Development - South Coast AQMD Air District, Winter

Project Characteristics -

Land Use - The total lot area for the project is 22,500 sqft or 0.517 acres and the total sqft of the project is 60,265, from the site plans. The parking area will encompass the below ground floor.

Construction Phase - Demolition will take approximately 7 day, this is due to the small size of the three homes on the project site.

Demolition - The three houses are approximately 135 x 65 feet or 8,775 sqft.

Woodstoves - The project will not have any woodstoves or fireplaces.

Area Coating -

Construction Off-road Equipment Mitigation -

Area Mitigation -

Stationary Sources - Emergency Generators and Fire Pumps -

Stationary Sources - Process Boilers -

Vehicle Trips - The one mile trip length characterizes the local environment.

Table Name	Column Name	Default Value	New Value
tblAreaMitigation	UseLowVOCPaintParkingCheck	False	True
tblConstructionPhase	NumDays	5.00	10.00
tblConstructionPhase	NumDays	100.00	200.00
tblConstructionPhase	NumDays	10.00	7.00
tblConstructionPhase	NumDays	2.00	4.00
tblConstructionPhase	NumDays	5.00	10.00
tblConstructionPhase	NumDays	1.00	2.00
tblFireplaces	FireplaceDayYear	25.00	0.00
tblFireplaces	FireplaceHourDay	3.00	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberGas	34.00	0.00
tblFireplaces	NumberNoFireplace	4.00	0.00
tblFireplaces	NumberWood	2.00	0.00
tblLandUse	LandUseSquareFeet	21,600.00	22,500.00

tblLandUse	LandUseSquareFeet	40,000.00	60,265.00
tblLandUse	LotAcreage	0.49	0.00
tblLandUse	LotAcreage	1.05	0.52
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	3.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	UsageHours	4.00	6.00
tblOffRoadEquipment	UsageHours	7.00	6.00
tblOffRoadEquipment	UsageHours	1.00	8.00
tblOffRoadEquipment	UsageHours	1.00	6.00
tblOffRoadEquipment	UsageHours	8.00	6.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	6.00	7.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblVehicleTrips	HO_TL	8.70	1.00
tblVehicleTrips	HS_TL	5.90	1.00
tblVehicleTrips	HW_TL	14.70	1.00
tblWoodstoves	NumberCatalytic	2.00	0.00
tblWoodstoves	NumberNoncatalytic	2.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	2.2455	22.5647	15.4689	0.0299	5.8890	1.1587	6.7106	2.9774	1.0820	3.7333	0.0000	2,931.6876	2,931.6876	0.6345	0.0000	2,947.5496
2021	38.5910	14.5105	14.3884	0.0280	0.4760	0.6891	1.1650	0.1274	0.6652	0.7926	0.0000	2,606.4139	2,606.4139	0.4147	0.0000	2,615.9633
Maximum	**38.5910**	**22.5647**	**15.4689**	**0.0299**	**5.8890**	**1.1587**	**6.7106**	**2.9774**	**1.0820**	**3.7333**	**0.0000**	**2,931.6876**	**2,931.6876**	**0.6345**	**0.0000**	**2,947.5496**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	2.2455	22.5647	15.4689	0.0299	2.6992	1.1587	3.5209	1.3529	1.0820	2.1088	0.0000	2,931.6876	2,931.6876	0.6345	0.0000	2,947.5496
2021	38.5910	14.5105	14.3884	0.0280	0.4760	0.6891	1.1650	0.1274	0.6652	0.7926	0.0000	2,606.4139	2,606.4139	0.4147	0.0000	2,615.9633
Maximum	**38.5910**	**22.5647**	**15.4689**	**0.0299**	**2.6992**	**1.1587**	**3.5209**	**1.3529**	**1.0820**	**2.1088**	**0.0000**	**2,931.6876**	**2,931.6876**	**0.6345**	**0.0000**	**2,947.5496**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**50.11**	**0.00**	**40.50**	**52.32**	**0.00**	**35.89**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.4065	0.0382	3.3091	1.7000e-004		0.0183	0.0183		0.0183	0.0183	0.0000	5.9539	5.9539	5.7600e-003	0.0000	6.0980
Energy	0.0109	0.0931	0.0396	5.9000e-004		7.5300e-003	7.5300e-003		7.5300e-003	7.5300e-003		118.8324	118.8324	2.2800e-003	2.1800e-003	119.5386
Mobile	0.2679	1.1645	1.5226	3.2500e-003	0.1833	3.1900e-003	0.1865	0.0491	2.9700e-003	0.0520		333.9755	333.9755	0.0313		334.7569
Stationary						0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.6853**	**1.2957**	**4.8714**	**4.0100e-003**	**0.1833**	**0.0290**	**0.2123**	**0.0491**	**0.0288**	**0.0778**	**0.0000**	**458.7618**	**458.7618**	**0.0393**	**2.1800e-003**	**460.3935**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.4065	0.0382	3.3091	1.7000e-004		0.0183	0.0183		0.0183	0.0183	0.0000	5.9539	5.9539	5.7600e-003	0.0000	6.0980
Energy	0.0109	0.0931	0.0396	5.9000e-004		7.5300e-003	7.5300e-003		7.5300e-003	7.5300e-003		118.8324	118.8324	2.2800e-003	2.1800e-003	119.5386
Mobile	0.2679	1.1645	1.5226	3.2500e-003	0.1833	3.1900e-003	0.1865	0.0491	2.9700e-003	0.0520		333.9755	333.9755	0.0313		334.7569
Stationary						0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.6853**	**1.2957**	**4.8714**	**4.0100e-003**	**0.1833**	**0.0290**	**0.2123**	**0.0491**	**0.0288**	**0.0778**	**0.0000**	**458.7618**	**458.7618**	**0.0393**	**2.1800e-003**	**460.3935**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Proper Development - South Coast AQMD Air District, Winter

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	10/1/2020	10/9/2020	5	7	
2	Site Preparation	Site Preparation	10/29/2020	10/30/2020	5	2	
3	Grading	Grading	10/31/2020	11/5/2020	5	4	
4	Building Construction	Building Construction	11/6/2020	8/12/2021	5	200	
5	Paving	Paving	8/13/2021	8/26/2021	5	10	
6	Architectural Coating	Architectural Coating	8/27/2021	9/9/2021	5	10	

Acres of Grading (Site Preparation Phase): 1

Acres of Grading (Grading Phase): 1.5

Acres of Paving: 0

Residential Indoor: 122,037; Residential Outdoor: 40,679; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 1,350 (Architectural Coating – sqft)

OffRoad Equipment

Proper Development - South Coast AQMD Air District, Winter

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Rubber Tired Dozers	1	7.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Graders	1	6.00	187	0.41
Grading	Rubber Tired Dozers	1	6.00	247	0.40
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Paving	Pavers	1	6.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	40.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	38.00	8.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Demolition - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.2340	0.0000	1.2340	0.1868	0.0000	0.1868			0.0000			0.0000
Off-Road	2.1262	20.9463	14.6573	0.0241		1.1525	1.1525		1.0761	1.0761		2,322.3127	2,322.3127	0.5970		2,337.2363
Total	**2.1262**	**20.9463**	**14.6573**	**0.0241**	**1.2340**	**1.1525**	**2.3864**	**0.1868**	**1.0761**	**1.2630**		**2,322.3127**	**2,322.3127**	**0.5970**		**2,337.2363**

3.2 Demolition - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0447	1.5751	0.3331	4.3500e-003	0.0999	5.0900e-003	0.1049	0.0274	4.8700e-003	0.0322		470.2275	470.2275	0.0335		471.0660
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0642	0.0433	0.4785	1.4000e-003	0.1453	1.1000e-003	0.1464	0.0385	1.0200e-003	0.0396		139.1474	139.1474	3.9900e-003		139.2472
Total	**0.1088**	**1.6184**	**0.8116**	**5.7500e-003**	**0.2452**	**6.1900e-003**	**0.2514**	**0.0659**	**5.8900e-003**	**0.0718**		**609.3749**	**609.3749**	**0.0375**		**610.3132**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5553	0.0000	0.5553	0.0841	0.0000	0.0841			0.0000			0.0000
Off-Road	2.1262	20.9463	14.6573	0.0241		1.1525	1.1525		1.0761	1.0761	0.0000	2,322.3127	2,322.3127	0.5970		2,337.2363
Total	**2.1262**	**20.9463**	**14.6573**	**0.0241**	**0.5553**	**1.1525**	**1.7078**	**0.0841**	**1.0761**	**1.1602**	**0.0000**	**2,322.3127**	**2,322.3127**	**0.5970**		**2,337.2363**

3.2 Demolition - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0447	1.5751	0.3331	4.3500e-003	0.0999	5.0900e-003	0.1049	0.0274	4.8700e-003	0.0322		470.2275	470.2275	0.0335		471.0660
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0642	0.0433	0.4785	1.4000e-003	0.1453	1.1000e-003	0.1464	0.0385	1.0200e-003	0.0396		139.1474	139.1474	3.9900e-003		139.2472
Total	**0.1088**	**1.6184**	**0.8116**	**5.7500e-003**	**0.2452**	**6.1900e-003**	**0.2514**	**0.0659**	**5.8900e-003**	**0.0718**		**609.3749**	**609.3749**	**0.0375**		**610.3132**

3.3 Site Preparation - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					5.7996	0.0000	5.7996	2.9537	0.0000	2.9537			0.0000			0.0000
Off-Road	1.6299	18.3464	7.7093	0.0172		0.8210	0.8210		0.7553	0.7553		1,667.4119	1,667.4119	0.5393		1,680.8937
Total	**1.6299**	**18.3464**	**7.7093**	**0.0172**	**5.7996**	**0.8210**	**6.6205**	**2.9537**	**0.7553**	**3.7090**		**1,667.4119**	**1,667.4119**	**0.5393**		**1,680.8937**

3.3 Site Preparation - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0395	0.0266	0.2945	8.6000e-004	0.0894	6.8000e-004	0.0901	0.0237	6.2000e-004	0.0243		85.6292	85.6292	2.4600e-003		85.6906
Total	**0.0395**	**0.0266**	**0.2945**	**8.6000e-004**	**0.0894**	**6.8000e-004**	**0.0901**	**0.0237**	**6.2000e-004**	**0.0243**		**85.6292**	**85.6292**	**2.4600e-003**		**85.6906**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.6098	0.0000	2.6098	1.3292	0.0000	1.3292			0.0000			0.0000
Off-Road	1.6299	18.3464	7.7093	0.0172		0.8210	0.8210		0.7553	0.7553	0.0000	1,667.4119	1,667.4119	0.5393		1,680.8937
Total	**1.6299**	**18.3464**	**7.7093**	**0.0172**	**2.6098**	**0.8210**	**3.4308**	**1.3292**	**0.7553**	**2.0844**	**0.0000**	**1,667.4119**	**1,667.4119**	**0.5393**		**1,680.8937**

3.3 Site Preparation - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0395	0.0266	0.2945	8.6000e-004	0.0894	6.8000e-004	0.0901	0.0237	6.2000e-004	0.0243		85.6292	85.6292	2.4600e-003		85.6906
Total	**0.0395**	**0.0266**	**0.2945**	**8.6000e-004**	**0.0894**	**6.8000e-004**	**0.0901**	**0.0237**	**6.2000e-004**	**0.0243**		**85.6292**	**85.6292**	**2.4600e-003**		**85.6906**

3.4 Grading - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.9143	0.0000	4.9143	2.5256	0.0000	2.5256			0.0000			0.0000
Off-Road	1.3498	15.0854	6.4543	0.0141		0.6844	0.6844		0.6296	0.6296		1,365.7183	1,365.7183	0.4417		1,376.7609
Total	**1.3498**	**15.0854**	**6.4543**	**0.0141**	**4.9143**	**0.6844**	**5.5986**	**2.5256**	**0.6296**	**3.1552**		**1,365.7183**	**1,365.7183**	**0.4417**		**1,376.7609**

3.4 Grading - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0395	0.0266	0.2945	8.6000e-004	0.0894	6.8000e-004	0.0901	0.0237	6.2000e-004	0.0243		85.6292	85.6292	2.4600e-003		85.6906
Total	**0.0395**	**0.0266**	**0.2945**	**8.6000e-004**	**0.0894**	**6.8000e-004**	**0.0901**	**0.0237**	**6.2000e-004**	**0.0243**		**85.6292**	**85.6292**	**2.4600e-003**		**85.6906**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.2114	0.0000	2.2114	1.1365	0.0000	1.1365			0.0000			0.0000
Off-Road	1.3498	15.0854	6.4543	0.0141		0.6844	0.6844		0.6296	0.6296	0.0000	1,365.7183	1,365.7183	0.4417		1,376.7609
Total	**1.3498**	**15.0854**	**6.4543**	**0.0141**	**2.2114**	**0.6844**	**2.8958**	**1.1365**	**0.6296**	**1.7662**	**0.0000**	**1,365.7183**	**1,365.7183**	**0.4417**		**1,376.7609**

3.4 Grading - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0395	0.0266	0.2945	8.6000e-004	0.0894	6.8000e-004	0.0901	0.0237	6.2000e-004	0.0243		85.6292	85.6292	2.4600e-003		85.6906
Total	**0.0395**	**0.0266**	**0.2945**	**8.6000e-004**	**0.0894**	**6.8000e-004**	**0.0901**	**0.0237**	**6.2000e-004**	**0.0243**		**85.6292**	**85.6292**	**2.4600e-003**		**85.6906**

3.5 Building Construction - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.0305	14.7882	13.1881	0.0220		0.7960	0.7960		0.7688	0.7688		2,001.1595	2,001.1595	0.3715		2,010.4467
Total	**2.0305**	**14.7882**	**13.1881**	**0.0220**		**0.7960**	**0.7960**		**0.7688**	**0.7688**		**2,001.1595**	**2,001.1595**	**0.3715**		**2,010.4467**

3.5 Building Construction - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0275	0.8386	0.2229	2.0000e-003	0.0512	4.2200e-003	0.0554	0.0147	4.0400e-003	0.0188		213.2103	213.2103	0.0148		213.5804
Worker	0.1875	0.1265	1.3987	4.0800e-003	0.4248	3.2200e-003	0.4280	0.1127	2.9700e-003	0.1156		406.7387	406.7387	0.0117		407.0303
Total	**0.2150**	**0.9652**	**1.6216**	**6.0800e-003**	**0.4760**	**7.4400e-003**	**0.4834**	**0.1274**	**7.0100e-003**	**0.1344**		**619.9489**	**619.9489**	**0.0265**		**620.6107**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.0305	14.7882	13.1881	0.0220		0.7960	0.7960		0.7688	0.7688	0.0000	2,001.1595	2,001.1595	0.3715		2,010.4467
Total	**2.0305**	**14.7882**	**13.1881**	**0.0220**		**0.7960**	**0.7960**		**0.7688**	**0.7688**	**0.0000**	**2,001.1595**	**2,001.1595**	**0.3715**		**2,010.4467**

