



DEPARTMENT OF CITY PLANNING

RECOMMENDATION REPORT

Los Angeles City Planning Commission

Date: April 20, 2017 – Request for continuance
Time: After 11:30 a.m.
Place: Los Angeles City Hall
Public Works Hearing Room
200 N. Spring Street, Room 350
Los Angeles, CA 90012

Public Hearing: March 9, 2017
Appeal Status: The off-menu affordable housing incentives are not further appealable by any party.
Expiration Date: April 21, 2017
Multiple Approval: No

Case No.: CPC-2016-2863-DB
CEQA No.: ENV-2016-2864-CE

Related Cases: None
Council No.: 13-O'Farrell
Plan Area: Silver Lake –Echo Park – Elysian Valley
Specific Plan: None
Certified NC: Silver Lake
GPLU: Neighborhood Commercial
Zone: [Q]C2-1VL-O

Applicant: Robert Assil,
UB 2468 Glendale, LLC
Representative: Dana Sayles,
ThreeSixty

PROJECT LOCATION: 2486 N. Glendale Blvd.

PROPOSED PROJECT: The proposed project involves the demolition of commercial buildings and the construction of a 5-story, 56 foot tall, residential building with 50 units, a 599 square foot community room, two levels of parking for a total of 45 parking spaces, a 35% density bonus utilizing two off-menu incentives. The project proposes to set aside 5 units, or 11% of the base dwelling units, as Restricted Affordable Units for Very-Low Income households. The site is zoned [Q]C2-1VL and designated Neighborhood Commercial in the Silver Lake – Echo Park – Elysian Valley Community Plan.

REQUESTED ACTIONS:

1. Based on the whole of the administrative record, the Project is exempt pursuant to CEQA Guidelines, Section 15300, and there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines Section 15300.2 applies.
2. An off-menu incentive pursuant to LAMC Section 12.22 A.25(g)(3) to permit a 35% increase in Floor Area Ratio from 1.5:1 to 2.025:1 in the C2-1VL zone to allow a total of 31,084 square feet in a Very High Fire Hazard Severity Zone.
3. An off-menu incentive pursuant to LAMC Section 12.22 A.25(g)(3) to permit an increase of 11 additional feet in building height to allow a 56-foot building height in a Very High Fire Hazard Severity Zone.

RECOMMENDED ACTIONS:

1. **Pursuant to Section 15332 of the California CEQA Guidelines, and Article 19, Class 32 of the State CEQA Guidelines, find that** Categorical Exemption ENV-2016-2864-CE is adequate for the above referenced project;
2. **Approve** an off-menu incentive pursuant to LAMC Section 12.22 A.25(g)(3) to permit a 35% increase in Floor Area Ratio from 1.5:1 to 2.025:1 in the C2-1VL zone to allow a total of 31,084 square feet in a Very High Fire Hazard Severity Zone.
3. **Approve** an off-menu incentive pursuant to LAMC Section 12.22 A.25(g)(3) to permit an increase of 11 additional feet in building height to allow a 56-foot building height in a Very High Fire Hazard Severity Zone.
4. **Adopt** the attached **Findings**;
5. **Advise** the applicant that, pursuant to California State Public Resources Code Section 21081.6, the City shall monitor or require evidence that mitigation conditions are implemented and maintained throughout the life of the project and the City may require any necessary fees to cover the cost of such monitoring; and
6. **Advise** the applicant that pursuant to State Fish and Wildlife Code Section 711.4, a Fish and Wildlife Fee is now required to be submitted to the County Clerk prior to or concurrent with the Environmental Notice of Determination (NOD) filing.

VINCENT P. BERTONI, AICP
Director of Planning


Shana Bonstin, Principal City Planner


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A – Maps

- Vicinity Map
- Radius Map

B – Plans

C – Environmental Clearance (ENV-2016-2864-CE)

D – LADOT Traffic Study Approval Letter

PROJECT ANALYSIS

PROJECT SUMMARY

The proposed Project is the demolition of an existing salon, liquor store, and vacant store, and the construction, operation and maintenance of a residential building with 50 dwelling units, a 599 square foot community room, 5,033 square feet of open space, and two levels of parking with 45 stalls. The building comprises of 30,319 square feet, 5 stories, and is 56 feet tall providing up to four residential levels above one at-grade and one subterranean parking level. Utilizing the Density Bonus Program, the development is taking advantage of two off-menu incentives for additional height and FAR in a Very High Fire Hazard Severity Zone.

The building contains 50 apartments, with 20 studios, 30 one-bedroom apartments, ranging in size from 453 square feet to 593 square feet. The Project also provides 5,033 square feet of open space throughout the project. The building includes a landscaped area in the rear yard on the first floor and a deck that provides community open space in the center of the Project on the second floor.

Parking is provided in two levels, one level at-grade and one level of subterranean parking. Parking is accessed from a driveway on Glendale Boulevard to the east. There are 45 total on-site parking spaces to serve the Project. Parking is provided in accordance with Parking Option 1 which requires one space for each studio or one-bedroom unit and two spaces for each two-bedroom unit. The project replaces 5 automobile parking space with 20 bicycle parking spaces, as permitted by LAMC 12.21.A.4, for a total of 45 automobile parking spaces. In accordance with LAMC 12.21.A.16, there are 50 long-term and 5 short-term on-site bicycle parking spaces, provided in addition to the 20 spaces that replace the 5 automobile parking spaces. That makes a total of 75 bicycle parking spaces. The façade of the Project is designed with varying materials and treatments, while maintaining the pedestrian orientation at street level. In accordance with the Silver Lake – Echo Park – Elysian Valley Community Plan and Citywide Design Guidelines the building provides a variety of architectural materials and building planes and ground level façade transparency, with special attention to the surrounding environment.

The Project has a General Plan Land Use Designation of Neighborhood Commercial in the Silver Lake – Echo Park – Elysian Valley Community Plan, and is zoned [Q]C2-1VL. The [Q] prohibits automotive retail and repair related uses.

REQUESTED ACTIONS

Density Bonus

The proposed project involves the demolition of commercial buildings and the construction of a 5-story, 56 foot tall, residential building with 50 units, a 599 square foot community room, two levels of parking for a total of 45 parking spaces, a 35% density bonus utilizing two off-menu incentives, also identified as off-menu waivers of development standards. The project proposes to set aside 5 units, or 11% percent of the base dwelling units, as Restricted Affordable Units for Very-Low Income households.

Typically, projects like this would be eligible for on-menu incentives. However, because the project site is located in a Very High Fire Hazard Severity Zone, it must request what would normally be on-menu incentives as off-menu incentives, instead.

The City Planning Commission will consider:

An off-menu incentive, pursuant to LAMC Section 12.22 A.25(g)(3) to permit a 35% increase in Floor Area Ratio from 1.5:1 to 2.025:1 in the C2-1VL zone to allow a total of 31,084 square feet in a Very High Fire Hazard Severity Zone.

An off-menu incentive, pursuant to LAMC Section 12.22 A.25(g)(3) to permit an increase of 11 additional feet in building height to allow a 56-foot building height in a Very High Fire Hazard Severity Zone.

ENVIRONMENTAL CLEARANCE

The project is categorically exempt from the provisions of the California Environmental Quality Act (CEQA), pursuant to Class 32. Categorical Exemption No. ENV-2016-2864-CE was issued on October 16, 2016, for an in-fill development meeting the required conditions.

BACKGROUND

The proposed project site is a rectangular-shaped parcel of land located on the west side of Glendale Boulevard and is within the Silver Lake – Echo Park – Elysian Valley Community Plan Area of the City of Los Angeles. The Silver Lake – Echo Park – Elysian Valley Community Plan was adopted February 17, 1984 and last amended March 27, 1991. The land use designation for the project site is Neighborhood Commercial with corresponding zones of C1, C1.5, C2, C4, and RAS3. The site is currently developed with a liquor store, salon, and vacant store.

Surrounding Zones and Uses

The Project site is located in an urbanized area and surrounded by a mix of land uses that include multi-family residential, auto repair, commercial retail and restaurant uses.

North: [Q]C2-1VL Zone with a Neighborhood Commercial land use designation – Properties to the north include one-story commercial/retail buildings.

South: [Q]C2-1VL Zone with a Neighborhood Commercial land use designation – Property to the south, is a bank.

East: R3-1VL Zone with a Medium Residential land use designation – Properties to the east include multiple family residential buildings.

West: [Q]C2-1VL Zone with a Neighborhood Commercial land use designation – Properties to the west, across Glendale Blvd, include a coin operated car wash and an auto repair facility.

Streets and Circulation

Glendale Boulevard – is designated as an Avenue II (Secondary highway) dedicated to a width of 82.5 feet.

Silver Ridge Avenue – is located north of the Project site. It is designated as a Collector street, dedicated to a width of 60 feet.

Silver Lake Boulevard - is located south of the Project site. It is designated as a Collector street, dedicated to a width of 60 feet.

Relevant Cases

CPC-1995-357-CPU (Ordinance 176825-SA4, effective 8/27/05): Community Plan Update. The City Council adopted Ordinance No. 176, 825 resulting in a zone change from C1-1VL to [Q]C2-1VL and prohibiting Automobile retail and repair uses, and pole signs over 15 feet in height on both sides of Glendale Boulevard, between Silver Ridge Avenue and Bancroft Avenue.

Transit Access

The Project site is not immediately adjacent to rail stations. However, there are two (the stop for bus #96 is 1,110 feet away and the stop for bus #92 is less than 300 feet away) bus options located in close proximity, with the nearest bus stop less than 300 feet away on Glendale Boulevard. The Metro Red Line Sunset/Vermont Station provides access to Hollywood and the San Fernando Valley, with connecting service to the Metro Orange Line (serving the west Valley and Chatsworth). The Metro Red Line and Purple Line serve Downtown including Los Angeles Union Station, with connecting service to the Metro Gold Line (serving Azusa and East Los Angeles), Amtrak passenger rail, Metrolink commuter rail, and bus service for regional and local lines. The Metro Purple Line also serves Koreatown.