3.5 Building Construction - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0275	0.8386	0.2229	2.0000e-003	0.0512	4.2200e-003	0.0554	0.0147	4.0400e-003	0.0188		213.2103	213.2103	0.0148		213.5804
Worker	0.1875	0.1265	1.3987	4.0800e-003	0.4248	3.2200e-003	0.4280	0.1127	2.9700e-003	0.1156		406.7387	406.7387	0.0117		407.0303
Total	**0.2150**	**0.9652**	**1.6216**	**6.0800e-003**	**0.4760**	**7.4400e-003**	**0.4834**	**0.1274**	**7.0100e-003**	**0.1344**		**619.9489**	**619.9489**	**0.0265**		**620.6107**

3.5 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.8125	13.6361	12.8994	0.0221		0.6843	0.6843		0.6608	0.6608		2,001.2200	2,001.2200	0.3573		2,010.1517
Total	**1.8125**	**13.6361**	**12.8994**	**0.0221**		**0.6843**	**0.6843**		**0.6608**	**0.6608**		**2,001.2200**	**2,001.2200**	**0.3573**		**2,010.1517**

3.5 Building Construction - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0234	0.7606	0.2026	1.9800e-003	0.0512	1.5900e-003	0.0528	0.0147	1.5200e-003	0.0163		211.6402	211.6402	0.0142		211.9942
Worker	0.1753	0.1139	1.2865	3.9500e-003	0.4248	3.1300e-003	0.4279	0.1127	2.8800e-003	0.1155		393.5538	393.5538	0.0106		393.8175
Total	**0.1987**	**0.8745**	**1.4891**	**5.9300e-003**	**0.4760**	**4.7200e-003**	**0.4807**	**0.1274**	**4.4000e-003**	**0.1318**		**605.1939**	**605.1939**	**0.0247**		**605.8116**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.8125	13.6361	12.8994	0.0221		0.6843	0.6843		0.6608	0.6608	0.0000	2,001.2200	2,001.2200	0.3573		2,010.1517
Total	**1.8125**	**13.6361**	**12.8994**	**0.0221**		**0.6843**	**0.6843**		**0.6608**	**0.6608**	**0.0000**	**2,001.2200**	**2,001.2200**	**0.3573**		**2,010.1517**

3.5 Building Construction - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0234	0.7606	0.2026	1.9800e-003	0.0512	1.5900e-003	0.0528	0.0147	1.5200e-003	0.0163		211.6402	211.6402	0.0142		211.9942
Worker	0.1753	0.1139	1.2865	3.9500e-003	0.4248	3.1300e-003	0.4279	0.1127	2.8800e-003	0.1155		393.5538	393.5538	0.0106		393.8175
Total	**0.1987**	**0.8745**	**1.4891**	**5.9300e-003**	**0.4760**	**4.7200e-003**	**0.4807**	**0.1274**	**4.4000e-003**	**0.1318**		**605.1939**	**605.1939**	**0.0247**		**605.8116**

3.6 Paving - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7739	7.7422	8.8569	0.0135		0.4153	0.4153		0.3830	0.3830		1,296.8664	1,296.8664	0.4111		1,307.1442
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.7739**	**7.7422**	**8.8569**	**0.0135**		**0.4153**	**0.4153**		**0.3830**	**0.3830**		**1,296.8664**	**1,296.8664**	**0.4111**		**1,307.1442**

3.6 Paving - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0600	0.0390	0.4401	1.3500e-003	0.1453	1.0700e-003	0.1464	0.0385	9.9000e-004	0.0395		134.6368	134.6368	3.6100e-003		134.7270
Total	**0.0600**	**0.0390**	**0.4401**	**1.3500e-003**	**0.1453**	**1.0700e-003**	**0.1464**	**0.0385**	**9.9000e-004**	**0.0395**		**134.6368**	**134.6368**	**3.6100e-003**		**134.7270**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7739	7.7422	8.8569	0.0135		0.4153	0.4153		0.3830	0.3830	0.0000	1,296.8664	1,296.8664	0.4111		1,307.1442
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.7739**	**7.7422**	**8.8569**	**0.0135**		**0.4153**	**0.4153**		**0.3830**	**0.3830**	**0.0000**	**1,296.8664**	**1,296.8664**	**0.4111**		**1,307.1442**

3.6 Paving - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0600	0.0390	0.4401	1.3500e-003	0.1453	1.0700e-003	0.1464	0.0385	9.9000e-004	0.0395		134.6368	134.6368	3.6100e-003		134.7270
Total	**0.0600**	**0.0390**	**0.4401**	**1.3500e-003**	**0.1453**	**1.0700e-003**	**0.1464**	**0.0385**	**9.9000e-004**	**0.0395**		**134.6368**	**134.6368**	**3.6100e-003**		**134.7270**

3.7 Architectural Coating - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	38.3352					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941		281.4481	281.4481	0.0193		281.9309
Total	**38.5541**	**1.5268**	**1.8176**	**2.9700e-003**		**0.0941**	**0.0941**		**0.0941**	**0.0941**		**281.4481**	**281.4481**	**0.0193**		**281.9309**

3.7 Architectural Coating - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0369	0.0240	0.2708	8.3000e-004	0.0894	6.6000e-004	0.0901	0.0237	6.1000e-004	0.0243		82.8534	82.8534	2.2200e-003		82.9089
Total	**0.0369**	**0.0240**	**0.2708**	**8.3000e-004**	**0.0894**	**6.6000e-004**	**0.0901**	**0.0237**	**6.1000e-004**	**0.0243**		**82.8534**	**82.8534**	**2.2200e-003**		**82.9089**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	38.3352					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941	0.0000	281.4481	281.4481	0.0193		281.9309
Total	**38.5541**	**1.5268**	**1.8176**	**2.9700e-003**		**0.0941**	**0.0941**		**0.0941**	**0.0941**	**0.0000**	**281.4481**	**281.4481**	**0.0193**		**281.9309**

3.7 Architectural Coating - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0369	0.0240	0.2708	8.3000e-004	0.0894	6.6000e-004	0.0901	0.0237	6.1000e-004	0.0243		82.8534	82.8534	2.2200e-003		82.9089
Total	**0.0369**	**0.0240**	**0.2708**	**8.3000e-004**	**0.0894**	**6.6000e-004**	**0.0901**	**0.0237**	**6.1000e-004**	**0.0243**		**82.8534**	**82.8534**	**2.2200e-003**		**82.9089**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.2679	1.1645	1.5226	3.2500e-003	0.1833	3.1900e-003	0.1865	0.0491	2.9700e-003	0.0520		333.9755	333.9755	0.0313		334.7569
Unmitigated	0.2679	1.1645	1.5226	3.2500e-003	0.1833	3.1900e-003	0.1865	0.0491	2.9700e-003	0.0520		333.9755	333.9755	0.0313		334.7569

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	266.00	255.60	234.40	84,277	84,277
Enclosed Parking with Elevator	0.00	0.00	0.00		
Total	266.00	255.60	234.40	84,277	84,277

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	1.00	1.00	1.00	40.20	19.20	40.60	86	11	3
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.549559	0.042893	0.201564	0.118533	0.015569	0.005846	0.021394	0.034255	0.002099	0.001828	0.004855	0.000709	0.000896
Enclosed Parking with Elevator	0.549559	0.042893	0.201564	0.118533	0.015569	0.005846	0.021394	0.034255	0.002099	0.001828	0.004855	0.000709	0.000896

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0109	0.0931	0.0396	5.9000e-004		7.5300e-003	7.5300e-003		7.5300e-003	7.5300e-003		118.8324	118.8324	2.2800e-003	2.1800e-003	119.5386
NaturalGas Unmitigated	0.0109	0.0931	0.0396	5.9000e-004		7.5300e-003	7.5300e-003		7.5300e-003	7.5300e-003		118.8324	118.8324	2.2800e-003	2.1800e-003	119.5386

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	1010.08	0.0109	0.0931	0.0396	5.9000e-004		7.5300e-003	7.5300e-003		7.5300e-003	7.5300e-003		118.8324	118.8324	2.2800e-003	2.1800e-003	119.5386
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0109**	**0.0931**	**0.0396**	**5.9000e-004**		**7.5300e-003**	**7.5300e-003**		**7.5300e-003**	**7.5300e-003**		**118.8324**	**118.8324**	**2.2800e-003**	**2.1800e-003**	**119.5386**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	1.01008	0.0109	0.0931	0.0396	5.9000e-004		7.5300e-003	7.5300e-003		7.5300e-003	7.5300e-003		118.8324	118.8324	2.2800e-003	2.1800e-003	119.5386
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0109**	**0.0931**	**0.0396**	**5.9000e-004**		**7.5300e-003**	**7.5300e-003**		**7.5300e-003**	**7.5300e-003**		**118.8324**	**118.8324**	**2.2800e-003**	**2.1800e-003**	**119.5386**

6.0 Area Detail

6.1 Mitigation Measures Area

Proper Development - South Coast AQMD Air District, Winter

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.4065	0.0382	3.3091	1.7000e-004		0.0183	0.0183		0.0183	0.0183	0.0000	5.9539	5.9539	5.7600e-003	0.0000	6.0980
Unmitigated	1.4065	0.0382	3.3091	1.7000e-004		0.0183	0.0183		0.0183	0.0183	0.0000	5.9539	5.9539	5.7600e-003	0.0000	6.0980

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.1050					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.2012					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.1003	0.0382	3.3091	1.7000e-004		0.0183	0.0183		0.0183	0.0183		5.9539	5.9539	5.7600e-003		6.0980
Total	**1.4066**	**0.0382**	**3.3091**	**1.7000e-004**		**0.0183**	**0.0183**		**0.0183**	**0.0183**	**0.0000**	**5.9539**	**5.9539**	**5.7600e-003**	**0.0000**	**6.0980**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.1050					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.2012					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.1003	0.0382	3.3091	1.7000e-004		0.0183	0.0183		0.0183	0.0183		5.9539	5.9539	5.7600e-003		6.0980
Total	**1.4066**	**0.0382**	**3.3091**	**1.7000e-004**		**0.0183**	**0.0183**		**0.0183**	**0.0183**	**0.0000**	**5.9539**	**5.9539**	**5.7600e-003**	**0.0000**	**6.0980**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
Emergency Generator	1	0.16	6	49	0.73	

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
	40	1.8	657	0.075	

User Defined Equipment

Equipment Type	Number

10.1 Stationary Sources

Unmitigated/Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Equipment Type	lb/day										lb/day					
						0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total						**0.0000**	**0.0000**		**0.0000**	**0.0000**			**0.0000**			**0.0000**

11.0 Vegetation

Proper Development

South Coast AQMD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Enclosed Parking with Elevator	54.00	Space	0.00	22,500.00	0
Apartments Mid Rise	40.00	Dwelling Unit	0.52	60,265.00	114

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	11			**Operational Year**	2022
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Proper Development - South Coast AQMD Air District, Summer

Project Characteristics -

Land Use - The total lot area for the project is 22,500 sqft or 0.517 acres and the total sqft of the project is 60,265, from the site plans. The parking area will encompass the below ground floor.

Construction Phase - Demolition will take approximately 7 day, this is due to the small size of the three homes on the project site.

Demolition - The three houses are approximately 135 x 65 feet or 8,775 sqft.

Woodstoves - The project will not have any woodstoves or fireplaces.

Area Coating -

Construction Off-road Equipment Mitigation -

Area Mitigation -

Stationary Sources - Emergency Generators and Fire Pumps -

Stationary Sources - Process Boilers -

Vehicle Trips - The one mile trip length characterizes the local environment.

Table Name	Column Name	Default Value	New Value
tblAreaMitigation	UseLowVOCPaintParkingCheck	False	True
tblConstructionPhase	NumDays	5.00	10.00
tblConstructionPhase	NumDays	100.00	200.00
tblConstructionPhase	NumDays	10.00	7.00
tblConstructionPhase	NumDays	2.00	4.00
tblConstructionPhase	NumDays	5.00	10.00
tblConstructionPhase	NumDays	1.00	2.00
tblFireplaces	FireplaceDayYear	25.00	0.00
tblFireplaces	FireplaceHourDay	3.00	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberGas	34.00	0.00
tblFireplaces	NumberNoFireplace	4.00	0.00
tblFireplaces	NumberWood	2.00	0.00
tblLandUse	LandUseSquareFeet	21,600.00	22,500.00