Public Hearing

A public hearing was conducted by the Hearing Officer on Thursday, March 9, at 9:30 a.m. at Los Angeles City Hall in Downtown Los Angeles. The hearing was attended by approximately 20 people, including the applicant's representative, and a Planning Deputy from City Council, District 13. Ten individuals in attendance spoke in opposition to the project during the public hearing. Issues raised were, traffic, fire and emergency access, height, massing, density and the blocking of views. The Council Deputy spoke in favor of maintaining neighborhood character and providing affordable housing, and said she was looking forward to more dialogue about the project. One letter of opposition and two letters of support were submitted to the file.

At the time to the writing of the staff report, 21 letters in opposition, 2 letters in support, and 13 form letters in support, had been submitted.

ISSUES

This section includes issues raised at the Professional Volunteer Program on March 7, 2016, the Hearing Officer Public Hearing held on March 9, 2017, and in discussions with the applicant.

Professional Volunteer Program (PVP)

Projects that are required to go before the City Planning Commission as the initial decision-maker are presented by Planning Staff to the Professional Volunteer Program (PVP). The PVP is a group of architects who assist Planning Staff on urban design issues and complex urban typologies and provide project specific urban design advice for Planning Staff consideration. On March 7, 2017, the subject project was presented to the PVP, which provided the following comments:

- The plans do not show curb cuts.
- Materials are not identified on the renderings.
- Explore whether the applicant move the transformer underground.
- Project should have windows that open to the courtyard. one elevator for 50 units seems like not enough.
- Trees shown in the plans in the courtyard block are too big and get in the way.

- What are the storm water capture devices?

On March 8, 2017, Planning Staff advised the applicant and Representative about the comments received during the Professional Volunteer Program (PVP).

In response to the PVP recommendations the Applicant addressed the following concerns:

1. Existing Conditions – Are the utility poles going to remain?



Pole #1 - To remain

Pole #2 – To be removed

Pole #3 - To remain

Poles #4 - We are working with our neighbor and DWP to have these poles removed. However these power poles are not on our property and therefore not in our control. We are facilitating the removal process as best we can and there is a very good chance they will be successfully removed.

2. Please show curb cuts.

We will include them in the next plan iteration.

3. Please identify materials on the renderings.

We will include them in next plan iteration.

4. Can the transformers be located underground?

This is not feasible for our Project. However the transformer is screened and incorporated with the building façade and thereby hidden from view from the public right-of-way.

5. Project should have windows that open to the courtyard.

Most of the units fronting the interior courtyard are designed with windows that communicate with this shared space. Furthermore, the courtyard is open to the Glendale Boulevard frontage beyond the open-format staircase. Attached you will find the interior courtyard elevations which show the windows into the courtyard space.

6. One elevator to serve 50 units does not seem sufficient.

The size, speed and capacity of all elevators must meet ADA guidelines. The number of elevators needed is not determined by code. The manufacturer recommends that the speed and capacity of the elevators achieve industry-standard waiting times. One elevator is sufficient for this project as it meets the elevator wait times in accordance with manufacturer recommendations.

7. *Trees are in the courtyard are too large.*

The trees have been selected and designed by our landscape architect in accordance with LAMC 12.21 G (see below). We are required to have one 24-inch box tree for every four dwelling units. The proposed tree type, *Cercis Occidentalis*, was selected by our licensed landscape architect for its diminutive size and suitability with courtyard conditions and will thrive in the specified locations and planters.

*G. Open Space Requirement for Six or More Residential Units. (Added by Ord. No. 171,753, Eff. 11/17/97.)
(3) A minimum of 25 percent of the common open space area shall be planted with ground cover, shrubs or trees. At least one 24-inch box tree for every four dwelling units shall be provided on site and may include street trees in the parkway. For a surface area not located directly on finished grade that is used for common open space, and located at ground level or the first habitable room level, shrubs and/or trees shall be contained within permanent planters at least 30-inches in depth, and lawn or ground cover shall be at least 12-inches in depth. All required landscaped areas shall be equipped with an automatic irrigation system and be properly drained.*

8. *What are the storm water capture devices?*

LID planters have been designed to capture and filter the storm water for this project.

CONCLUSION

Based on the information submitted, public input including the public hearing, and mandatory findings for the requested entitlement, the Department of City Planning recommends that the Los Angeles City Planning Commission approve the requested Density Bonus Off-Menu Incentives and find adequate Categorical Exemption ENV-2016-2864-CE for the above referenced project.

CONDITIONS OF APPROVAL

Density Bonus Conditions

1. **Site Development.** Except as modified herein, the project shall be in substantial conformance with the plans and materials submitted by the Applicant, stamped “Exhibit A,” and attached to the subject case file. No change to the plans will be made without prior review by the Department of City Planning, Central Project Planning Division, and written approval by the Director of Planning. Each change shall be identified and justified in writing. Minor deviations may be allowed in order to comply with the provisions of the Los Angeles Municipal Code or the project conditions.
2. **Residential Density.** The project shall be limited to a maximum density of 50 residential units including Density Bonus Units.
3. **Affordable Units.** A minimum of 5 units shall be reserved as Restricted Affordable units for Very-Low Income households, as defined by the State Density Bonus Law 65915 (C)(2). In addition to the affordable units pursuant to Density Bonus, the applicant is not required to provide any additional units affordable to Low or Very Low Income households to comply with the Determination made by the HCIDLA for replacement units.
4. **Changes in Restricted Units.** Deviations that increase the number of restricted affordable units or that change the composition of units or change parking numbers shall be consistent with LAMC Section 12.22 A.25 (a-d).
5. **Housing Requirements.** Prior to issuance of a building permit, the owner shall execute a covenant to the satisfaction of the Los Angeles Housing Community Investment Department (HCIDLA) to make 5 units available to Very-Low-Income Households, for rental as determined to be affordable to such households by HCIDLA for a period of 55 years. Enforcement of the terms of said covenant shall be the responsibility of HCIDLA. The applicant will present a copy of the recorded covenant to the Department of City Planning for inclusion in this file. The project shall comply with the Guidelines for the Affordable Housing Incentives Program adopted by the City Planning Commission and with any monitoring requirements established by the HCIDLA. Refer to the Density Bonus Legislation Background section of this determination.
6. **Automobile Parking for Residential Uses.** Based upon the number and/or type of dwelling units proposed, 45 parking spaces shall be provided for the project. Vehicle parking shall be provided consistent with LAMC Section 12.22 A.25, Parking Option 1, which requires one space for each studio or one-bedroom unit. The project replaces five automobile parking spaces with 20 bicycle parking spaces, as permitted by LAMC 12.21.A.4, for a total of 45 automobile parking spaces. In accordance with LAMC 12.21.A.16, there are 50 long-term and five short-term on-site bicycle parking spaces, 55 total, provided.
7. **Adjustment of Parking.** In the event that the composition of such units should change (i.e. the number of bedrooms), or the applicant selects another Parking Option (including Bicycle Parking Ordinance) and no other Condition of Approval or incentive is affected, then no modification of this determination shall be necessary, and the number of parking spaces shall be re-calculated by the Department of Building and Safety based upon the ratios set forth above.
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8. **Height.** The maximum building height shall be limited to 56 feet.

9. **Bicycle Parking.** Bicycle parking shall be provided consistent with LAMC 12.21 A.16. Long-term bicycle parking shall be provided at a rate of one per dwelling unit or guest room. Additionally, short-term bicycle parking shall be provided at a rate of one per ten dwelling units or guest rooms, with a minimum of two short-term bicycle parking spaces. Based upon the number of dwelling units and the permitted replacement of the required automobile parking with bicycle parking for residential buildings per LAMC 12.21 A.4, 50 long-term and 5 short-term bicycle parking spaces shall be provided onsite.
10. **Residential Floor Area Ratio (FAR).** The Project is limited to a maximum of 2.25:1 FAR, or 31,084 square feet.
11. **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, and submitted for approval to the Department of City Planning.
12. **Solar Ready Buildings.** The Project shall comply with the Los Angeles Municipal Green Building Code, Section 99.05.211, to the satisfaction of the Department of Building and Safety.
13. **Mechanical Equipment.** All exterior mechanical equipment, including HVAC equipment, satellite dishes, cellular antennas and air conditioners, shall not be visible from public rights-of-way or adjacent residences or placed in window or door openings.
14. **Trash/Recycling.** Trash and recycling bins shall be located within the building or a gated, covered enclosure constructed of materials identical to the exterior wall materials of the building and screened with landscaping, so as not to be viewed from the public right-of-way or adjacent residences.
15. **Open Space.** The project shall provide a minimum of 5,033 square feet of open space. All open space areas shall comply with the requirements set forth in LAMC Section 12.21 G to the satisfaction of the Department of Building and Safety. In the event that the number or composition (i.e. number of bedrooms) of dwelling units should change, no modification of this determination shall be necessary, and the open space requirement shall be re-calculated by the Department of Building and Safety based upon the ratios set forth in LAMC Section 12.21 G.

Administrative Conditions

16. **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.
17. **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.
18. **Covenant.** Prior to the issuance of any permits relative to this matter, 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 for 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 Development Services Center for approval before being recorded. After recordation, a certified copy bearing the Recorder's number and date shall be provided to the Department of City Planning for attachment to the subject case file.