tblLandUse	LandUseSquareFeet	40,000.00	60,265.00
tblLandUse	LotAcreage	0.49	0.00
tblLandUse	LotAcreage	1.05	0.52
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	3.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	UsageHours	4.00	6.00
tblOffRoadEquipment	UsageHours	7.00	6.00
tblOffRoadEquipment	UsageHours	1.00	8.00
tblOffRoadEquipment	UsageHours	1.00	6.00
tblOffRoadEquipment	UsageHours	8.00	6.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	6.00	7.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblVehicleTrips	HO_TL	8.70	1.00
tblVehicleTrips	HS_TL	5.90	1.00
tblVehicleTrips	HW_TL	14.70	1.00
tblWoodstoves	NumberCatalytic	2.00	0.00
tblWoodstoves	NumberNoncatalytic	2.00	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	2.2287	22.5409	15.4982	0.0300	5.8890	1.1586	6.7106	2.9774	1.0820	3.7333	0.0000	2,950.1322	2,950.1322	0.6334	0.0000	2,965.9665
2021	38.5878	14.5031	14.5120	0.0283	0.4760	0.6890	1.1650	0.1274	0.6652	0.7925	0.0000	2,639.9840	2,639.9840	0.4150	0.0000	2,649.5283
Maximum	**38.5878**	**22.5409**	**15.4982**	**0.0300**	**5.8890**	**1.1586**	**6.7106**	**2.9774**	**1.0820**	**3.7333**	**0.0000**	**2,950.1322**	**2,950.1322**	**0.6334**	**0.0000**	**2,965.9665**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	2.2287	22.5409	15.4982	0.0300	2.6992	1.1586	3.5209	1.3529	1.0820	2.1088	0.0000	2,950.1322	2,950.1322	0.6334	0.0000	2,965.9665
2021	38.5878	14.5031	14.5120	0.0283	0.4760	0.6890	1.1650	0.1274	0.6652	0.7925	0.0000	2,639.9840	2,639.9840	0.4150	0.0000	2,649.5283
Maximum	**38.5878**	**22.5409**	**15.4982**	**0.0300**	**2.6992**	**1.1586**	**3.5209**	**1.3529**	**1.0820**	**2.1088**	**0.0000**	**2,950.1322**	**2,950.1322**	**0.6334**	**0.0000**	**2,965.9665**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**50.11**	**0.00**	**40.50**	**52.32**	**0.00**	**35.89**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.4065	0.0382	3.3091	1.7000e-004		0.0183	0.0183		0.0183	0.0183	0.0000	5.9539	5.9539	5.7600e-003	0.0000	6.0980
Energy	0.0109	0.0931	0.0396	5.9000e-004		7.5300e-003	7.5300e-003		7.5300e-003	7.5300e-003		118.8324	118.8324	2.2800e-003	2.1800e-003	119.5386
Mobile	0.2856	1.1846	1.3982	3.4900e-003	0.1833	3.0900e-003	0.1864	0.0491	2.8700e-003	0.0519		358.8693	358.8693	0.0288		359.5901
Stationary						0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.7030**	**1.3159**	**4.7469**	**4.2500e-003**	**0.1833**	**0.0289**	**0.2122**	**0.0491**	**0.0287**	**0.0777**	**0.0000**	**483.6556**	**483.6556**	**0.0369**	**2.1800e-003**	**485.2267**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	1.4065	0.0382	3.3091	1.7000e-004		0.0183	0.0183		0.0183	0.0183	0.0000	5.9539	5.9539	5.7600e-003	0.0000	6.0980
Energy	0.0109	0.0931	0.0396	5.9000e-004		7.5300e-003	7.5300e-003		7.5300e-003	7.5300e-003		118.8324	118.8324	2.2800e-003	2.1800e-003	119.5386
Mobile	0.2856	1.1846	1.3982	3.4900e-003	0.1833	3.0900e-003	0.1864	0.0491	2.8700e-003	0.0519		358.8693	358.8693	0.0288		359.5901
Stationary						0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.7030**	**1.3159**	**4.7469**	**4.2500e-003**	**0.1833**	**0.0289**	**0.2122**	**0.0491**	**0.0287**	**0.0777**	**0.0000**	**483.6556**	**483.6556**	**0.0369**	**2.1800e-003**	**485.2267**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Proper Development - South Coast AQMD Air District, Summer

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	10/1/2020	10/9/2020	5	7	
2	Site Preparation	Site Preparation	10/29/2020	10/30/2020	5	2	
3	Grading	Grading	10/31/2020	11/5/2020	5	4	
4	Building Construction	Building Construction	11/6/2020	8/12/2021	5	200	
5	Paving	Paving	8/13/2021	8/26/2021	5	10	
6	Architectural Coating	Architectural Coating	8/27/2021	9/9/2021	5	10	

Acres of Grading (Site Preparation Phase): 1

Acres of Grading (Grading Phase): 1.5

Acres of Paving: 0

Residential Indoor: 122,037; Residential Outdoor: 40,679; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 1,350 (Architectural Coating – sqft)

OffRoad Equipment

Proper Development - South Coast AQMD Air District, Summer

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	8.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Rubber Tired Dozers	1	7.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Graders	1	6.00	187	0.41
Grading	Rubber Tired Dozers	1	6.00	247	0.40
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Building Construction	Cranes	1	6.00	231	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Paving	Pavers	1	6.00	130	0.42
Paving	Paving Equipment	1	8.00	132	0.36
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	40.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	38.00	8.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Demolition - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.2340	0.0000	1.2340	0.1868	0.0000	0.1868			0.0000			0.0000
Off-Road	2.1262	20.9463	14.6573	0.0241		1.1525	1.1525		1.0761	1.0761		2,322.3127	2,322.3127	0.5970		2,337.2363
Total	**2.1262**	**20.9463**	**14.6573**	**0.0241**	**1.2340**	**1.1525**	**2.3864**	**0.1868**	**1.0761**	**1.2630**		**2,322.3127**	**2,322.3127**	**0.5970**		**2,337.2363**

3.2 Demolition - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0434	1.5551	0.3094	4.4300e-003	0.0999	5.0100e-003	0.1049	0.0274	4.8000e-003	0.0322		479.0453	479.0453	0.0322		479.8489
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0588	0.0395	0.5315	1.4900e-003	0.1453	1.1000e-003	0.1464	0.0385	1.0200e-003	0.0396		148.7743	148.7743	4.2800e-003		148.8812
Total	**0.1022**	**1.5946**	**0.8409**	**5.9200e-003**	**0.2452**	**6.1100e-003**	**0.2513**	**0.0659**	**5.8200e-003**	**0.0717**		**627.8195**	**627.8195**	**0.0364**		**628.7301**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5553	0.0000	0.5553	0.0841	0.0000	0.0841			0.0000			0.0000
Off-Road	2.1262	20.9463	14.6573	0.0241		1.1525	1.1525		1.0761	1.0761	0.0000	2,322.3127	2,322.3127	0.5970		2,337.2363
Total	**2.1262**	**20.9463**	**14.6573**	**0.0241**	**0.5553**	**1.1525**	**1.7078**	**0.0841**	**1.0761**	**1.1602**	**0.0000**	**2,322.3127**	**2,322.3127**	**0.5970**		**2,337.2363**

3.2 Demolition - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0434	1.5551	0.3094	4.4300e-003	0.0999	5.0100e-003	0.1049	0.0274	4.8000e-003	0.0322		479.0453	479.0453	0.0322		479.8489
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0588	0.0395	0.5315	1.4900e-003	0.1453	1.1000e-003	0.1464	0.0385	1.0200e-003	0.0396		148.7743	148.7743	4.2800e-003		148.8812
Total	**0.1022**	**1.5946**	**0.8409**	**5.9200e-003**	**0.2452**	**6.1100e-003**	**0.2513**	**0.0659**	**5.8200e-003**	**0.0717**		**627.8195**	**627.8195**	**0.0364**		**628.7301**

3.3 Site Preparation - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					5.7996	0.0000	5.7996	2.9537	0.0000	2.9537			0.0000			0.0000
Off-Road	1.6299	18.3464	7.7093	0.0172		0.8210	0.8210		0.7553	0.7553		1,667.4119	1,667.4119	0.5393		1,680.8937
Total	**1.6299**	**18.3464**	**7.7093**	**0.0172**	**5.7996**	**0.8210**	**6.6205**	**2.9537**	**0.7553**	**3.7090**		**1,667.4119**	**1,667.4119**	**0.5393**		**1,680.8937**

3.3 Site Preparation - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0362	0.0243	0.3271	9.2000e-004	0.0894	6.8000e-004	0.0901	0.0237	6.2000e-004	0.0243		91.5534	91.5534	2.6300e-003		91.6192
Total	**0.0362**	**0.0243**	**0.3271**	**9.2000e-004**	**0.0894**	**6.8000e-004**	**0.0901**	**0.0237**	**6.2000e-004**	**0.0243**		**91.5534**	**91.5534**	**2.6300e-003**		**91.6192**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.6098	0.0000	2.6098	1.3292	0.0000	1.3292			0.0000			0.0000
Off-Road	1.6299	18.3464	7.7093	0.0172		0.8210	0.8210		0.7553	0.7553	0.0000	1,667.4119	1,667.4119	0.5393		1,680.8937
Total	**1.6299**	**18.3464**	**7.7093**	**0.0172**	**2.6098**	**0.8210**	**3.4308**	**1.3292**	**0.7553**	**2.0844**	**0.0000**	**1,667.4119**	**1,667.4119**	**0.5393**		**1,680.8937**

3.3 Site Preparation - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0362	0.0243	0.3271	9.2000e-004	0.0894	6.8000e-004	0.0901	0.0237	6.2000e-004	0.0243		91.5534	91.5534	2.6300e-003		91.6192
Total	**0.0362**	**0.0243**	**0.3271**	**9.2000e-004**	**0.0894**	**6.8000e-004**	**0.0901**	**0.0237**	**6.2000e-004**	**0.0243**		**91.5534**	**91.5534**	**2.6300e-003**		**91.6192**

3.4 Grading - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					4.9143	0.0000	4.9143	2.5256	0.0000	2.5256			0.0000			0.0000
Off-Road	1.3498	15.0854	6.4543	0.0141		0.6844	0.6844		0.6296	0.6296		1,365.7183	1,365.7183	0.4417		1,376.7609
Total	**1.3498**	**15.0854**	**6.4543**	**0.0141**	**4.9143**	**0.6844**	**5.5986**	**2.5256**	**0.6296**	**3.1552**		**1,365.7183**	**1,365.7183**	**0.4417**		**1,376.7609**

3.4 Grading - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0362	0.0243	0.3271	9.2000e-004	0.0894	6.8000e-004	0.0901	0.0237	6.2000e-004	0.0243		91.5534	91.5534	2.6300e-003		91.6192
Total	**0.0362**	**0.0243**	**0.3271**	**9.2000e-004**	**0.0894**	**6.8000e-004**	**0.0901**	**0.0237**	**6.2000e-004**	**0.0243**		**91.5534**	**91.5534**	**2.6300e-003**		**91.6192**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.2114	0.0000	2.2114	1.1365	0.0000	1.1365			0.0000			0.0000
Off-Road	1.3498	15.0854	6.4543	0.0141		0.6844	0.6844		0.6296	0.6296	0.0000	1,365.7183	1,365.7183	0.4417		1,376.7609
Total	**1.3498**	**15.0854**	**6.4543**	**0.0141**	**2.2114**	**0.6844**	**2.8958**	**1.1365**	**0.6296**	**1.7662**	**0.0000**	**1,365.7183**	**1,365.7183**	**0.4417**		**1,376.7609**

3.4 Grading - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0362	0.0243	0.3271	9.2000e-004	0.0894	6.8000e-004	0.0901	0.0237	6.2000e-004	0.0243		91.5534	91.5534	2.6300e-003		91.6192
Total	**0.0362**	**0.0243**	**0.3271**	**9.2000e-004**	**0.0894**	**6.8000e-004**	**0.0901**	**0.0237**	**6.2000e-004**	**0.0243**		**91.5534**	**91.5534**	**2.6300e-003**		**91.6192**

3.5 Building Construction - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.0305	14.7882	13.1881	0.0220		0.7960	0.7960		0.7688	0.7688		2,001.1595	2,001.1595	0.3715		2,010.4467
Total	**2.0305**	**14.7882**	**13.1881**	**0.0220**		**0.7960**	**0.7960**		**0.7688**	**0.7688**		**2,001.1595**	**2,001.1595**	**0.3715**		**2,010.4467**

3.5 Building Construction - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0263	0.8395	0.1999	2.0600e-003	0.0512	4.1600e-003	0.0554	0.0147	3.9800e-003	0.0187		219.5588	219.5588	0.0138		219.9034
Worker	0.1719	0.1156	1.5535	4.3700e-003	0.4248	3.2200e-003	0.4280	0.1127	2.9700e-003	0.1156		434.8786	434.8786	0.0125		435.1912
Total	**0.1982**	**0.9551**	**1.7534**	**6.4300e-003**	**0.4760**	**7.3800e-003**	**0.4833**	**0.1274**	**6.9500e-003**	**0.1343**		**654.4374**	**654.4374**	**0.0263**		**655.0946**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.0305	14.7882	13.1881	0.0220		0.7960	0.7960		0.7688	0.7688	0.0000	2,001.1595	2,001.1595	0.3715		2,010.4467
Total	**2.0305**	**14.7882**	**13.1881**	**0.0220**		**0.7960**	**0.7960**		**0.7688**	**0.7688**	**0.0000**	**2,001.1595**	**2,001.1595**	**0.3715**		**2,010.4467**

3.5 Building Construction - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0263	0.8395	0.1999	2.0600e-003	0.0512	4.1600e-003	0.0554	0.0147	3.9800e-003	0.0187		219.5588	219.5588	0.0138		219.9034
Worker	0.1719	0.1156	1.5535	4.3700e-003	0.4248	3.2200e-003	0.4280	0.1127	2.9700e-003	0.1156		434.8786	434.8786	0.0125		435.1912
Total	**0.1982**	**0.9551**	**1.7534**	**6.4300e-003**	**0.4760**	**7.3800e-003**	**0.4833**	**0.1274**	**6.9500e-003**	**0.1343**		**654.4374**	**654.4374**	**0.0263**		**655.0946**

3.5 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.8125	13.6361	12.8994	0.0221		0.6843	0.6843		0.6608	0.6608		2,001.2200	2,001.2200	0.3573		2,010.1517
Total	**1.8125**	**13.6361**	**12.8994**	**0.0221**		**0.6843**	**0.6843**		**0.6608**	**0.6608**		**2,001.2200**	**2,001.2200**	**0.3573**		**2,010.1517**

3.5 Building Construction - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0223	0.7630	0.1811	2.0400e-003	0.0512	1.5400e-003	0.0527	0.0147	1.4700e-003	0.0162		217.9508	217.9508	0.0132		218.2804
Worker	0.1604	0.1040	1.4316	4.2200e-003	0.4248	3.1300e-003	0.4279	0.1127	2.8800e-003	0.1155		420.8133	420.8133	0.0113		421.0962
Total	**0.1827**	**0.8670**	**1.6126**	**6.2600e-003**	**0.4760**	**4.6700e-003**	**0.4806**	**0.1274**	**4.3500e-003**	**0.1317**		**638.7640**	**638.7640**	**0.0245**		**639.3766**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.8125	13.6361	12.8994	0.0221		0.6843	0.6843		0.6608	0.6608	0.0000	2,001.2200	2,001.2200	0.3573		2,010.1517
Total	**1.8125**	**13.6361**	**12.8994**	**0.0221**		**0.6843**	**0.6843**		**0.6608**	**0.6608**	**0.0000**	**2,001.2200**	**2,001.2200**	**0.3573**		**2,010.1517**

3.5 Building Construction - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0223	0.7630	0.1811	2.0400e-003	0.0512	1.5400e-003	0.0527	0.0147	1.4700e-003	0.0162		217.9508	217.9508	0.0132		218.2804
Worker	0.1604	0.1040	1.4316	4.2200e-003	0.4248	3.1300e-003	0.4279	0.1127	2.8800e-003	0.1155		420.8133	420.8133	0.0113		421.0962
Total	**0.1827**	**0.8670**	**1.6126**	**6.2600e-003**	**0.4760**	**4.6700e-003**	**0.4806**	**0.1274**	**4.3500e-003**	**0.1317**		**638.7640**	**638.7640**	**0.0245**		**639.3766**