19. **Definition.** Any agencies, public officials or legislation referenced in these conditions shall mean those agencies, public officials, legislation or their successors, designees or amendment to any legislation.
20. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning.
21. **Final Plans.** Prior to the issuance of any building permits for the project by the Department of Building and Safety, the applicant shall submit all final construction plans that are awaiting issuance of a building permit by the Department of Building and Safety for final review and approval by the Department of City Planning. All plans that are awaiting issuance of a building permit by the Department of Building and Safety shall be stamped by Department of City Planning staff "Final Plans". A copy of the Final Plans, supplied by the applicant, shall be retained in the subject case file.
22. **Notations on Plans.** Plans submitted to the Department of Building and Safety, for the purpose of processing a building permit application shall include all of the Conditions of Approval herein attached as a cover sheet, and shall include any modifications or notations required herein.
23. **Department of Building and Safety.** The granting of this determination by the Director of Planning does not in any way indicate full compliance with applicable provisions of the Los Angeles Municipal Code Chapter IX (Building Code). Any corrections and/or modifications to plans made subsequent to this determination by a Department of Building and Safety Plan Check Engineer that affect any part of the exterior design or appearance of the project as approved by the Director, and which are deemed necessary by the Department of Building and Safety for Building Code compliance, shall require a referral of the revised plans back to the Department of City Planning for additional review and sign-off prior to the issuance of any permit in connection with those plans.
24. **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.
25. **Indemnification and Reimbursement of Litigation Costs.**

Applicant shall do all of the following:

- (i) 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.
- (ii) Reimburse the City for any and all costs incurred in defense of an action related to or arising out of, in whole or in part, the City's processing and approval of the entitlement, including but not limited to payment of all court costs and attorney's fees, costs of any

judgments or awards against the City (including an award of attorney's fees), damages, and/or settlement costs.

- (iii) Submit an initial deposit for the City's litigation costs to the City within 10 days' notice of the City tendering defense to the Applicant and requesting a deposit. The initial deposit shall be in an amount set by the City Attorney's Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than \$50,000. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).
- (iv) Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).
- (v) 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 any federal, state or local law.

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

FINDINGS

1. Density Bonus/Affordable Housing Incentives Program Findings

Pursuant to Section 12.22 A.25(c) of the LAMC, the Director shall approve a Density Bonus and requested Incentive(s) unless the Director finds that:

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

The Project substantially complies with the applicable regulations, standards and provisions of the State Density Bonus Program. The Project proposes to set aside 5 units, or 11% of the base dwelling units, as Restricted Affordable Units for Very-Low Income households.

Two (2) Requested Off-Menu Incentives – Deviation of Development Standards

The Applicant is requesting two deviations from development standards that are listed as on-menu incentives, but because the site is located in a Very High Fire Hazard Severity Zone, it is not eligible for on-menu incentives. These deviations are identified as “off-menu” incentives, and the Applicant states that they are required by the project in order to accommodate the proposed development of 50 residential units (5 of which are for Restricted Very-Low Income units). The off-menu incentives require approval by the City Planning Commission, and are required to provide for affordable housing costs.

Increase in Building Height. The Project is a 5-story, 56 foot tall, residential building with 50 units, a 599 square foot community room, 2 levels of parking for a total of 45 parking spaces. The project proposes to set aside 5 units or 11% of the base dwelling units, as Restricted Affordable Units for Very-Low Income households. Pursuant to Height District 1VL for C2 zoned properties, the Project would otherwise be limited to a maximum height of 45 feet and 3 stories. However, the requested incentive would allow for an increase in height limitation to a total of 5 stories to accommodate the parking garage and 50 housing units.

The additional height requested is necessary to construct the number of units proposed and parking. In addition, the height increase will allow the Project to be configured in a manner more efficient than otherwise possible in order to make the Project financially feasible for a rental apartment development that includes 35% Restricted Affordable Units for Very-Low Income households.

Increase in FAR. The proposed project is permitted a maximum FAR of 1.5:1 by-right, per the [Q]C2-1VL zone.

The subject site has a C2 density, which would permit 38 units on the site. The project qualifies for a 35 percent density bonus. With this increase, the maximum number of units allowed is 52. The project proposal is for a maximum permitted FAR of 2.025:1. With this incentive, the subject property would be eligible for a maximum of 31,084 square feet of floor area for the 15,350 square-foot site. The total proposed floor area of 30,319 square feet for the 5-story building, which represents an approximate 2.025:1 FAR.

In order to provide 5 affordable housing units, the increase in FAR helps the project come closer to reaching the permissible density allowed by the underlying zone. Additionally,

the higher FAR will facilitate the provision of housing more comparable in size to the existing housing in the area, which will help the project to remain economically feasible while providing the Restricted 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.**

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 City’s Environmental Quality Act (CEQA) Guidelines and the City’s L.A. 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. In analyzing the proposed Project it was determined that the Project is categorically exempt from the provisions of the California Environmental Quality Act (CEQA), pursuant to Class 32. Categorical Exemption No. ENV-2016-2864-CE was issued on October 18, 2016 for an in-fill development meeting the conditions described in the following section. 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, and on property listed in the California Register of Historic Resources. Thus, the Project is exempt from further review under CEQA.

2. ENVIRONMENTAL FINDINGS

The proposed incentives will not 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 City’s L.A. 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 Categorical Exempt from environmental review pursuant to Article III, Section I, and 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 Categorical Exemption because it conforms to the definition of “In-fill Projects” as follows:

(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 Project is located within the adopted Silver Lake – Echo Park – Elysian Valley Community Plan area, and is designated for Neighborhood Commercial land uses corresponding to the C1, C1.5, C2, C4, RAS3, and RAS4 Zones. The property is zoned [Q]C2-1VL which allows up to 52 dwelling units on the project site through the Density Bonus Ordinance. The Project meets parking, yard, open space, and landscaping requirements, with modifications to allow additional building height and FAR. Consistent with the Community Plan, the proposed 50-unit apartment development, which includes 5 Restricted Very-Low Income units, adds new, multi-family housing to Los Angeles' housing supply, in a neighborhood which is conveniently located to a variety of community services.

(b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses:

The Subject Property is located in an urbanized area in the Silver Lake – Echo Park – Elysian Valley Community Plan Area. The Subject Property is comprised of a legal lot totaling approximately 15,350 square feet, which is well within the five-acre threshold. The Subject Property is substantially surrounded by urban uses. The entire site is surrounded by R3-1VL and [Q]C2-1VL zoned properties that are improved with multi-family residential and commercial retail land uses. The Subject Property is located on Glendale Boulevard, approximately 600 feet south of Fletcher Drive. Properties along this major thoroughfare are zoned [Q]C2-1-1VL and improved with neighborhood serving commercial uses. As the Subject Property is located within 300 feet of the nearest bus stop, it enjoys access to public transportation.

(c) The project site has no value as habitat for endangered, rare or threatened species:

The Project is located within an established, fully developed, medium-density residential and commercial neighborhood adjacent to several commercial corridors, large boulevards and other large employment centers. The project site has no value as a 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:

The proposed Project does not replace any existing units, adding a net total of 50 dwelling units as the Project replaces an existing salon, liquor store, and vacant store. Based upon the existing mobility and circulation networks in direct proximity to the proposed Project, the introduction of 50 additional units to the community will result in no traffic impacts. The project will generate well under 500 daily trips, which is the established CEQA threshold.

The Department of Building and Safety will require a haul route for the export of 6,830 cubic yards of soil. The Project does not involve the removal of healthy, mature, scenic trees. The subject property has a slope of less than 10 percent and is not in a waterway, wetland, officially designated scenic area, an officially mapped area of severe geologic hazard, or within an official Seismic Hazard Zone. Therefore, there is no substantial evidence that the proposed Project will have a specific adverse impact on the physical environment, on public health and safety, and/or on property listed in the California Register of Historic Resources.

The Project must comply with the adopted City of Los Angeles Noise Ordinances Nos. 144,331 and 161,574, as well as any subsequent Ordinances, which prohibit the emission

or creation of noise beyond certain levels. These Ordinances cover both operational noise levels (i.e., post-construction), and any construction noise impacts. As a result of this mandatory compliance, the proposed project will not result in any significant noise impacts.

The building construction phase includes the construction of the proposed building on the Subject Property, grading and the hauling of approximately 6,500 cubic yards of soil, connection of utilities, laying irrigation for landscaping, architectural coatings, paving, and landscaping the Subject Property. These construction activities would temporarily create emissions of dusts, fumes, equipment exhaust, and other air contaminants. Construction activities involving grading and foundation preparation would primarily generate PM2.5 and PM10 emissions. Mobile sources (such as diesel-fueled equipment onsite and traveling to and from the Project Site) would primarily generate NOx emissions. The application of architectural coatings would result primarily in the release of ROG emissions. The amount of emissions generated on a daily basis would vary, depending on the amount and types of construction activities occurring at the same time.

Nevertheless, appropriate dust control measures would be implemented as part of the proposed Project during each phase of development, 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 (BMP) 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.

Possible project-related air quality concerns will derive from the mobile source emissions generated from the proposed residential uses for the project site. Operational emissions for project-related traffic will be less than significant. In addition to mobile sources from vehicles, general development causes smaller amounts of "area source" air pollution to be generated from on-site energy consumption (natural gas combustion) and from off-site electrical generation. These sources represent a small percentage of the total pollutants. The inclusion of such emissions adds negligibly to the total significant project-related emissions burden generated by the proposed Project. The proposed Project will not cause the SCAQMD's recommended threshold levels to be exceeded. Operational emission impacts will be at a less-than-significant level.

The development of the project would not result in any significant effects relating to water quality. The Project is not adjacent to any water sources and construction of the Project will not create any impact to water quality. Furthermore, the project will comply with the City's storm water management provisions per LAMC 64.70.

(e) The site can be adequately 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 (SoCal) 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. These utilities and public services have continuously served the neighborhood for more than 50 years. 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, LED lighting, etc. As a result of these new building codes, which are required of all projects, it can be anticipated that the proposed project will not create any impact on existing utilities and public services through the net addition of 48 dwelling units.

The Project can be characterized as in-fill development within urban areas for the purpose of qualifying for Class 32 Categorical Exemption as a result of meeting the five conditions listed above.

DENSITY BONUS LEGISLATION BACKGROUND

The California State Legislature has declared that "[t]he availability of housing is of vital statewide importance," and has determined that state and local governments have a responsibility to "make adequate provision for the housing needs of all economic segments of the community." Section §65580, subds. (a), (d). Section 65915 further provides that an applicant must agree to, and the municipality must ensure, the "continued affordability of all Low and Very Low Income units that qualified the applicant" for the density bonus.

With Senate Bill 1818 (2004), state law created a requirement that local jurisdictions approve a density bonus and up to three "concessions or incentives" for projects that include defined levels of affordable housing in their projects. In response to this requirement, the City created an ordinance that includes a menu of incentives (referred to as "on-menu" incentives) comprised of eight zoning adjustments that meet the definition of concessions or incentives in state law (California Government Code Section 65915). The eight on-menu incentives allow for: 1) reducing setbacks; 2) reducing lot coverage; 3) reducing lot width, 4) increasing floor area ratio (FAR); 5) increasing height; 6) reducing required open space; 7) allowing for an alternative density calculation that includes streets/alley dedications; and 8) allowing for "averaging" of FAR, density, parking or open space. In order to grant approval of an on-menu incentive, the City utilizes the same findings contained in state law for the approval of incentives or concessions.

Housing Replacement

With Assembly Bill 2222, applicants of Density Bonus projects filed as of January 1, 2015 must demonstrate compliance with the housing replacement provisions which require replacement of rental dwelling units that either exist at the time of application of a Density Bonus project, or have been vacated or demolished in the five-year period preceding the application of the project. This applies to all pre-existing units that have been subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of lower or very low income; subject to any other form of rent or price control; or occupied by Low or Very Low Income Households. Pursuant to the Determination made by the Los Angeles Housing and Community Investment Department (HCIDLA) dated March 17, 2015, the proposed project will be required to provide zero units affordable to Low or Very Low Income Households.

California State Assembly Bill 2222 went into effect January 1, 2015. It introduced rental dwelling unit replacement requirements, which pertain to cases filed as of January 1, 2015; and also increases covenant restrictions from 30 to 55 years for cases issued (not just filed) as of January 1, 2015. This approval does reflect 55 year covenant restrictions, given that the case decision, or approval, as noted on the front page, is being issued after January 1, 2015. Assembly Bill 2222 also increased covenant restrictions from 30 to 55 years for projects approved after January 1, 2015. This determination letter reflects these 55 year covenant restrictions.

Under Government Code Section § 65915(a), § 65915(d)(2)(C) and § 65915(d)(3) the City of Los Angeles complies with the State Density Bonus law by adopting density bonus regulations and procedures as codified in Section 12.22 A.25 of the Los Angeles Municipal Code. Section 12.22 A.25 creates a procedure to waive or modify Zoning Code standards which may prevent, preclude or interfere with the effect of the density bonus by which the incentive or concession is granted, including legislative body review. The Ordinance must apply equally to all new residential development.

In exchange for setting aside a defined number of affordable dwelling units within a development, applicants may request up to three incentives in addition to the density bonus and parking relief which are permitted by right. The incentives are deviations from the City's development standards, thus providing greater relief from regulatory constraints. Utilization of the Density Bonus/Affordable Housing Incentives Program supersedes requirements of the Los Angeles Municipal Code and underlying ordinances relative to density, number of units, parking, and other requirements relative to incentives, if requested.

For the purpose of clarifying the Covenant Subordination Agreement between the City of Los Angeles and the United States Department of Housing and Urban Development (HUD) note that the covenant required in the Conditions of Approval herein shall prevail unless preempted by State or Federal law.

Several California Assembly bills amended the State Density Bonus Law and took effect on January 1, 2017. The changes are reflected in the subject request, and as such is compliant with AB 2501, AB 2556, AB 2442, and AB 1934. In accordance with AB 2501 density calculations for this project have been rounded up to the next whole number for base density, the number of bonus units, and the number of Affordable Units required to be eligible or the density bonus.

FINANCIAL PRO-FORMA

On September 26, 2016 Governor Brown Signed AB 2501, AB 2556, AB 2442, and AB 1934 which amended the State Density Bonus Law (Government Code Section 65915). The amendments took place on January 1, 2017. In particular, AB 2501 restricted the ability of local jurisdictions to require special studies unless they meet the provisions of state law. Financial pro-formas and third-party reviews are no longer required for any density bonus case filing.

In addition, the 2016 changes to State Density Bonus law also modified the finding required to deny an incentive. Now a requested concession or incentive shall be granted unless the City makes a written finding, based on substantial evidence, of any of the following: a) the concession or incentive "does not result in identifiable and actual cost reductions," to provide for affordable housing costs or rents for the targeted units; b) the concession or incentive has a specific adverse impact on 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 is no feasible method to satisfactorily mitigate or avoid the specific, adverse impact without

rendering the development unaffordable; or c) if the concession or incentive is contrary to state or federal law. Prior law allowed a concession or incentive to be denied if the City had substantial evidence that the concession or incentive was "not required in order to provide for" affordable housing costs or rents for the targeted units, or substantial evidence in support of findings "b)" or "c)" above.

PUBLIC HEARING AND COMMUNICATIONS

At the time of the writing of the staff report approximately 43 letters and 53 additional signatures attached to a form letter had been received in opposition to the project. Three (3) letters and 13 form letters had been received in favor of the project. Those in opposition cited height and bulk of the building, density, parking, traffic, noise, congestion, fire/safety hazard, character of the neighborhood as reasons. Those in favor cited the need for more housing, more affordable housing, improved neighborhood character and improved walkability, as the reason for their being in favor.

The Hearing Officer Public Hearing on this matter was held at Los Angeles City Hall, 200 North Spring Street, 10th Floor, Room 1050, Los Angeles, CA 90012 on Thursday, March 9, 2017. Approximately 20 people attended the public hearing. Eleven (11) people including the Council District 13 Planning Deputy, provided testimony.

Public Hearing Testimony Notes

The Applicant's representative described the proposed project, including the proposed use, density, floor area, height, affordable housing component, and building design.

Cooper Green, of Smart Growth For Silver Lake, stated that the project is too big, and asked what is the Fire Safety Plan.

Nathan Green, of Smart Growth For Silver Lake, stated that 50 neighbors signed a petition against the project. He stated that the project is too tall, and would generate too much noise and traffic.

Georgene Smith Goodin, of Silver Lake Neighborhood Council Urban Design Committee stated that the project was presented to the Neighborhood Council Urban Design Committee the previous night and wants more time to hold a community meeting and present it to the full Neighborhood Council. Wants postponement to late May to allow for adequate input.

Laura Duncan, resident, stated that views would be obstructed because of the height. She also stated it would create too much traffic and would reduce property values.

William Wilbur, resident, stated that height and density are both problems.

Morgan Blair, resident, stated that it would be a fire hazard.

Kate Fujimoto, resident, stated that it's too much massing, blocks views, too much traffic, would create a parking problem, would be taxing on the infrastructure, and would be disconnected with the neighborhood. She also stated that it is a product of corporate greed.

Ebay Schletter, resident, stated that it's too large, and that it shouldn't qualify for a Categorical Exemption as CEQA clearance because of the added traffic it would generate.

David Stilwell, resident, stated that it will create a traffic problem on the side streets.

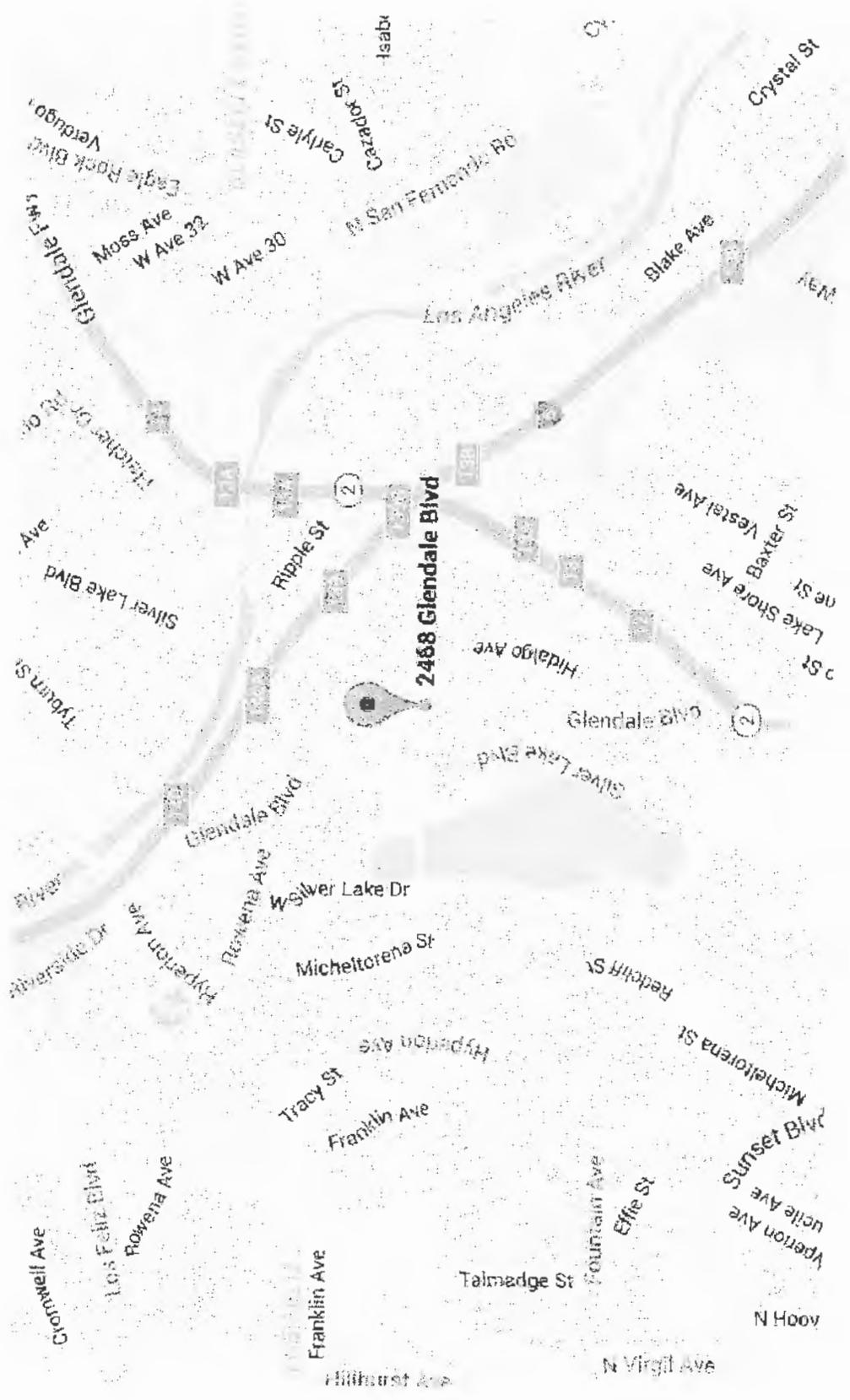
Dave LaSalle, resident, stated that it would generate too much traffic.