3.6 Paving - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7739	7.7422	8.8569	0.0135		0.4153	0.4153		0.3830	0.3830		1,296.8664	1,296.8664	0.4111		1,307.1442
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.7739**	**7.7422**	**8.8569**	**0.0135**		**0.4153**	**0.4153**		**0.3830**	**0.3830**		**1,296.8664**	**1,296.8664**	**0.4111**		**1,307.1442**

3.6 Paving - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0549	0.0356	0.4897	1.4400e-003	0.1453	1.0700e-003	0.1464	0.0385	9.9000e-004	0.0395		143.9624	143.9624	3.8700e-003		144.0592
Total	**0.0549**	**0.0356**	**0.4897**	**1.4400e-003**	**0.1453**	**1.0700e-003**	**0.1464**	**0.0385**	**9.9000e-004**	**0.0395**		**143.9624**	**143.9624**	**3.8700e-003**		**144.0592**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7739	7.7422	8.8569	0.0135		0.4153	0.4153		0.3830	0.3830	0.0000	1,296.8664	1,296.8664	0.4111		1,307.1442
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.7739**	**7.7422**	**8.8569**	**0.0135**		**0.4153**	**0.4153**		**0.3830**	**0.3830**	**0.0000**	**1,296.8664**	**1,296.8664**	**0.4111**		**1,307.1442**

3.6 Paving - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0549	0.0356	0.4897	1.4400e-003	0.1453	1.0700e-003	0.1464	0.0385	9.9000e-004	0.0395		143.9624	143.9624	3.8700e-003		144.0592
Total	**0.0549**	**0.0356**	**0.4897**	**1.4400e-003**	**0.1453**	**1.0700e-003**	**0.1464**	**0.0385**	**9.9000e-004**	**0.0395**		**143.9624**	**143.9624**	**3.8700e-003**		**144.0592**

3.7 Architectural Coating - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	38.3352					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941		281.4481	281.4481	0.0193		281.9309
Total	**38.5541**	**1.5268**	**1.8176**	**2.9700e-003**		**0.0941**	**0.0941**		**0.0941**	**0.0941**		**281.4481**	**281.4481**	**0.0193**		**281.9309**

3.7 Architectural Coating - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0338	0.0219	0.3014	8.9000e-004	0.0894	6.6000e-004	0.0901	0.0237	6.1000e-004	0.0243		88.5923	88.5923	2.3800e-003		88.6518
Total	**0.0338**	**0.0219**	**0.3014**	**8.9000e-004**	**0.0894**	**6.6000e-004**	**0.0901**	**0.0237**	**6.1000e-004**	**0.0243**		**88.5923**	**88.5923**	**2.3800e-003**		**88.6518**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	38.3352					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941	0.0000	281.4481	281.4481	0.0193		281.9309
Total	**38.5541**	**1.5268**	**1.8176**	**2.9700e-003**		**0.0941**	**0.0941**		**0.0941**	**0.0941**	**0.0000**	**281.4481**	**281.4481**	**0.0193**		**281.9309**

3.7 Architectural Coating - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0338	0.0219	0.3014	8.9000e-004	0.0894	6.6000e-004	0.0901	0.0237	6.1000e-004	0.0243		88.5923	88.5923	2.3800e-003		88.6518
Total	**0.0338**	**0.0219**	**0.3014**	**8.9000e-004**	**0.0894**	**6.6000e-004**	**0.0901**	**0.0237**	**6.1000e-004**	**0.0243**		**88.5923**	**88.5923**	**2.3800e-003**		**88.6518**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.2856	1.1846	1.3982	3.4900e-003	0.1833	3.0900e-003	0.1864	0.0491	2.8700e-003	0.0519		358.8693	358.8693	0.0288		359.5901
Unmitigated	0.2856	1.1846	1.3982	3.4900e-003	0.1833	3.0900e-003	0.1864	0.0491	2.8700e-003	0.0519		358.8693	358.8693	0.0288		359.5901

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	266.00	255.60	234.40	84,277	84,277
Enclosed Parking with Elevator	0.00	0.00	0.00		
Total	266.00	255.60	234.40	84,277	84,277

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	1.00	1.00	1.00	40.20	19.20	40.60	86	11	3
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.549559	0.042893	0.201564	0.118533	0.015569	0.005846	0.021394	0.034255	0.002099	0.001828	0.004855	0.000709	0.000896
Enclosed Parking with Elevator	0.549559	0.042893	0.201564	0.118533	0.015569	0.005846	0.021394	0.034255	0.002099	0.001828	0.004855	0.000709	0.000896

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0109	0.0931	0.0396	5.9000e-004		7.5300e-003	7.5300e-003		7.5300e-003	7.5300e-003		118.8324	118.8324	2.2800e-003	2.1800e-003	119.5386
NaturalGas Unmitigated	0.0109	0.0931	0.0396	5.9000e-004		7.5300e-003	7.5300e-003		7.5300e-003	7.5300e-003		118.8324	118.8324	2.2800e-003	2.1800e-003	119.5386

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	1010.08	0.0109	0.0931	0.0396	5.9000e-004		7.5300e-003	7.5300e-003		7.5300e-003	7.5300e-003		118.8324	118.8324	2.2800e-003	2.1800e-003	119.5386
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0109**	**0.0931**	**0.0396**	**5.9000e-004**		**7.5300e-003**	**7.5300e-003**		**7.5300e-003**	**7.5300e-003**		**118.8324**	**118.8324**	**2.2800e-003**	**2.1800e-003**	**119.5386**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	1.01008	0.0109	0.0931	0.0396	5.9000e-004		7.5300e-003	7.5300e-003		7.5300e-003	7.5300e-003		118.8324	118.8324	2.2800e-003	2.1800e-003	119.5386
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0109**	**0.0931**	**0.0396**	**5.9000e-004**		**7.5300e-003**	**7.5300e-003**		**7.5300e-003**	**7.5300e-003**		**118.8324**	**118.8324**	**2.2800e-003**	**2.1800e-003**	**119.5386**

6.0 Area Detail

6.1 Mitigation Measures Area

Proper Development - South Coast AQMD Air District, Summer

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1.4065	0.0382	3.3091	1.7000e-004		0.0183	0.0183		0.0183	0.0183	0.0000	5.9539	5.9539	5.7600e-003	0.0000	6.0980
Unmitigated	1.4065	0.0382	3.3091	1.7000e-004		0.0183	0.0183		0.0183	0.0183	0.0000	5.9539	5.9539	5.7600e-003	0.0000	6.0980

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.1050					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.2012					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.1003	0.0382	3.3091	1.7000e-004		0.0183	0.0183		0.0183	0.0183		5.9539	5.9539	5.7600e-003		6.0980
Total	**1.4066**	**0.0382**	**3.3091**	**1.7000e-004**		**0.0183**	**0.0183**		**0.0183**	**0.0183**	**0.0000**	**5.9539**	**5.9539**	**5.7600e-003**	**0.0000**	**6.0980**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.1050					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1.2012					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.1003	0.0382	3.3091	1.7000e-004		0.0183	0.0183		0.0183	0.0183		5.9539	5.9539	5.7600e-003		6.0980
Total	**1.4066**	**0.0382**	**3.3091**	**1.7000e-004**		**0.0183**	**0.0183**		**0.0183**	**0.0183**	**0.0000**	**5.9539**	**5.9539**	**5.7600e-003**	**0.0000**	**6.0980**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
Emergency Generator	1	0.16	6	49	0.73	

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
	40	1.8	657	0.075	

User Defined Equipment

Equipment Type	Number

10.1 Stationary Sources

Unmitigated/Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Equipment Type	lb/day										lb/day					
						0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total						**0.0000**	**0.0000**		**0.0000**	**0.0000**			**0.0000**			**0.0000**

11.0 Vegetation

EXHIBIT F

LADOT CORRESPONDENCE: REFERRAL FORM

Carolyn Wilson

From: Wes Pringle <wes.pringle@lacity.org>
Sent: Thursday, July 16, 2020 3:28 PM
To: Carolyn Wilson
Subject: Re: LADOT Referral for 505 - 517 N. Hoover St.

Hi Carolyn,

This 40 unit multi-family development will not generate enough trips to trigger a transportation analysis. Also, a referral form for this project is not necessary.

Wes

On Thu, Jul 16, 2020 at 12:32 PM Carolyn Wilson <carolyn@bmrla.com> wrote:

> Wes,
>
> We will be filing a TOC Case for a new 40 unit apartment building at 505-517 N. Hoover St. LA 90004 (APNs 5539-028-015, 5539-028-014, 5539-028-013). The existing site is a commercial building and two single family dwellings. Can you let us know if we need to get an LADOT review. I am attaching TOC Referral Form and a set of plans for reference. Let us know if this requires a formal review and we will submit the LADOT Referral Form.
>
> Plans for the proposed project can be found in the following link: Hoover TOC Submittal Set
>
> Thank you,
>
> Carolyn Wilson
>
> **BMR Enterprises**
>
> www.bmrla.com 818.486.0981 direct
> 5250 Lankershim Blvd. Ste 500 323.677.2500 main
> Los Angeles, CA 91601 323.571.8651 fax
> carolyn@bmrla.com

CSLB: 901546 CA DRE:01808166

--

Wes Pringle, P.E.
Transportation EngineerMetro
Development Review100 S. Main St,
9th FloorLos Angeles, CA 90012

Los Angeles Department of
Transportation

213.972.8482

EXHIBIT G

APPEAL DOCUMENTATION

APPLICATIONS:

APPEAL APPLICATION

Instructions and Checklist

Related Code Section: Refer to the City Planning case determination to identify the Zone Code section for the entitlement and the appeal procedure.

Purpose: This application is for the appeal of Department of City Planning determinations authorized by the Los Angeles Municipal Code (LAMC).

A. APPELLATE BODY/CASE INFORMATION

1. APPELLATE BODY

☐ Area Planning Commission ☑ City Planning Commission ☐ City Council ☐ Director of Planning
☐ Zoning Administrator

Regarding Case Number: DIR-2021-2250-TOC-HCA

Project Address: 505, 507, 509, 511, and 517 N. Hoover Street

Final Date to Appeal: 10/22/2021

2. APPELLANT

Appellant Identity: (check all that apply)
❐ Representative ❐ Property Owner
❐ Applicant ❐ Operator of the Use/Site

☑ Person, other than the Applicant, Owner or Operator claiming to be aggrieved

☐ Person affected by the determination made by the **Department of Building and Safety**

❐ Representative ❐ Owner ❐ Aggrieved Party
❐ Applicant ❐ Operator

3. APPELLANT INFORMATION

Appellant's Name: Gregory Loew

Company/Organization:

Mailing Address: 506 N. Commonwealth Ave.

City: Los Angeles State: CA Zip: 90004

Telephone: (323) 572-3514 E-mail: gfloew@gmail.com

a. Is the appeal being filed on your behalf or on behalf of another party, organization or company?

☐ Self ☑ Other: NORTH COMMONWEALTH UNITED NEIGHBORHOOD ASSOCIATION

b. Is the appeal being filed to support the original applicant's position? ☐ Yes ☑ No

4. REPRESENTATIVE/AGENT INFORMATION

Representative/Agent name (if applicable): _____

Company: _____

Mailing Address: _____

City: _____ State: _____ Zip: _____

Telephone: _____ E-mail: _____

5. JUSTIFICATION/REASON FOR APPEAL

a. Is the entire decision, or only parts of it being appealed? ☑ Entire ☐ Part

b. Are specific conditions of approval being appealed? ☐ Yes ☑ No

If Yes, list the condition number(s) here: _____

Attach a separate sheet providing your reasons for the appeal. Your reason must state:

- ☐ The reason for the appeal
- ☐ How you are aggrieved by the decision
- ☐ Specifically the points at issue
- ☐ Why you believe the decision-maker erred or abused their discretion

6. APPLICANT'S AFFIDAVIT

I certify that the statements contained in this application are complete and true:

Appellant Signature: Gregory Flynn × Date: Oct 22 2021 ×

GENERAL APPEAL FILING REQUIREMENTS

B. ***ALL CASES REQUIRE THE FOLLOWING ITEMS - SEE THE ADDITIONAL INSTRUCTIONS FOR SPECIFIC CASE TYPES***

1. Appeal Documents

a. Three (3) sets - The following documents are required for each appeal filed (1 original and 2 duplicates) Each case being appealed is required to provide three (3) sets of the listed documents.

- ☐ Appeal Application (form CP-7769)
- ☐ Justification/Reason for Appeal
- ☐ Copies of Original Determination Letter

b. Electronic Copy

- ☐ Provide an electronic copy of your appeal documents on a flash drive (planning staff will upload materials during filing and return the flash drive to you) or a CD (which will remain in the file). The following items must be saved as individual PDFs and labeled accordingly (e.g. "Appeal Form.pdf", "Justification/Reason Statement.pdf", or "Original Determination Letter.pdf" etc.). No file should exceed 9.8 MB in size.

c. Appeal Fee

- ☐ Original Applicant - A fee equal to 85% of the original application fee, provide a copy of the original application receipt(s) to calculate the fee per LAMC Section 19.01B 1.
- ☐ Aggrieved Party - The fee charged shall be in accordance with the LAMC Section 19.01B 1.

d. Notice Requirement

- ☐ Mailing List - All appeals require noticing per the applicable LAMC section(s). Original Applicants must provide noticing per the LAMC
- ☐ Mailing Fee - The appeal notice mailing fee is paid by the project applicant, payment is made to the City Planning's mailing contractor (BTC), a copy of the receipt must be submitted as proof of payment.

SPECIFIC CASE TYPES - APPEAL FILING INFORMATION

C. DENSITY BONUS / TRANSIT ORIENTED COMMUNITES (TOC)

1. **Density Bonus/TOC**
   Appeal procedures for Density Bonus/TOC per LAMC Section 12.22.A 25 (g) f.

NOTE:
- Density Bonus/TOC cases, only the *on menu or additional incentives* items can be appealed.

- Appeals of Density Bonus/TOC cases can only be filed by adjacent owners or tenants (must have documentation), and always only appealable to the Citywide Planning Commission.

  ☐ Provide documentation to confirm adjacent owner or tenant status, i.e., a lease agreement, rent receipt, utility bill, property tax bill, ZIMAS, drivers license, bill statement etc.

D. WAIVER OF DEDICATION AND OR IMPROVEMENT

Appeal procedure for Waiver of Dedication or Improvement per LAMC Section 12.37 I.

NOTE:
- Waivers for By-Right Projects, can only be appealed by the owner.

- When a Waiver is on appeal and is part of a master land use application request or subdivider's statement for a project, the applicant may appeal pursuant to the procedures that governs the entitlement.