Chris Robertson, Council Deputy from CD 13, stated that the Council Office wants to preserve residential neighborhoods and ensure affordable housing.

EXHIBIT A

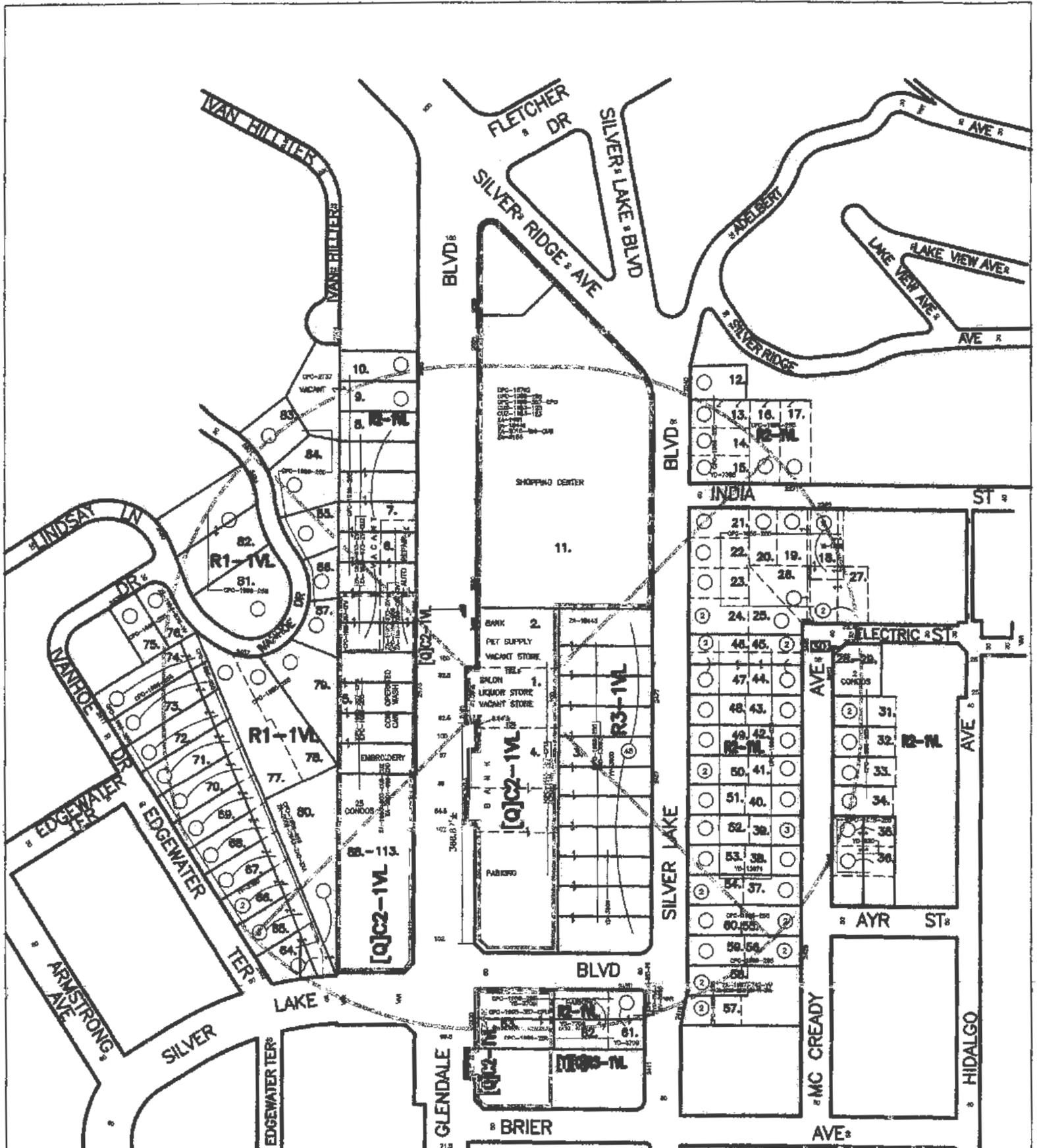
2468 N. Glendale Blvd

VICINITY MAP



JPL-7899

CPC 2014-2863-DC



NEW T.S. PAGE 04 ORD 5-4 C.D. 11-07-00 C.T. 02-15-00 P.A. 01-15-00 S.O.S. 01-15-00 B.Y.M.H. 01-15-00	<h3 style="text-align: center;">DENSITY BONUS CITY PLANNING COMMISSION</h3> <p style="text-align: center;">CAB GRAPHS BY JPL Zoning Services 6257 Van Nuys Blvd, #101 Van Nuys, CA 91401 (818)761-0016</p>	CASE NO: DATE: 08-03-2018 DRAWN BY: JPL ZONING SERVICES P.L. OR CAD: 148, 24228, 1304209 SCALE: 1"=100' LEGS: FIELD CONTACT PERSON: THREESIXTY PHONE NO: 310 204-3500
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NET ACRES
 = 0.348 Acres



JPL-7599 RM

CPC 2018-2863-DB

EXHIBIT B

2468 Glendale

View from Glendale Boulevard



BASIS OF DESIGN

FIRE BARRIER & RESISTANCE REQUIREMENTS (PER CBC)

FIRE BARRIERS / FIRE-PARTITIONS AND OPENING PROTECTION REQUIREMENTS

FOR TYPE IA AND VA FULLY SPRINKLERED (NFPA-13) CONSTRUCTION

LOCATION	REF CBC CODE SECTION	FIRE BARRIER RATING	HORIZONTAL SEPERATION	OPENING PROTECTION
BETWEEN B & S-2 OCCUPANCY-NA	TABLE 508.4	1 HR FIRE BARRIER	1 HR	1 HR
BETWEEN DWELLING UNITS	SECT. 708.3	1 HR FIRE PARTITION	1 HR	N/A
COURTYARD WALLS	TABLE 716.5	1 HR FIRE RESISTANCE	1 HR	20 / 45 MIN
ELEVATOR SHAFT	TABLE 713.14	2 HR FIRE BARRIER	0	1-1/2 HR
ELEVATOR LOBBY ^{1,2}	SECT. 713.14.1	2 HR FIRE BARRIER	0	1-1/2 HR
BETWEEN R-2 & REFUSE CHUTES	SECT. 713.13	2 HR FIRE RESISTANCE	N/A	45 MIN
R-2 OCCUPANCY & STAIR 1 & 2	SECT. 1026	2 HR FIRE BARRIER	1 HR	N/A
R-2 OCCUPANCY & STAIR 1 & 2	SECT. 1022	2 HR FIRE BARRIER	1 HR	N/A
EXIT STAIRWAY ≥ 4 STORIES	SECT. 1009.3.1.2	2 HR FIRE BARRIER	N/A	2 HR

¹ PER SECTION 713.14.1, EXCEPTION 1, ENCLOSED ELEVATOR LOBBIES ARE NOT REQUIRED AT THE STREET FLOOR PROVIDED THAT THE ENTIRE STREET FLOOR IS EQUIPPED WITH AUTOMATIC SPRINKLER SYSTEM IN ACCORDANCE WITH SECTION 903.3.1.1.

² PER SECTION 713.14.1, EXCEPTION 5, SMOKE PARTITIONS SHALL BE PERMITTED IN LIEU OF FIRE PARTITIONS TO SEPERATE THE ELEVATOR LOBBY AT EACH FLOOR WHERE THE BUILDING IS EQUIPPED WITH AN AUTOMATIC SPRINKLER SYSTEM INSTALLED IN ACCORDANCE WITH 903.3.1.1 OR 903.3.1.2.