E. TENTATIVE TRACT/VESTING

1. **Tentative Tract/Vesting** - Appeal procedure for Tentative Tract / Vesting application per LAMC Section 17.54 A.

   NOTE: Appeals to the City Council from a determination on a Tentative Tract (TT or VTT) by the Area or City Planning Commission must be filed within 10 days of the date of the written determination of said Commission.

   ☐ Provide a copy of the written determination letter from Commission.

F. BUILDING AND SAFETY DETERMINATION

☐ **1.** Appeal of the *Department of Building and Safety* determination, per LAMC 12.26 K 1, an appellant is considered the **Original Applicant** and must provide noticing and pay mailing fees.

a. Appeal Fee
☐ Original Applicant - The fee charged shall be in accordance with LAMC Section 19.01B 2, as stated in the Building and Safety determination letter, plus all surcharges. (the fee specified in Table 4-A, Section 98.0403.2 of the City of Los Angeles Building Code)

b. Notice Requirement
☐ Mailing Fee - The applicant must pay mailing fees to City Planning's mailing contractor (BTC) and submit a copy of receipt as proof of payment.

☐ **2.** Appeal of the *Director of City Planning* determination per LAMC Section 12.26 K 6, an applicant or any other aggrieved person may file an appeal, and is appealable to the Area Planning Commission or Citywide Planning Commission as noted in the determination.

a. Appeal Fee
☐ Original Applicant - The fee charged shall be in accordance with the LAMC Section 19.01 B 1 a.

b. Notice Requirement
☐ Mailing List - The appeal notification requirements per LAMC Section 12.26 K 7 apply.
☐ Mailing Fees - The appeal notice mailing fee is made to City Planning's mailing contractor (BTC), a copy of receipt must be submitted as proof of payment.

G. NUISANCE ABATEMENT

1. **Nuisance Abatement -** Appeal procedure for Nuisance Abatement per LAMC Section 12.27.1 C 4

NOTE:
- Nuisance Abatement is only appealable to the City Council.

a. Appeal Fee

☐ Aggrieved Party the fee charged shall be in accordance with the LAMC Section 19.01 B 1.

2. **Plan Approval/Compliance Review**
Appeal procedure for Nuisance Abatement Plan Approval/Compliance Review per LAMC Section 12.27.1 C 4.

a. Appeal Fee

☐ Compliance Review - The fee charged shall be in accordance with the LAMC Section 19.01 B.
☐ Modification - The fee shall be in accordance with the LAMC Section 19.01 B.

NOTES

A Certified Neighborhood Council (CNC) or a person identified as a member of a CNC or as representing the CNC may not file an appeal on behalf of the Neighborhood Council; persons affiliated with a CNC may only file as an individual on behalf of self.

***Please note** that the appellate body must act on your appeal within a time period specified in the Section(s) of the Los Angeles Municipal Code (LAMC) pertaining to the type of appeal being filed. The Department of City Planning will make its best efforts to have appeals scheduled prior to the appellate body's last day to act in order to provide due process to the appellant. If the appellate body is unable to come to a consensus or is unable to hear and consider the appeal prior to the last day to act, the appeal is automatically deemed denied, and the original decision will stand. The last day to act as defined in the LAMC may only be extended if formally agreed upon by the applicant.*

This Section for City Planning Staff Use Only		
Base Fee:	Reviewed & Accepted by (DSC Planner):	Date:
Receipt No:	Deemed Complete by (Project Planner):	Date:
☐ Determination authority notified	☐ Original receipt and BTC receipt (if original applicant)	

October 20, 2021

Gregory Loew
The North Commonwealth
United Neighborhood Association
506 N. Commonwealth Ave.
Los Angeles, CA 90004

Co-appellants: Sylvia Abeita, 510 ½ N. Commonwealth Ave., Los Angeles, CA 90004
Angel and Jacqueline Garcia, 510 N. Commonwealth Ave., Los Angeles, CA 90004
Megan Hanson, 3715 Middlebury St., Los Angeles, CA 90004
Oscar Martinez, 3719 Middlebury St., Los Angeles, CA 90004
Kim Peeler Callaway, 503 N. Commonwealth Ave., Los Angeles, CA 90004
Guillermo Noboa, 450 N. Commonwealth Ave., Los Angeles, CA 90004
Carol Cetrone, 427 N. Commonwealth Ave., Los Angeles, CA 90004

Los Angeles City Planning Commission
c/o 201 N. Figueroa St., 4th Floor
Los Angeles, CA 90012

RE: Joint appeal by abutting and adjacent neighbors of: Transit Oriented Communities Affordable Housing Incentives, and adoption of a Categorical Exemption for **Case Nos.: DIR-2021-2250-TOC-HCA; ENV-2021-2251-CE; Project Addresses: 505, 507, 509, 511, and 517 N. Hoover St**.

President Millman and Commission members:

This is a joint appeal by abutting, adjacent and nearby neighbors of the "511 Hoover" project, a 6-level, 67-foot-tall, "co-living" residential building proposed for 505-517 N. Hoover St. Appellant Gregory Loew of the North Commonwealth United Neighborhood Association is the owner of a single-family residence located immediately behind the project site, at 506 N. Commonwealth Ave., and has lived at this address for 32 years.

Next to Gregory Loew's property, and also located immediately behind the project site, are co-appellants Angel and Jacqueline Garcia, who have resided at 510 N. Commonwealth Ave. for 47 years.

Co-appellant Sylvia Abeita has lived at 510 ½ N. Commonwealth Ave. for 45 years. Co-appellant Megan Hanson has resided next to the project site at 3715 Middlebury St. for 10 years. Co-appellant Carol Cetrone has owned her home for over 30 years. (See attached documentation at **Exhibit 1**).

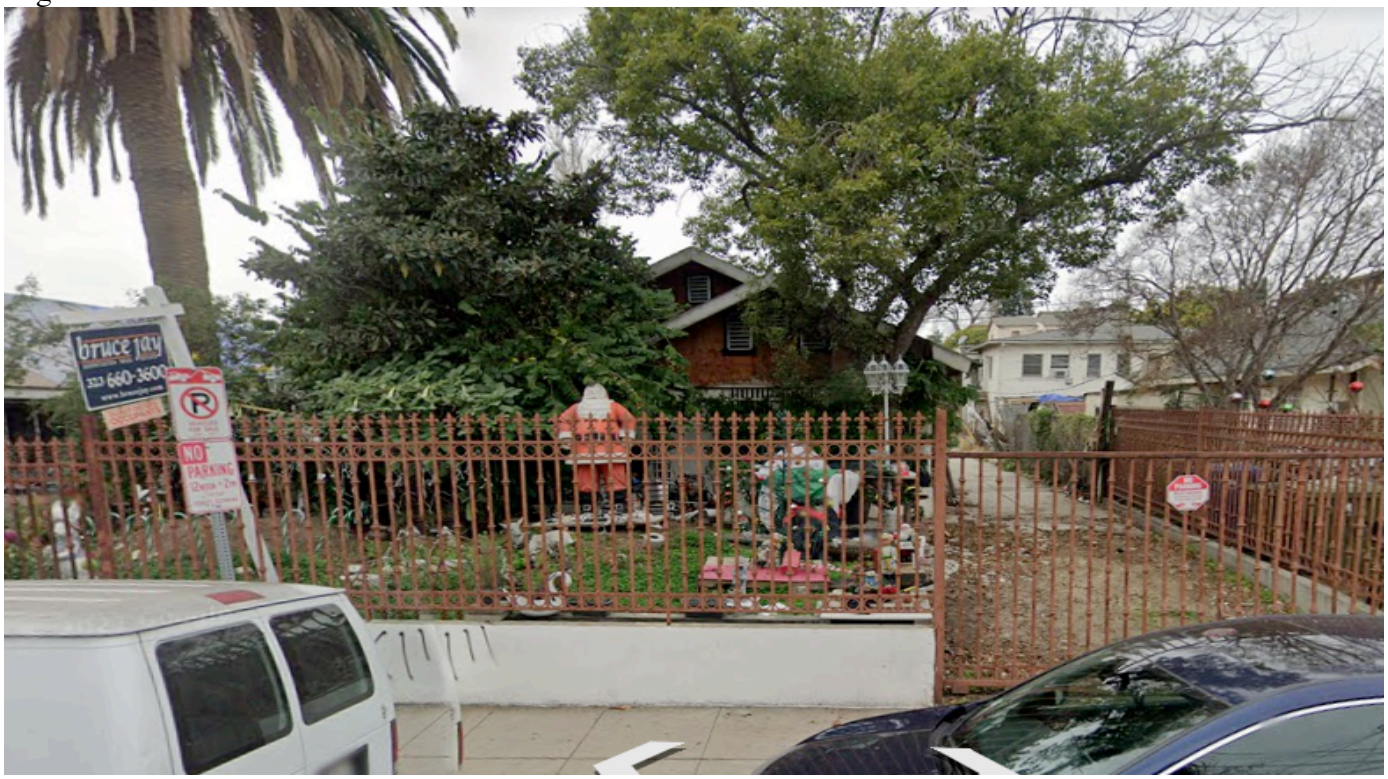
The neighbors of this community are united in their opposition to the 511 Hoover project because the city's approvals are illegal. The planning department claims to have approved a 40-unit apartment building, yet the unit numbers are a lie.

The project is instead a "co-living" development, where the 40 "units" are actually 195 furnished bedroom units, most with their own bathroom, that will be individually leased out by the owner, with common living space and maid service. The project is therefore an "Apartment/Hotel" as defined by Section 12.03 of the Los Angeles Municipal Code (LAMC). Hotels are prohibited in the project site's underlying zone.

The 511 Hoover project would cover three contiguous parcels totaling 22,500 sq. ft. The site includes the addresses 505, 507, 509, 511 and 517 N. Hoover St. The underlying R3-1 Zone allows 28 units with a 45-foot height restriction. As a Transit Oriented Communities (TOC) project, the applicant received city approval for a 40-unit apartment building comprised of 5 one-bedroom units, 1 two-bedroom unit, 8 four-bedroom units (3-bed units each with a "study" room), and 26 six-bedroom units (five-bedroom units also each with a "study" room).

The site currently consists of: 1) a 1928, 1-story commercial building with the addresses 505-509 N. Hoover St.; 2) a 1-story, 111-year-old single-family home and detach garage at 511 N. Hoover St.; and 3) a 1910, one-story, single-family home with detached garage at 517 N. Hoover St. Note below aerial and street views of the project site:

Hoover St. as viewed immediately south of the project site.



1910 single-family home at project site.

To the west of the project site is the 500 block of N. Commonwealth Ave., with a R2-1 Zoning designation ("Two-Family Zone," which permits a 2-family dwelling or two single-family dwellings per lot).

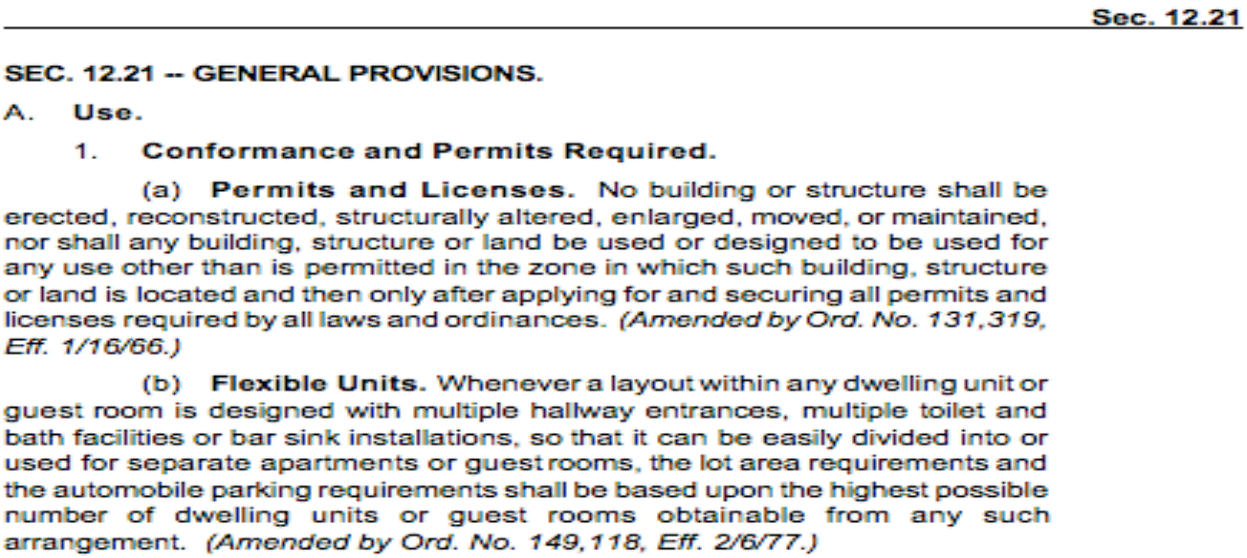
Photo above of 500 block of N. Commonwealth Ave., immediately west of the proposed project.

Rendering of proposed "511 Hoover" project.

The applicant proposes to set aside four units for affordable housing in exchange for receiving the following TOC incentives: a 70% density bonus; 22 feet of additional height; a reduction in Code required parking to allow 0.5 unbundled stalls per "unit"; an increase in the allowed Floor Area Ratio to 4.50:1; a 30% reduction in the required rear and side yards; and a 25% reduction in the required open space.

Project	**Permitted**	**Approved**
Density	28 dwelling units	40 "units" consisting of 195 bedrooms/guestrooms that will be individually leased out.
FAR	0.5:1	4.5:1
Open Space	6,575 sq. ft. required for 40 "units"; 19,500 sq. ft. required for 195 units	4,931 sq. ft.
Height	45 feet	67 feet plus roof attachments
Rear Yard Setback	15 feet	10 ½ feet
Side Yard Setback	Nine feet	6 feet
Parking	195 stalls for the 195 bedroom units	51 unbundled stalls, 22 of which are tandem stalls

The Planning Department has refused to acknowledge the true unit count of this project. Los Angeles Municipal Code Section 12.21.A.1(b) states: "Whenever a layout within any dwelling unit or guest room is designed with multiple hallway entrances, **multiple toilet and bath facilities** or bar sink installations, so that it can be easily divided into **or used for separate apartments or guestrooms**, the lot area requirements and the automobile parking requirements shall be based upon the highest number of dwelling units or guest rooms obtainable from any such arrangement."



Sec. 12.21

SEC. 12.21 -- GENERAL PROVISIONS.

A. **Use.**

1. **Conformance and Permits Required.**

(a) **Permits and Licenses.** No building or structure shall be erected, reconstructed, structurally altered, enlarged, moved, or maintained, nor shall any building, structure or land be used or designed to be used for any use other than is permitted in the zone in which such building, structure or land is located and then only after applying for and securing all permits and licenses required by all laws and ordinances. *(Amended by Ord. No. 131,319, Eff. 1/16/66.)*

(b) **Flexible Units.** Whenever a layout within any dwelling unit or guest room is designed with multiple hallway entrances, multiple toilet and bath facilities or bar sink installations, so that it can be easily divided into or used for separate apartments or guest rooms, the lot area requirements and the automobile parking requirements shall be based upon the highest possible number of dwelling units or guest rooms obtainable from any such arrangement. *(Amended by Ord. No. 149,118, Eff. 2/6/77.)*

Per the LAMC, the lot area and parking requirements must be based upon the highest possible number of rooms obtainable. Per CEQA, environmental analysis must be based upon the true scope of the project. In this case, the applicant's plans show 195-units/guestrooms disguised as 40 "apartment" units. The applicant is gaming the system to evade the density limitations of the underlying zone, and to avoid Site Plan Review and CEQA analysis. The project as submitted and approved is therefore illegal.

I. OBJECTIONS

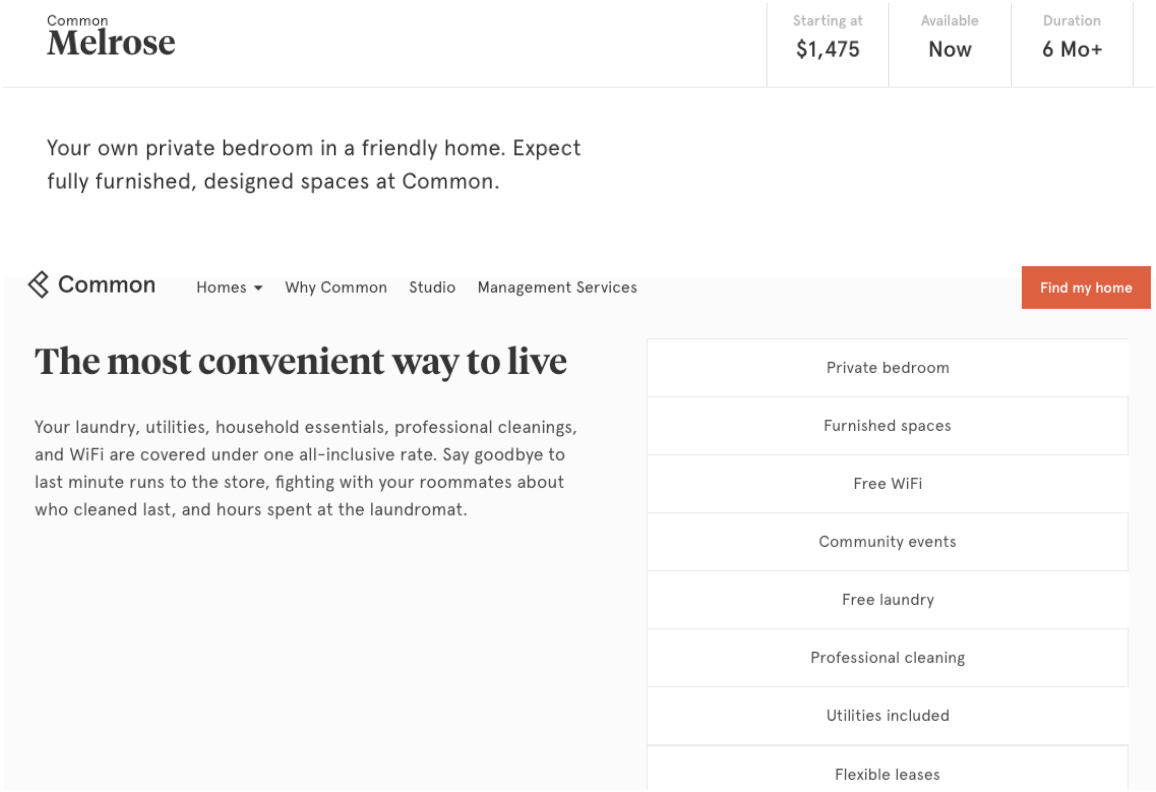
A. The Project is a Co-Living Development That Will Be Operated as an Apartment Hotel.

There is no dispute that the applicant, Mr. Daniel Pourbaba of the co-living company Proper Development, will be leasing the project's bedrooms as individual studio units. In the LA Times article "New York Co-Living Company Plans $100 million Expansion with Los Angeles Apartment Developer" (3/8/2019, see **EXHIBIT 2**), Mr. Pourbaba of Proper Development states that his company "*will build seven co-living apartment buildings over the next two or three years*" that the co-living leasing company Common will operate, with a combined total of 600 beds (or an average of 86 bedrooms per building).

The LA Times article further acknowledges: "**Residents in a co-living complex typically have their own bedroom and bathroom but share kitchens, living rooms and other common areas**." The article references a completed project in Hollywood called "Common Melrose" that leases individual bedroom "studio units" for $1,550/month, including "*utilities, WiFi and housekeeping services to keep the common areas clean*."

The on-line advertisement for "Common Melrose" is for a two-story "duplex" with 12 bedrooms and 9 bathrooms in the R2-1XL Zone at 6501-6507 Melrose Ave. The ad states: "***Access to first-rate amenities and services mean you save every month over a traditional studio apartment***." Tenants are offered leases only for "***a private bedroom***," not apartment units. The ad further states: "*Your laundry, utilities, household essentials, professional cleansings, and WiFi are covered under one all-inclusive rate*."

Above: Google Earth photo of "Common Melrose," a 12-unit/9-bathroom co-living development in the R2-1XL Zone constructed by Daniel Pourbaba of Proper Development. The city approved the project as a "duplex."



Common Homes Why Common Studio Management Services

Cleaning services

Our professional team cleans shared spaces, including kitchens, living rooms, and shared bathrooms on a regular basis.

Basic supplies

We stock your household staples like pots, pans, dishes, paper towels, and soap, so you don't have to run those pesky errands. Included furnishings differ by home. Ask your leasing specialist for more information.

Onsite laundry

Never lug your dirty clothes to a laundromat again. All Common homes offer on-site or in-unit laundry.

Common ground: Proper Development teams with NY co-living firm on LA expansion

Common co-living will open 7 apartment buildings in the city in $100M rollout

Los Angeles

Mar. 08, 2019 09:00 AM

TRD Staff

Common CEO Brad Hargreaves and Proper Development-built Common Melrose in Hollywood

Proper Development is led by Daniel Pourbaba, son of 4D Development & Investments CEO David Pourbaba. The firm's latest project to get moving is a 21-unit development (https://therealdeal.com/la/2018/11/05/here-are-the-under-50-unit-resi-projects-proposed-in-la-last-week-2/) in Hollywood. [LAT]

Like Common Melrose, the 511 Hoover project is a co-living development. It is not 40 apartment units, but 195 bedroom singles each leased individually as an apartment hotel, with maid service. The planning department application listing the project as 40 units is a conceit to evade zoning laws, affordable housing requirements, and environmental review. The city's approvals must be reversed.

B. The Transit Oriented Communities (TOC) Guidelines are illegal.

The Project as approved by the city has no relationship to either the intent or purpose of the community plan or good planning practice. Put simply, the proposed Project – with a smidgeon of affordable housing units, minimal parking, and a height that would exceed anything in the surrounding area – isn't designed for the benefit of our community, but is instead being utilized to mine the city for profitable land-use entitlements. This is all being enabled by TOC Guidelines that are a perversion of sensible planning.

On November 8, 2016, voters in the City of Los Angeles approved a ballot measure known as Measure JJJ. The title of this measure was "*Affordable Housing and Labor Standards Related to City Planning*." The measure was further titled "The Build Better LA Initiative." As the ballot titles reveal, Measure JJJ was drafted to promote two purposes: 1) an increase in the amount of affordable housing constructed in the City, and 2) the creation of local jobs paying adequate wages.

The ballot question for Measure JJJ read: "Shall an ordinance: I) requiring that certain residential development projects provide for affordable housing and comply with prevailing wage, local hiring and other labor standards; 2) requiring the City to assess the impacts of community plan changes on affordable housing and local jobs; 3) creating an affordable housing incentive program for developments near major transit stops; and 4) making other changes; be adopted?"

The City's Chief Legislative Analysis prepared an Impartial Analysis of Measure JJJ, which provided that Measure JJJ "*will amend City law to add affordable housing standards and training, local hiring, and specific wage requirements for certain residential projects or more units seeking General Plan amendments or zoning changes*." The Impartial Analysis explained "*This measure also creates an affordable housing incentive program with increased density and reduced parking in areas within a one-half mile radius around a major transit stop.*"

On September 27, 2017 the City Planning Commission released the draft TOC Guidelines "*developed pursuant to Measure JJJ*." These TOC Guidelines were clarified and updated on February 25, 2018. The TOC Guidelines contend that they "*provide the eligibility standards, incentives, and other necessary components of the TOC Program consistent with LAMC §12.22 A.31* [enacted by Measure JJJ]."

Yet the Commission and City far exceeded the authority granted it by the voters as well as its own laws and state laws. TOC "incentives" far exceed those authorized by the voters enacting Measure JJJ, while failing to provide for well-paid jobs adhering to the prevailing wage in Los Angeles. These incentives constitute vast departures from numerous existing codified ordinances yet were never approved legislatively: not by the voters, nor by the City Council.

The TOC Guidelines contravene the City's Charter because they do not follow the Charter's mandate respecting how and under what circumstances the adoption and modification of the City's zoning laws and the development standards incorporated into the City's zoning laws are to occur. Measure JJJ did not amend the Charter, yet its usage by the City offends the Charter's mandated procedures and protocols attendant to the adoption or amendment of zoning laws, and is therefore *ultra vires* and legally infirm. Guidelines prepared by the planning department and approved administratively by the City Planning Commission cannot have the force of law, because they are not zoning laws or general plan amendments passed as legislation by the City Council.

The reliance upon these improper guidelines by the City and the City Planning Commission constitutes an improper policy and practice of ignoring the voters' mandate in Measure JJJ and disregarding the proper legislative procedures for amending the General Plan and zoning ordinances. They therefore have no force of law.

In fact, the TOC Guidelines depart significantly from the parameters and requirements of Measure JJJ in numerous respects. While Measure JJJ provides that the TOC Guidelines may allow a different level of' density increase based upon a property's base zone and density, the TOC Guidelines utilize a system of Tiers based upon distance from a Major Transit Stop to award differing levels of density increase, regardless of a property's base zone or density.

Measure JJJ merely provides that the TOC Guidelines contain incentives "*consistent with the following*": a residential density increase, adjustments to minimum square feet per dwelling unit, floor area ratio, or both, as well as parking reductions.

C. *Nowhere does Measure JJJ authorize incentives for increased height or reduced open space. Nor were voters informed of such incentives by Measure JJJ, or that an unelected commission could upend the city's General Plan.*

The 'I'OC Guidelines also include additional, non-voter approved incentives for reductions in required yards and setback, open space, lot width, increases in maximum lot coverage, height, transitional height requirements, and FAR starting levels irrespective of the underlying zoning. Each of these "additional" incentives alters otherwise applicable limitations in the municipal code without complying with the procedural requirements for zone changes, height district amendments and general plan amendments or variances, all of which provide due process and full transparency.

Zone changes and variances are possible, but only by way of implementation of the following Charter Sections: Charter Section 562 (Variances and Exceptions); Charter Section 563 (Conditional Use Permits and Other Approvals); and Charter Section 558 (Amendment or Repeal of zoning laws, including development standards, and only effectuated by legislative action). None of these procedures can be superseded by the TOC Guidelines.

Furthermore, Section 5 of Measure JJJ provides that in the case of projects with 10 or more residential dwelling units, in order to be eligible for "*a discretionary General Plan amendment... or any zone change or height-district change that results in increased allowable residential floor area, density or height, or allows a residential use where previously not allowed*," the project must comply with various affordable housing requirements (including on- or off-site), and shall comply with the job standards in subdivision (i). '

The job standards require that all work be performed by licensed contractors, that at least 30 percent of the workforce are residents of the City, that 10 percent of the workforce consists of "transitional" workers living within a 5-mile radius of the project, and that the workers are paid the standard prevailing wages in the project area.

Yet despite TOC projects now comprising the overwhelming majority of discretionary building applications, there have been almost no labor standard projects approved under Measure JJJ.

Voters adopted Measure JJJ being told that the measure would require projects seeking zone changes or height district changes to abide by labor standards and affordable housing requirements. What voters got instead are guidelines that provide wholesale elimination of established zoning laws for a pittance of affordable housing -- while destroying whole swaths of Rent Stabilized housing.

The TOC Guidelines were never adopted in a legislative process or presented to the voters, and do not require the "good jobs" that Measure JJJ promised. Projects that would have been required to meet labor standards under Section 5 avoid those standards because the TOC Guidelines claim to obviate the need for zone changes and height district changes in the many areas of the city that are within a half mile from a bus line or transit stop.

The TOC Guidelines are quite simply a scam. They overturn a significant number of municipal code provisions regarding height and other planning standards, yet the Guidelines were never adopted by the legislative body legally authorized to make those changes, the City Council. Nor were the TOC Guidelines adopted by the voters. Instead, the TOC Guidelines are nothing more than a rouge entitlement giveaway that significantly departs from the land use and planning framework approved by the voters, and they overturn the duly-adopted ordinances passed by the Los Angeles City Council.

Neither were the TOC "Tiers" allowing increased density within proximity to transit authorized by Measure JJJ. The Tiers function as newly created zones, which were not adopted by ordinance nor approved by voters. Only the voters can amend Measure JJJ; the Council may only make non-substantive amendments to the measure's provisions.

The TOC Guidelines are so sweeping they effectively constitute a general plan amendment, vastly increasing permissible density and height for certain residential projects. Yet the TOC Guidelines were not adopted consistent with the process for a general plan amendment.

Further, by impermissibly including height and other incentives not provided for in Measure JJJ, the city has effectively rendered moot the general plan amendment process, thereby creating inconsistencies within the general plan in violation of state law.

The TOC Guidelines undermine one of the two fundamental premises of Measure JJJ: the requirement of projects to meet labor standard requirements to receive incentives under the TOC Guidelines. Absent this requirement, the fundamental promise of Measure JJJ to provide "good jobs" is undermined.