FIRE RESISTANCE REQUIREMENTS FOR EXTERIOR WALLS (CBC TABLE 602) FOR R-2 OCCUPANCY

LOCATION OF EXTERIOR WALL	TYPE OF CONSTRUCTION	FIRE SEPERATION DISTANCE	FIRE RESIS-TANCE REQ'S
WEST WALL (FRONT)	IA VA	X > 30' X > 30' (GLENDALE BLVD.)	0 0
NORTH WALL (SIDE)	IA VA	5' < X < 10' 5' < X < 10'	1 HOUR 1 HOUR
NORTH COURTYARD WALL	VA	10' < X < 30'	1 HOUR
SOUTH WALL (SIDE)	IA VA	5' < X < 10' 5' < X < 10'	1 HOUR 1 HOUR
SOUTH COURTYARD WALL	VA	10' < X < 30'	1 HOUR
EAST WALL (REAR)	IA VA	15' < X < 20' 15' < X < 20'	1 HOUR 1 HOUR

FIRE RESISTANCE RATING REQUIREMENTS FOR BUILDING ELEMENTS (CBC TABLE 601)

BUILDING ELEMENT	TYPE IA	TYPE VA
PRIMARY STRUCTURAL FRAME	3 HRS	1 HR
BEARING WALLS EXTERIOR INTERIOR	3 HRS 3 HRS	1 HR 1 HR
FLOOR CONSTRUCTION TYPICAL AT PODIUM LEVEL (PER 510.2)	2 HRS 3 HRS	1 HR
ROOF CONSTRUCTION & SECONDARY MEMBERS	1-1/2 HR	1 HR

OPEN SPACE CALCULATIONS

OPEN SPACE REQUIRED

UNIT SIZE	REQ'D SF PER UNIT	PROPOSED NO. OF UNITS	SUBTOTAL REQUIRED
< 3 HABITABLE ROOMS	100 SF	50	5,000 SF
= 3 HABITABLE ROOMS	125 SF	-	-
> 3 HABITABLE ROOMS	175 SF	-	-
SUBTOTAL OPEN SPACE REQUIRED			5,000 SF
DENISTY BONUS REDUCTION (20%)			N/A
TOTAL OPEN SPACE REQUIRED			5,000 SF

OPEN SPACE PROVIDED

FLOOR LEVEL	PRIVATE DECK SF	COMMON SPACE SF	SUBTOTAL PROVIDED
SUBTERRANEAN PKG.	-	-	-
FIRST FLOOR	-	2,237 SF	2,237 SF
SECOND FLOOR	50 SF	1,246 SF	1,296 SF
THIRD FLOOR	-	-	-
FOURTH FLOOR	-	-	-
FIFTH FLOOR	-	1,500 SF	1,500 SF
ROOF	-	-	-
TOTAL OPEN SPACE PROVIDED			5,033 SF

FLOOR AREA TABULATIONS

ZONING AREA: NET/OCCUPIABLE AREA (FOR F.A.R. CALCULATION)

FLOOR LEVEL	AREA
SUB. PARKING	385.04
1ST FLOOR	830.87
2ND FLOOR	7,631.22
3RD FLOOR	7,634.36
4TH FLOOR	7,634.36
5TH FLOOR	6088.53
ROOF	-
PROPOSED FAR	30,207

BUILDING CODE AREA PER OCCUPANCY

FLOOR LEVEL	R-2	S-2
SUB. PARKING	-	11,981.96
1ST FLOOR	623.00	9,426.25
2ND FLOOR	9,732.74	-
3RD FLOOR	8,344.31	-
4TH FLOOR	8,344.31	-
5TH FLOOR	8,341.97	-
ROOF	-	-
SUBTOTAL	35,386.33	21,408.21
TOTAL	56,794.54	

ASSESSIBLE AREA

FLOOR LEVEL	AREA
SUB. PARKING	1,445.33 SF
1ST FLOOR ³	1,194.51 SF
2ND FLOOR ¹	9,753.50 SF
3RD FLOOR ²	8,369.07 SF
4TH FLOOR ⁴	8,369.07 SF
5TH FLOOR ⁵	8,369.07 SF
ROOF	-
TOTAL	37,501 SF

CODE COMPLIANCE - GENERAL NOTES

EGRESS & ADA

- MAXIMUM EXIT ACCESS TRAVEL DISTANCE FOR R-2 OCCUPANCY, PER TABLE 1016.1, IS 250' WITH AN AUTOMATIC SPRINKLER SYSTEM
- MAXIMUM EXIT ACCESS TRAVEL DISTANCE FOR S-2 OCCUPANCY, PER TABLE 1016.1, IS 400' WITH AN AUTOMATIC SPRINKLER SYSTEM
- NOTED STAIR WIDTHS ARE TAKEN FROM INSIDE OF STINGER TO INSIDE OF STRINGER, NOT THE CLEAR WIDTH BETWEEN HANDRAILS, TYPICAL UNLESS OTHER NOTED ALL PORTIONS OF THE MEANS OF EGRESS SHALL COMPLY WITH SECTION 1003 OF THE 2013 CBC.
- REGARDLESS OF THE OCCUPANT LOAD SERVED, ALL EXIT DOORS SHALL BE OPERABLE FROM THE INSIDE WITHOUT THE USE OF A KEY OR SPECIAL KNOWLEDGE.
- CONTRACTOR SHALL CHALK OUT ALL NON-BEARING WALLS PRIOR TO FRAMING AND CONTACT OWNER/ARCHITECT FOR FIELD INSPECTION OF ADA CLEARANCES PRIOR TO FRAMING.
- ALL DOORS TO BE A MINIMUM OF 3'-0" WIDE x 6'-8" HIGH MINIMUM (U.O.N., SEE PLANS FOR LARGER EGRESS WIDTHS) EGRESS DOOR, SEE SCHEDULE FOR FURTHER INFORMATION (HEIGHTS AND WIDTHS MAY VARY).
- ALONG EGRESS PATH, MAINTAIN 44" MINIMUM WIDTH AT INTERIOR AND 48" MINIMUM AT EXTERIOR (U.O.N. FOR LARGER OCCUPANT LOADS) CLEAR WIDTH x 7'-6" MIN. CLEAR VERTICAL CLEARANCE CONTINUOUS.
- PANIC HARDWARE SHALL BE INSTALLED ON ALL DOORS OPENING IN THE DIRECTION OF EGRESS TRAVEL.
- THE SEPERATION DISTANCE OF THE EXIT DOORS OR OR EXIT ACCESS DOORWAYS SHALL NOT BE LESS THAN ONE THIRD OF THE LENGTH OF THE MAXIMUM OVERALL DIAGONAL DIMENSION OF THE AREAS SERVED, PER SECTION 1015.2.1 OF 2012 CBC, EXCEPTION 2.
- ALL EGRESS STAIRS ARE SIZED TO ACCOMMODATE HALF OF THE TOTAL FLOOR LOAD PER CODE SECTION 1005.1.11. PER CBC 1005, THE MEANS OF EGRESS SHALL NOT BE LESS THAN THE TOTAL OCCUPANT LOAD SERVED BY THE MEANS OF EGRESS MULTIPLIED BY 0.2 INCHES PER OCCUPANT FOR STAIRWAYS (1005.3.1 EXCEPTION 1) AND BY 0.15 INCHES PER OCCUPANT FOR OTHER EGRESS COMPONENTS (1005.3.2 EXCEPTION 1).

PARKING REQUIRED - AUTOMOBILE

STUDIO UNITS	20 x 1 PER UNIT ¹	20 SPACES 20 STANDARD
1 BEDROOM UNITS	30 x 1 PER UNIT	30 SPACES 30 STANDARD
TOTAL RESIDENTIAL PARKING REQUIRED		50 SPACES 50 STANDARD (MIN.)
BICYCLE REPLACEMENT/REDUCTION	10% x 50 = 5, 50 SPACES - 5 = 45	45 REQ'D. ⁴
EVCS (ELEC. VEHICLE CHARGING STATIONS)	5% x 45 SPACES = 2.25	2 STANDARD
ADA PARKING	1 PER 25 STALLS = 45/25 = 2	2 REQ'D. (1 STANDARD, 1 VAN)

PARKING REQUIRED - BICYCLE⁵

LONG TERM BICYCLE PARKING	1 PER UNIT	50 SPACES
SHORT TERM BICYCLE PARKING	1 PER 10 UNITS	5 SPACES
BIKE REPLACEMENT (5 REDUCTION SPACES) ³	4 CARS @ 4 : 1 = 4 x 5 SPACES	20 SPACES, 20 SPACES < 45 SPACES (OK)
TOTAL BICYCLE PARKING REQUIRED	55 SPACES	50 LONG TERM + 5 SHORT TERM REQ'D.

PARKING PROVIDED - AUTOMOBILE

PARKING LEVEL P1 - VEHICULAR	24 TOTAL SPACES	24 STANDARD, 00 COMPACT, 00 ADA
PARKING ON-GRADE - VEHICULAR	21 TOTAL SPACES	19 STANDARD, 00 COMPACT, 02 ADA
TOTAL VEHICULAR PARKING PROVIDED	45 TOTAL SPACES	43 STANDARD, 00 COMPACT, 02 ADA

PARKING PROVIDED - BICYCLE

LONG TERM BICYCLE PARKING - ON-GRADE (SEE A2.21)	50 SPACES
SHORT TERM BICYCLE PARKING - ON-GRADE (SEE A2.21)	05 SPACES
TOTAL BICYCLE PARKING PROVIDED	55 SPACES

- PARKING REQUIREMENT PER LAMC 12.22 ASSESS. DENSITY BONUS, PARKING OPTION 1.
- ROUNDED DOWN/UP PER 12.21 A.16 (B).
- A MAXIMUM OF 20% OR 30% IF WITHIN 1000 LINEAR FEET OF A FRIED TRANSIT FACILITY, OF THE REQUIRED AUTOMOBILE SPACES FOR NONRESIDENTIAL USES CAN BE REPLACED WITH BICYCLE SPACES AT A RATIO OF 1:4, PER LAMC 12.21.4.
- 15% MAXIMUM, OR 15% IF WITHIN 1000 OF A FRIED TRANSPORTATION HUB, OF THE REQUIRED RESIDENTIAL PARKING CAN BE REPLACED WITH BICYCLE SPACES AT A RATIO OF 1:4 PER LAMC 12.21.4.4.
- MINIMUM REQUIREMENT PER 12.21, A.16 (a)(2)

ZONING INFORMATION (PER LAMC & ZIMAS)

UNDERLYING ZONING DESIGNATION: [Q]C2-1VL (NEIGHBORHOOD COMMERCIAL)
ZONING INFORMATION (ZI): NONE PER ZIMAS; SILVER LAKE NEIGHBORHOOD COUNCIL DISTRICT

REQUIRED YARDS FOR PROPOSED ZONE R-4 RESIDENTIAL (R-4): FRONT YARD: NONE
SIDE YARDS: 5' + 1' PER FLOOR OVER 2ND = 8'
REAR YARD: 15' + 1' PER FLOOR OVER 3RD = 17'

BUILDING LINE: NONE MANDATED BY ZIMAS

MAXIMUM HEIGHT: 45' PER LAMC 12.21.1 (PROPOSED: 56' WITH DENSITY BONUS, ADDITIONAL 10' ALLOWED FOR STAIR AND ELEVATOR SHAFTS.)