While Measure JJJ Section 5 sets forth an elaborate set of requirements for projects seeking general plan amendments, zone changes, or height district changes, and requires adherence to labor standards in order to receive these entitlements, projects receiving incentives under the improperly approved TOC Guidelines no longer need zone changes or height district changes, and so do not comply with the labor standards or provide the public with notice and public hearings to make these massive changes. The TOC Guidelines, as written and illegally "approved," is nothing short of an attempt to end-run the City Charter and the will of the voters.

In adopting the TOC Guidelines in conflict with JJJ, the Planning Department and City Planning Commission abused their discretion, and promulgated TOC Guidelines in an arbitrary and capricious manner that is not consistent with the requirements of Measure JJJ nor consistent with the requirements of state and local law for the adoption of zoning ordinances and maintaining general plan consistency. As such, any approval by the city is illegal and has no relevance in law, and cannot be employed as a conceit to approve this or any other project.

D. ***The city has failed to determine whether or not the incentives are required in order to provide for the affordable housing.***

The determination letter states at page 14: "*The list of Additional incentives in the Transit Oriented Communities Guidelines were pre-evaluated at the time the Transit Oriented Communities Affordable Housing Incentive Program Ordinance was adopted to include various types of relief that minimize restrictions on the size of the project*." This is simply not true.

As previously noted, the text of Measure JJJ in no manner "pre-evaluated" the incentives ultimately adopted by the City Planning Commission for the TOC Guidelines. Ordinance 184,745 simply states: "*The City Planning Commission shall review the TOC Guidelines and shall by vote make a recommendation to adopt or reject the TOC Guidelines*."

The TOC Guidelines are not an ordinance. They are not present in the Municipal Code. They are merely a set of impromptu policy requirements that can be altered at any time. The text of Measure JJJ specifies that the Commission was required to "*make a recommendation*" regarding the proposed guidelines. Recommendations by the Commission on zoning changes are prescribed by the City Charter to be forwarded to the City Council for approval and codification as an ordinance. None of this occurred. Instead, a developer's wish list of relaxed zoning standards was approved by the Commission and has been illegally enforced as if it were somehow the law.

In fact, the record contains no evidence whatsoever regarding whether or not the TOC incentives are necessary to provide for the minimal amount of affordable housing required by the TOC Guidelines because the city has never requested such evidence.

Furthermore, if the list of TOC incentives had been pre-evaluated for all factors, then approvals would be ministerial, not discretionary. The Director retains the authority to reject incentives if it can be determined that the incentive is not required to provide for the housing.

The fact that the City refuses to determine whether or not the incentive is necessary does not somehow make the approvals mandatory.

The project's determination letter states: "*The record does not contain substantial evidence that would allow the Director to make a finding that the requested incentives are not necessary to provide for affordable housing costs per State Law*."

The record does not contain such evidence because the Director has never required such evidence.

The City fails to assess the economic matrix of the Project to determine whether or not the incentives are necessary in order to provide the affordable housing. TOC incentives are required by Measure JJJ to follow the procedures outlined by LAMC Section 12.22.A.25(g)(2)(*i)(*c) and (i), which state:

> c. **Action**. The Director shall approve a Density Bonus and requested Incentive(s) unless the Director finds that:
>
> (i) The Incentive is not required in order to provide for affordable housing costs as defined in California Health and Safety Code Sections 50052.5, or Section 50053 for rents for the affordable units…

The Director must make this financial feasibility assessment as a pre-condition to a decision. The feasibility analysis is not discretionary, yet the Director of Planning has failed to make the assessment at all. Rather, it is a mandatory duty that cannot be waived without showing that the incentives are required to make the housing affordable. Per Measure JJJ, the Director of Planning is required per LAMC §12.22.A.25g(2)(c)(*i*) to review and justify the economic necessity of the Applicant's affordable housing menu incentives and document this analysis in the findings.

The Planning Department claims that AB 2501 precludes the local agency from requiring the applicant to submit a pro forma to assess the financial need for the incentives, but this conclusion is incorrect. AB 2501 merely prevents an agency from requiring a "special study." A pro forma is not a special study. Instead, a pro forma is a requirement imposed upon all projects by financial institutions and government agencies in order to receive financial assistance.

E. *The Project Does Not Qualify for its Entitlements because the Zoning Regulations, Procedures, and Protocols Attendant Discretionary Approvals Were Not Followed.*

1). ***The Lack of Site Plan Review*.**

Because 511 Hoover is a co-living hotel project that involves more than 50 guestrooms that will be individually leased out, and because the entitlement bonuses granted under the city's TOC incentive program are illegal, **a *Site Plan Review* is required** under LAMC §16.05(C)(1)(b).

Under LAMC Section 16.05, the purposes of a Site Plan Review are: "*to promote orderly development, evaluate and mitigate significant environmental impacts, and promote public safety and the general welfare by ensuring that development projects are properly related to their sites, surrounding properties, traffic circulation, sewers, other infrastructure and environmental setting, and to control and mitigate the development of projects which are likely to have a significant adverse effect on the environment*." None of these goals are accomplished here.

C. Requirements.

1. **Site Plan Review. (Amended by Ord. No. 184,827, Eff. 3/24/17.)** *No grading permit*, foundation permit, *building permit, or use of land permit shall be issued for any of the following development projects unless a site plan approval has first been obtained pursuant to this section*. This provision shall apply to individual projects for which permits are sought and also to the cumulative sum of related or successive permits which are part of a larger project, such as piecemeal additions to a building, or multiple buildings on a lot, as determined by the Director.

(a) Any development project which creates, or results in an increase of, 50,000 gross square feet or more of nonresidential floor area.

(b) *Any development project which creates*, or results in an increase of, *50 or more* dwelling units *or guest rooms*, or combination thereof.

Site Plan Review requires a finding under LAMC §16.05 F.2 "*that the project consists of an arrangement of buildings and structures (including height, bulk and setbacks), off-street parking facilities… and other such pertinent improvements, that is or will be compatible with existing and future development on adjacent properties and neighboring properties*."

Yet the project's height and massing are incompatible with the surrounding built environment and greatly out of character with the immediate neighborhood. At six stories and covering 3 parcels, the proposed building would dwarf the existing neighborhood.

Above: Applicant's elevation of proposed 67-foot-tall "511 Hoover" project.

F. ***The Project DOES NOT consist of an arrangement of buildings and structures (including height, bulk and setbacks), off-street parking facilities, loading areas, lighting, landscaping, trash collection, and other such pertinent improvements that is or will be compatible with existing and future development on adjacent properties and neighboring properties***

Because projects such as the 511 Hoover development have obtained their entitlements under an illegal process, they must adhere to the Site Plan Review Ordinance codified under LAMC Section 16.05, the purpose of which is to "*promote orderly development and promote public safety and the general welfare*." The meaning of those words are often lost on members of the City Planning Department, even though they are important because they relate to the City's state-delegated police power, under which the City has the authority to shape new development projects.

In fact, under the ordinance the City is required to "control or mitigate" the development of projects which are likely to have a significant adverse effect on surrounding properties by reason of inadequate site planning.

When mitigating a development's effects, the City has broad authority to condition and/or modify a project. Under the Site Plan Review Ordinance, the City can change projects so long as those changes do not inhibit State density development rights. Therefore, with the Project, as long as the unit count meets the 35% density bonus, or in this case 10 additional units for a project maximum of 38 units, the City is both authorized and required to ensure that the development fits within our community.

This requirement extends to managing the overall height of the proposed building. In order to approve the Project, the Site Plan Review Ordinance requires the City to find under LAMC Section 16.05.F(2) "*that the project consists of an arrangement of buildings and structures (including height, bulk and setbacks)… that is or will be compatible with existing and future development on adjacent properties and neighboring properties*." A 67-foot-tall, six-story building is not compatible with adjacent and neighboring properties.

On this issue, the City Council has the authority to utilize the City's police powers under the Site Plan Review Ordinance to modify the Project so that the height is compatible with the existing and future development of neighboring properties.

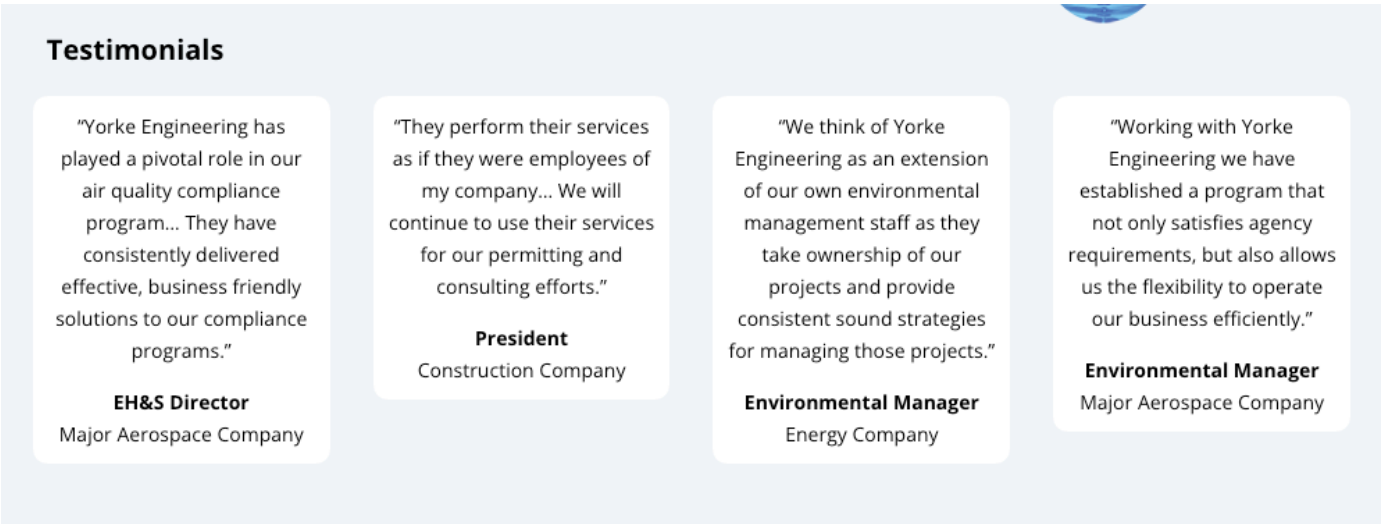
G. ***The Project will have a Specific Adverse Impact upon public health and safety, as the Project DOES NOT incorporate mitigation measures, monitoring measures when necessary, or alternatives identified in the environmental review that would mitigate the negative environmental effects of the project.***

i). <u>The Project's cumulative construction and operational noise, vibration, dust and grading will have a significant, adverse impact upon public health and safety.</u>

The project site is immediately adjacent to residential housing located within the R2 Zone. Construction and operational noise and vibration impacts will likely significantly effect the health of children and others adjacent to the project site. The city's standard deference to its Best Practices Policy is not a mitigation measure and is therefore meaningless.

Page 20 of the determination letter references a noise study prepared in September of 2020 for the 511 Hoover project by Yorke Engineering, LLC. The city states that this study concluded that noise and vibration impacts would be less than significant. Yet the city 1) has not provided this study for public review; 2) based upon other studies of cumulative noise impacts approved by the city, undoubtedly relies upon the false concept of Best Practices and unavoidable noise levels; and 3) Yorke Engineering is a San Juan Capistrano based firm that has in the past been discredited for a lack of independence from its clientele.

As noted in a testimonial posted on Yorke Engineering's website by an unnamed president of a construction company: "*They perform their services as if they were employees of my company…*"



Staff summarizes Yorke Engineering's noise report by stating: "*noise arising from construction activities and equipment are expected to be below the 75 dBA threshold at 50 feet from the noise source, with the exception of some activities intermittenly and marginally exceeding the threshold. In such incidences, deflection barriers such as plywood construction fencing, flexible sound-absorbing curtains, or existing intervening buildings will be utilized to reduce noise levels by approximately 5 to 15 dBA.*"

A significant construction noise impact occurs if construction activities that last more than one day would increase the ambient noise levels by 10 dBA or more at any off-site noise-sensitive location. Alternatively, construction activities lasting more than 10 days in a three-month period that increase the ambient noise levels by 5 dBA or more at any off-site noise-sensitive location are also considered a significant impact. The proposed Project has an approximately 2-year construction schedule. The construction site borders a quiet, restricted density residential neighborhood, with a reduced rear yard setback of only 10 feet from the property line.

Under typical geometrical spreading loss, the predicted noise level at 10 feet is 14 dBA higher than at 50 feet. That would raise the reference noise level to 89 dBA when operating close to the site boundary. If a distance adjustment is correctly applied, residential uses listed as "adjacent" would in fact experience a 50+ dBA increase. Any conclusions based upon a 75 dBA reference noise level are therefore invalid when equipment operates near the site boundary.

Staff states *"deflection barriers such as plywood construction fencing, flexible sound-absorbing curtains, or existing intervening buildings will be utilized to reduce noise levels by approximately 5 to 15 dBA*." Yet the proposed project would be 67 feet tall, making fencing and curtains infeasible, and the determination letter contains no construction noise mitigation measures because the project received a categorical CEQA exemption, precluding the city from imposing any such requirements. (There are also no intervening buildings).

Staff claims that city regulation measures will ensure that the project complies with the city's noise ordinance. The city's noise ordinance is irrelevant. A significant construction noise impact is unavoidable.

Unless a mitigation measure is included that completely restricts equipment operation closer than 50 feet, and would wrap the structure in a 70-foot-tall noise reduction blanket, the city's conclusions related to health and safety impacts cannot be supported. There is therefore no basis for the city and the applicant to contend that there will be no significant noise impacts.

ii). <u>The applicant failed to conduct any traffic analysis to assess safety impacts.</u>

The City requires a traffic assessment if a project contains 40 or more residential units. The determination letter states that the Department of Transportation issued a July 16, 202 memo stating that an assessment referral form is not needed. This LADOT memo is not posted on-line, and no evidence is presented to justify LADOT's conclusion.

The project site fronts North Hoover St., a 40-foot-wide Collector street with one lane in each direction that is frequently clogged with traffic. The project would replace two 110-year-old single-family homes and a 2,683 sq. ft. office building that housed a typewriter repair shop with a six-story, 67-foot-tall, 61,106 sq. ft. residential building with 195 bedrooms that will be individually leased out as an apartment hotel. Yet LADOT has without explanation waived the minimal requirement for a Traffic Assessment, and staff inexplicitly concludes from this waiver that "*the project will not have a significant impact relating to traffic*."

An agency may not avoid assessing environmental impacts by failing to gather relevant data. The city's determination letter contains **no** findings whatsoever to justify the waiver of a traffic assessment, let alone a traffic study. Instead, the city simply states that the lack of an assessment is proof of no impacts.