LOT AREA/BUILDABLE AREA (PER ZIMAS): 15,197.3 SF

MAXIMUM F.A.R.: 1.5:1
1.5 x 15,197.3 SF = 22,796 SF
1.35 x 22,796 SF = 30,774 SF

PROPOSED F.A.R.: **30,207 SF < 30,774 SF**

ALLOWABLE DENSITY: 15,197.3 / 400 = 37 UNITS

W/ DENSITY BONUS: 37 x 1.35 = 50
50 UNITS ALLOWED

PROPOSED DENSITY: 50 UNITS

CODE SUMMARY

APPLICABLE BUILDING CODES:
2013 CALIFORNIA BUILDING CODE WITH 2014 L.A. CITY AMENDMENTS (CBC)
2013 CALIFORNIA CODE OF REGULATIONS TITLE 24 PART 11 WITH L.A. CITY AMENDMENTS
2013 CALIFORNIA ELECTRICAL CODE WITH 2014 L.A. CITY AMENDMENTS
2013 CALIFORNIA MECHANICAL CODE WITH 2014 L.A. CITY AMENDMENTS
2013 CALIFORNIA PLUMBING CODE WITH 2014 L.A. CITY AMENDMENTS
2000 EDITION OF PLANNING AND ZONING CODE WITH CURRENT AMENDMENTS (LAMC)

PROPOSED USE / OCCUPANCY TYPE: RESIDENTIAL UNITS (R-2)
(PER CBC) PARKING & STORAGE (S-2)

PROPOSED CONSTRUCTION TYPE & ALLOWABLE HEIGHT & AREA (PER CBC): I.A. - PARKING & 1ST LEVEL (2 TOTAL) UNLIMITED HEIGHT AND AREA
V.A. - 2ND - 5TH LEVELS (3 TOTAL) 3 STORIES AND 56' / 36,000 SF PER FLOOR

PROPOSED RESIDENTIAL DENSITY (PER LAMC): 50 UNITS ALLOWABLE W/ DENSITY BONUS

ALLOWABLE AREA CALCULATION

2013 CBC, SECTION 506

ALLOWABLE AREA CALCULATION

Aa = (At + [At x Lf] + [At x Is])
Aa = ALLOWABLE BUILDING AREA PER STORY (SQUARE FEET)
At = TABULAR BUILDING AREA (SQUARE FEET) PER STORY IN ACCORDANCE WITH TABLE 503

If = AREA INCREASE FACTOR DUE TO FRONTAGE AS CALCULATED IN ACCORDANCE WITH SECTION 506.2

Is = AREA INCREASE FACTOR DUE TO SPRINKLER PROTECTION AS CALCULATED IN ACCORDANCE WITH SECTION 506.3. THE SPRINKLER AREA INCREASE FOR PROPOSED R-2 PROJECT IS 200% OR 2

FLOOR / LEVEL	CONSTRUCTION TYPE	ALLOWABLE AREA
RESIDENTIAL / R-2 2ND - 5TH FLRS	TYPE VA-FS	At = 24,000 SF If = 0 Is = 2' Aa = {12,000 + [12,000 x 2]}
		Aa = {12,000 + [24,000]}
		Aa = 36,000 SF PER STORY
		PROPOSED AREA PER FLOOR: 2ND FLOOR: 8,715 SF 3RD FLOOR: 8,356 SF 4TH FLOOR: 8,356 SF 5TH FLOOR: 8,356 SF
SUBTERRANEAN & 1ST FLOOR	TYPE IA-FS	UNLIMITED

*PER CBC 504.2, FULLY SPRINKLERED (TO NFPA-13 STANDARDS), TYPE VA CONSTRUCTION WITH R-2 OCCUPANCY HAS A MAXIMUM BUILDING HEIGHT OF 85' FEET AND 5 STORIES.

THE ABOVE DRAWINGS AND SPECIFICATIONS AND IDEAS, DESIGNS AND ARRANGEMENTS REPRESENTED THEREBY ARE AND SHALL REMAIN THE PROPERTY OF THE ARCHITECT AND NO PART OF THESE DRAWINGS OR SPECIFICATIONS OR PROJECT OR USED IN CONNECTION WITH ANY OTHER WORK OR PROJECT OTHER THAN THE SPECIFIC PROJECT FOR WHICH THEY HAVE BEEN PREPARED AND DEVELOPED, WITHOUT THE WRITTEN CONSENT OF THE ARCHITECT. THESE DRAWINGS OR SPECIFICATIONS SHALL CONSTITUTE CONCLUSIVE EVIDENCE OF ACCEPTANCE OF THESE RESTRICTIONS.

DATE	REVISIONS	NO.



GLENDALE APARTMENTS

2468 GLENDALE BLVD.
LOS ANGELES, CA 90039

CODE COMPLIANCE

the albert group architects

PROJECT NUMBER:

16030

C.U.P. NUMBER:

PROJECT STATUS:

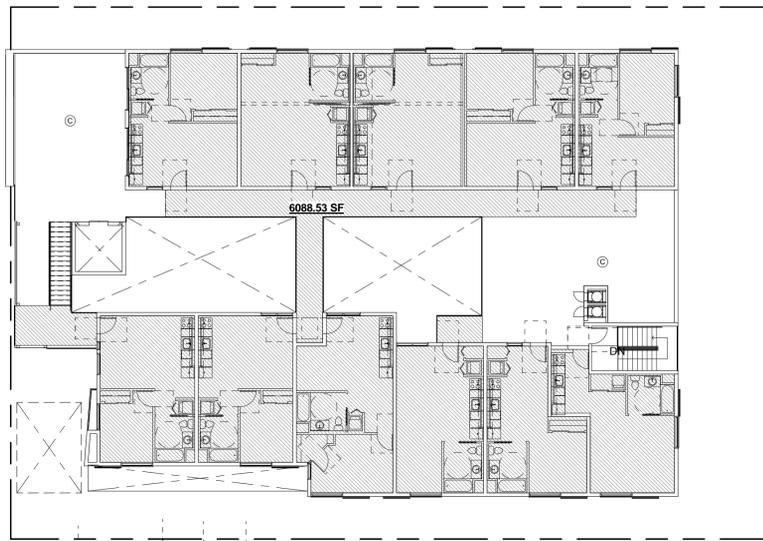
DESIGN DEVELOPMENT

ISSUE DATE:

08/10/16

SHEET NUMBER:

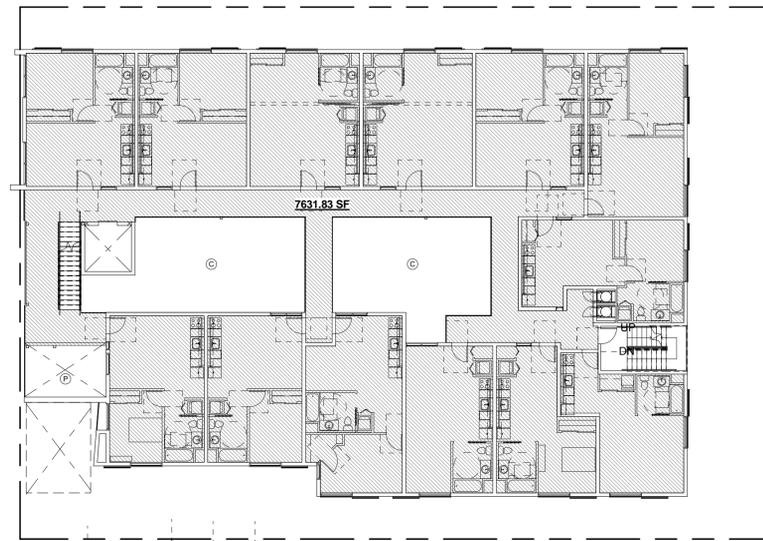
A0.11



5TH FLOOR PLAN - FAR DIAGRAM

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

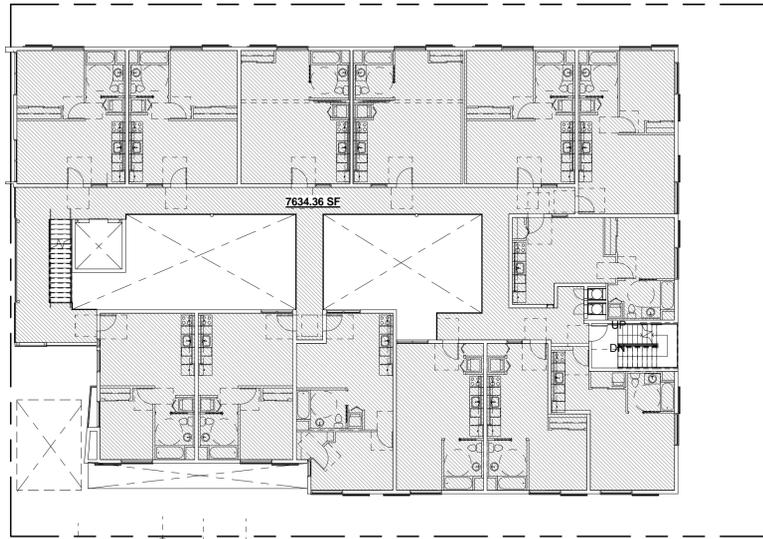
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2ND FLOOR PLAN - FAR DIAGRAM