Substantial evidence is defined in Section 15384 of the CEQA Guidelines as "*enough relevant information and reasonable inferences from this information that a fair argument can be made to support a conclusion, even though other conclusions might also be reached. Whether a fair argument can be made that the project may have a significant effect on the environment is to be determined by examining the whole record*."

H. *The Project does not qualify for a Class 32 exemption under the California Environmental Quality Act.*

i). <u>The city is ignoring the project's cumulative impacts.</u>

A CEQA categorical exemption is inapplicable when the cumulative impact of successive projects of the same type over time is significant. The cumulative impact of the 511 Hoover project in conjunction with other developments in Hollywood and Silver Lake has not been analyzed.

Staff provides no list of related projects to determine cumulative impacts. Instead, the determination letter at page 22 states that the project will not have any cumulative impacts because "*any successive projects of the same type and nature would reflect a development that is consistent with the underlying land use designation and the LAMC*."

The 511 Hoover project will lease out its 195 bedrooms as an apartment hotel, which the underlying zoning prohibits. Further, the underlying zoning allows the construction of 28 units while the project has been granted 40 units through a policy determination. TOC Guidelines are not zoning mandates, and the grant of a 40-unit project is inconsistent with the Zone. The project is therefore inconsistent with the underlying land use designation and the LAMC.

CEQA Guidelines Section 15300.2 requires environmental review if cumulative impacts are significant. Under CEQA, when an agency is making an exemption determination it may not ignore evidence of an unusual circumstance creating a reasonable possibility of a significant environmental impact.

Likewise, an agency may not avoid assessing environmental impacts by failing to gather relevant data. The city argues that environmental review is unnecessary because there were no findings of environmental impacts.

Yet because CEQA places the burden of environmental investigation on government rather than the public, an agency should not be allowed to hide behind its own failure to gather relevant data.

The primary purposes of CEQA are to avoid, reduce or prevent environmental damage, and foster an informed and transparent public decision-making process by providing information to decisionmakers and the public concerning the environmental effects either undertaken or approved by lead agencies. None of these purposes is achieved with the city's process of TOC project approval, with no public hearings, public notification, or environmental review.

A CEQA categorical exemption is inapplicable when the cumulative impact of successive projects of the same type over time is significant. The cumulative impact of the 511 Hoover project in conjunction with other developments has not been analyzed. There is no legal basis for this lack of review.

The East Hollywood Neighborhood Council and Hollywood Studio District Neighborhood Council have compiled a list of 48 TOC/Affordable Housing projects in their respective areas. All but one of the projects claims to be CEQA categorically exempt. Note list attached below:

	Address of proposed TOC/DB projects	Existing	Proposed	Increase	Case No.
1	5817-5823 Lexington Ave.	4 units	21 units	17 units	DIR-2019-5388-DB
2	5806-5812 Lexington Ave.	2 units	17 units	15 units	DIR-2019-7067-TOC
3	1310-1316 N. Gordon St.	None	60 units	60 units	DIR-2019-7670-DB
4	1333-1343 N. Tamarind Ave.	3 units	45 units	45 units	DIR-2019-3141-DB
5	1222 N. Beachwood Dr.	3 units	11 units	8 units	DIR-2019-4192-DB
6	1130-1132 N. Beachwood Dr.	2 units	15 units	13 units	DIR 2018-723-TOC
7	1151-1153 N. Gordon St.	2 units	14 units	12 units	PAR-2018-5490-TOC
8	5530 Virginia Ave.	None	64 units	64 units	PAR-2018-4912-TOC
9	5533 Virginia Ave.	2 units	23 units	21 units	DIR 2017-4807-TOC
10	5537-5547 Santa Monica Blvd.	None	60 units	60 units	PAR-2018-4907-TOC
11	5412 Santa Monica Blvd.	None	60 units	60 units	DIR-2018-5887-TOC
12	5627 Fernwood Ave.	None	60 units	60 units	DIR 2017-4872-TOC
13	5456 Barton Ave.	1 unit	7 units	6 units	PAR-2018-4295-TOC
14	5460 Fountain Ave.	None	49 units	49 units	ADM-2018-3871-TOC
15	5509-5529 Sunset Blvd.	None	412 units	412 units	CPC-2019-4639-CU-DB-SPE
16	5717 Carlton Way	4 units	39 units	35 units	DIR-2017-2680-TOC-SPP
17	1341 - 1349 N. Hobart Blvd.	9 units	29 units	20 units	DIR-2019-790-TOC
18	908 N. Ardmore Ave.	6 units	33 units	27 units	DIR 2018-3931-TOC
19	926-932 N. Kingsley Dr.	5 units	37 units	32 units	DIR-2019-2038-TOC
20	4904-4920 Santa Monica Blvd.	None	62 units	62 units	DIR-2020-667-TOC
21	1301 N. Alexandria Ave.	3 units	16 units	13 units	DIR-2019-5422-TOC
22	1220 N. Vermont Ave.	None	29 units	29 units	DIR-2019-1254-TOC
23	1225 N. Vermont Ave.	None	58 units	58 units	DIR-2019-909-TOC-SPP
24	4626-4644 Santa Monica Blvd.	None	177 units	177 units	DIR-2019-337-SPP-SPPA-TOC-SPR
25	4100 Melrose Ave.	None	33 units	33 units	DIR 2018-7575-TOC
26	627 N. Juanita Ave.	1 unit	17 units	16 units	DIR 2018-1421-TOC-SPP
27	636-642 N. Juanita Ave.	2 units	33 units	31 units	DIR-2019-970-SPP-TOC
28	516 N. Virgil Ave.	1 unit	16 units	15 units	DIR-2019-4185-SPP-TOC
29	611-615 N. Virgil Ave.	None	30 units	30 units	DIR-2019-7613-TOC
30	700-710 N. Virgil Ave.	None	37 units	37 units	DIR-2020-783-TOC
31	4575 Santa Monica Blvd.	None	14 units	14 units	DIR-2018-347-TOC-SPP-SPPA
32	4537-4545 Santa Monica Blvd.	None	23 units	23 units	DIR-2019-2431-TOC
33	4704-4722 Santa Monica Blvd.	4 units	197 units	194 units	DIR-2019-5645-TOC
34	4629-4651 Maubert Ave.	14 units	153 units	139 units	DIR-2019-3760-SPP-TOC
35	1121 N. Gower St.	None	169 units	169 units	CPC-2020-3253-DB-SPR-HCA
36	5430 Virginia Ave.	5 units	65 units	60 units	DIR-2020-4087-RDP-HCA
37	4750 Santa Monica Blvd.	1 unit	85 units	84 units	DIR-2020-4249-TOC-SPP-VHCA
38	1227 N. Berendo St.	1 unit	17 units	16 units	DIR-2020-2780-TOC-SPR-HCA
39	5600 Hollywood Blvd.	14 units	200 units	186 units	CPC-2020-4296-CU-DB-SPP-RDP-SPR-VHCA-PHP
40	1111 N. Madison Ave.	None	41 units	41 units	APCC-2020-3957-SPE-SPP-TOC
41	1114 N. Heliotrope Dr.	1 unit	26 units	25 units	DIR-2021-1238-TOC-SPP-HCA
42	1115 N. Berendo St.	2 units	26 units	24 units	DIR-2021-1538-TOC-SPP-HCA

	Address of proposed TOC/DB projects	**Existing**	**Proposed**	**Increase**	**Case No.**
43	505-517 N. Hoover Ave.	2 units	40 units (co-living w/195 beds)	38 units	DIR-2021-2250-TOC-HCA
44	445-447 N. Westmoreland Ave.	3 units	15 units	12 units	DIR-2021-2317-TOCSPP-HCA
45	4216-4232 Melrose Ave.	4 units	30 units	26 units	DIR-2021-4779-TOC-SPP-HCA
46	1309-1311 N. Mariposa Ave.	None	17 units	17 units	DIR-2021-3800-TOC-HCA
47	6104 Santa Monica Blvd.	None	76 units	76 units	DIR-2021-1485-TOC-WDI
48	5817 Virginia Ave.	2 units	12 units	10 units	ADM-2021-4241
Totals TOC/Density Bonus projects		**Existing 103 units**	**Proposed 2,718 units**	**Increase 2,667 units**	47 of 48 projects claim to be CEQA Categorically Exempt

As applied to a categorical exemption, CEQA Guidelines Section 15300.2(b) provides an exemption cannot be utilized "when the cumulative impact of successive projects of the same type in the same place over time is significant." Under CEQA, when an agency is making an exemption determination it may not ignore evidence of an unusual circumstance creating a reasonable possibility of a significant environmental impact. Committee to Save the Hollywoodland Specific Plan v City of Los Angeles (2008) 161 Cal.App.4th 1168, 1187.

As noted in this appeal, the project is NOT consistent with the applicable general plan designation and all applicable general plan policies, as well as with the applicable zoning designation and regulations. The project essentially amends the city's general plan to create a Regional Center development. Approval of the project would result in significant effects relating to noise and vibration, air quality, and cumulative impacts that have not been determined. The city cannot claim that this contention is merely speculative, as the city has illegally allowed density increases far beyond the limitations of the underlying zoning.

"The 'foremost principle' in interpreting CEQA is that the Legislature intended the act to be read so as to afford the fullest possible protection to the environment within the reasonable scope of the statutory language." Communities for a Better Env't v. Cal. Res. Agency (2002) 103 Cal.App.4th 98, 109 (CBE v. CRA).

II. CONCLUSION

For the above reasons, we request that the Commission uphold our appeal, overturn the project approvals, and bring some sense to the planning process in Los Angeles.

Thank you,

Gregory Loew
The North Commonwealth United Neighborhood Association

EXHIBIT 1

I OPPOSE THE 511 HOOVER ST. PROJECT AND JOIN THE APPEAL BY THE *NORTH COMMONWEALTH UNITED NEIGHBORHOOD ASSOCIATION*

The 511 Hoover project is a 6-level, 67-foot-tall, co-living residential complex covering the addresses 505, 507, 509, 511 and 517 N. Hoover St.

NAME	ADDRESS
Jacqueline Garcia	510 N. Commonwealth Ave
Sylvia Abeita	510½ N. Commonwealth Ave
Oscar Martinez	3719 Middleburt St 90004
Cody Schippers	539 ½ N. Commonwealth Av
Maricela Herrera	517 N. Virgil Ave 2A 90004
Hugo Calderon	514 N. Commonwealth Av. 9000
Roger Jimenez	3767 Middlebury St.
Jose Valad	3751 Middlebury St.
Mark Macias	719 1/2 N Imogen Ave
Ana Rivera	526½ N. commaWealTh.
Ramon Estrada	5455 Hobart
Kim Peeler Callaway	503 N. commonwealth ave. 90004

I OPPOSE THE 511 HOOVER ST. PROJECT AND JOIN THE APPEAL BY THE *NORTH COMMONWEALTH UNITED NEIGHBORHOOD ASSOCIATION*

The 511 Hoover project is a 6-level, 67-foot-tall, co-living residential complex covering the addresses 505, 507, 509, 511 and 517 N. Hoover St.

NAME	ADDRESS
Guillermo Noboa	450 N. Commonwealth. Ave.
Andre Loew	506 N. Commonwealth Ave
MEGAN HANSON	3615 MIDDLEBURY ST.
Jimmy MacWilliams	1631 Malcolm Ave
Denise Padilla	3711 Middlebury St
JOSEFINA IRUA	452 N VIRGIL Ave

EXHIBIT 2

Los Angeles Times

BUSINESS

New York co-living company plans $100 million expansion with Los Angeles apartment developer

Rendering of a planned co-housing project in Mar Vista to be built by Proper Development and operated by Common.

(Proper Development)

By ROGER VINCENT | STAFF WRITER

MARCH 8, 2019 5 AM PT

Co-living is one the newest trends in urban housing, and it has prompted a New York operator to join with a Los Angeles developer to create $100 million worth of shared, furnished apartments to help meet a projected deep demand in Southern California.

Residents in a co-living complex typically have their own bedroom and bathroom but share kitchens, living rooms and other common areas with fellow tenants. It's a small but growing segment of the apartment market, mostly serving young professionals who can't afford the rent in hip, desirable neighborhoods.

New York-based co-living operator Common and its Los Angeles partner Proper Development tested the waters in Los Angeles with a 24-unit complex on Melrose Avenue completed in November that got 9,000 applications from would-be tenants, Common founder Brad Hargreaves said.

"We see huge demand in Los Angeles," Hargreaves said, for shared furnished apartments that rent for $1,300 to $1,800 per month.

At Common Melrose in Hollywood, monthly rent of $1,550 includes utilities, wi-fi and housekeeping services to keep the common areas clean.

When the costs of such services are included in price comparisons, units at Common properties can be rented for 20% less than competing new studio-style units nearby, according to Hargreaves.

Proper Development will build seven co-living apartment buildings over the next two or three years that Common will operate with a combined total of 600 beds, he said. The beds are full or queen, he added. "No bunk beds here. Everyone gets their own room."

The companies are planning projects in Mar Vista, Echo Park, Koreatown, Larchmont and Playa Vista, he said.

"The urgency to develop market rate housing at accessible price points is tremendous," said Daniel Pourbaba, founder of Proper Development.

The units are meant to serve people who are making about $40,000 to $80,000 per year. The median age of Common tenants is 29, Hargreaves said, "which is a little bit older than most people expect."

That's because demand extends beyond millennials early in their careers, he said. Tenants include empty-nesters in their 60s.

Formal co-living complexes — in some ways a new take on old-fashioned boarding houses — are still a novelty in Southern California but stand to emerge as a new

property category, like assisting living complexes designed to serve the growing numbers of wealthy seniors.

A portfolio of buildings in an established property class can get funded by banks, purchased by pension funds and even securitized in real estate investment trusts.

Justin Mateen, co-founder of dating app Tinder, has invested more than $25 million in Proper Development's co-living projects over the last few years through his Beverly Hills real estate company JAM Capital Real Estate and plans to double that investment figure this year.

"Multifamily development has been slow to adapt to the needs of modern renters, but now that lenders are increasingly recognizing co-living as an attractive asset class we are seeing an influx of institutional capital entering the market looking to co-invest with us," Mateen said.

Co-living competitors in the Los Angeles area include Starcity, which operates a recently opened complex near Marina del Rey built by California Landmark Group, and co-living company Node, which operates newly renovated bungalow court apartments in Echo Park.

Starcity is based in San Franciso. Node is headquartered in London and has properties in multiple countries.

“Common is making a major commitment to Los Angeles,” Hargreaves said, “which is on track be our second biggest market after New York.”

BUSINESS