SCALE:
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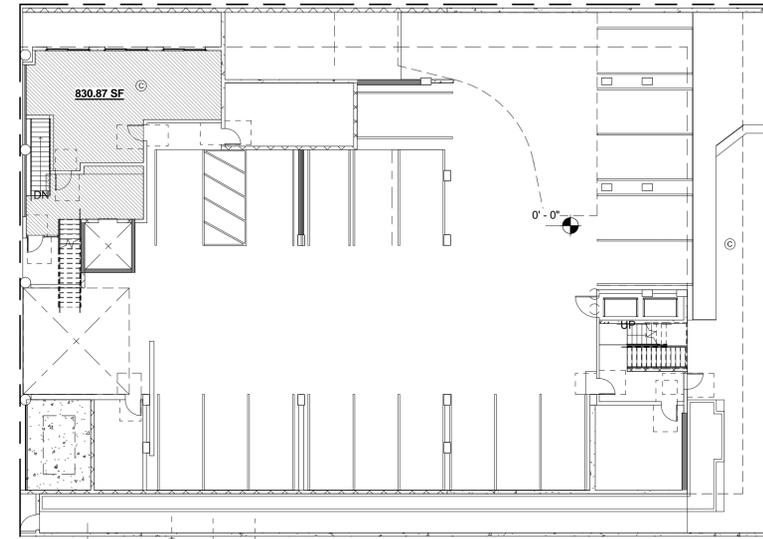
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4TH FLOOR PLAN - FAR DIAGRAM

SCALE:
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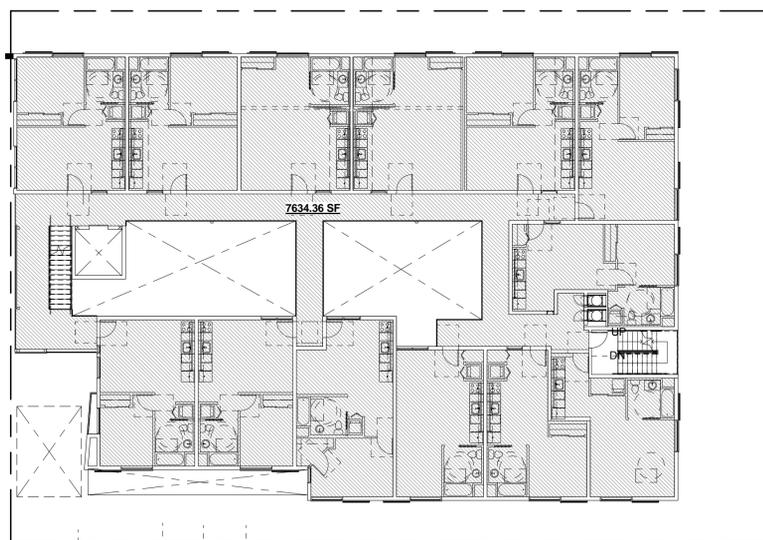
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1ST FLOOR PLAN - FAR DIAGRAM

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

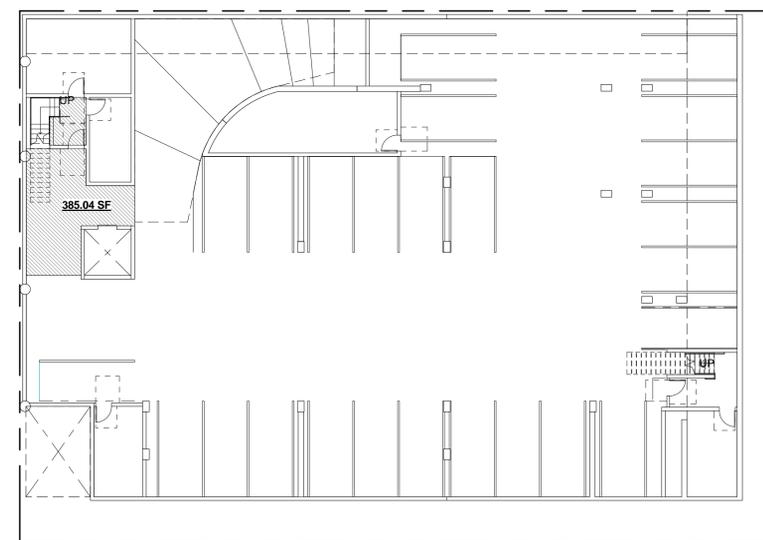
2



3RD FLOOR PLAN - FAR DIAGRAM

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

4



SUBTERRANEAN PARKING (-11') - FAR DIAGRAM

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

1

ZONING INFORMATION (PER LAMC & ZIMAS)

UNDERLYING ZONING DESIGNATION: [Q]C2-1VL (NEIGHBORHOOD COMMERCIAL)
 ZONING INFORMATION (ZI): NONE PER ZIMAS; SILVER LAKE NEIGHBORHOOD COUNCIL DISTRICT
 REQUIRED YARDS FOR PROPOSED ZONE R-4 RESIDENTIAL (R-4): FRONT YARD: NONE
 SIDE YARDS: 5' + 1' PER FLOOR OVER 2ND = 8'
 REAR YARD: 15' + 1' PER FLOOR OVER 3RD = 17'
 BUILDING LINE: NONE MANDATED BY ZIMAS
 MAXIMUM HEIGHT: 45' PER LAMC 12.21.1 (PROPOSED: 56' WITH DENSITY BONUS, ADDITIONAL 10' ALLOWED FOR STAIR AND ELEVATOR SHAFTS.)
 LOT AREA/BUILDABLE AREA: 153.5 x 100 = 15,350 SF
 MAXIMUM F.A.R.: 1.5:1
 1.5 x 15,350 SF = 23,025 SF
 W/ DENSITY BONUS: 1.35 x 23,025 SF = 31,084 SF
 PROPOSED F.A.R.: **30,207 SF < 31,084 SF**
 ALLOWABLE DENSITY: 15,350 / 400 = 38 UNITS
 W/ DENSITY BONUS: 38 x 1.35 = 52
 52 UNITS ALLOWED
 PROPOSED DENSITY: 50 UNITS

OPEN SPACE CALCULATIONS

UNIT SIZE	REQ'D SF PER UNIT	PROPOSED NO. OF UNITS	SUBTOTAL REQUIRED
< 3 HABITABLE ROOMS	100 SF	50	5,000 SF
= 3 HABITABLE ROOMS	125 SF	-	-
> 3 HABITABLE ROOMS	175 SF	-	-
SUBTOTAL OPEN SPACE REQUIRED			5,000 SF
DENSITY BONUS REDUCTION (20%)			N/A
TOTAL OPEN SPACE REQUIRED			5,000 SF

OPEN SPACE PROVIDED

FLOOR LEVEL	PRIVATE DECK SF	COMMON SPACE SF	SUBTOTAL PROVIDED
SUBTERRANEAN PKG.	-	-	-
FIRST FLOOR	-	2,237 SF	2,237 SF
SECOND FLOOR	50 SF	1,246 SF	1,296 SF
THIRD FLOOR	-	-	-
FOURTH FLOOR	-	-	-
FIFTH FLOOR	-	1,500 SF	1,500 SF
ROOF	-	-	-
TOTAL OPEN SPACE PROVIDED			5,033 SF

ZONING AREA-NET/OCCUPIABLE AREA (FOR F.A.R. CALCULATION)

FLOOR LEVEL	AREA
SUB. PARKING	385.04
1ST FLOOR	830.87
2ND FLOOR	7,631.22
3RD FLOOR	7,634.36
4TH FLOOR	7,634.36
5TH FLOOR	6088.53
ROOF	-
PROPOSED FAR	30,207

THE ABOVE DRAWINGS AND SPECIFICATIONS AND IDEAS, DESIGNS AND ARRANGEMENTS REPRESENTED THEREBY ARE AND SHALL REMAIN THE PROPERTY OF THE ARCHITECT AND NO PART OF THIS DOCUMENT IS TO BE REPRODUCED OR USED IN CONNECTION WITH ANY OTHER WORK OR PROJECT OTHER THAN THE SPECIFIC PROJECT FOR WHICH THEY HAVE BEEN PREPARED AND DEVELOPED. WITHOUT THE WRITTEN CONSENT OF THE ARCHITECT, THESE DRAWINGS OR SPECIFICATIONS SHALL NOT BE USED AS EVIDENCE OF ACCEPTANCE OF THESE RESTRICTIONS.

NO.	REVISIONS	DATE



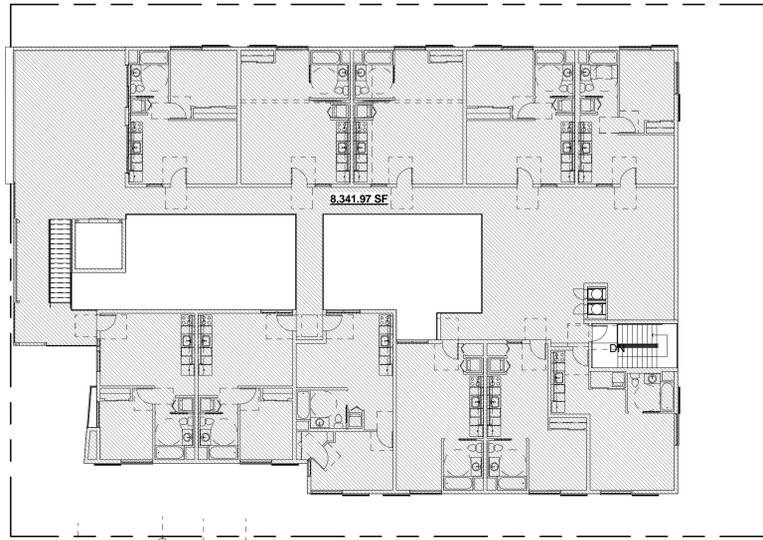
GLENDALE APARTMENTS
 2468 GLENDALE BLVD.
 LOS ANGELES, CA 90039
 CODE COMPLIANCE - F.A.R. DIAGRAMS

the albert group architects

PROJECT NUMBER:
16030
 C.U.P. NUMBER:
 PROJECT STATUS:
DESIGN DEVELOPMENT
 ISSUE DATE:
08/10/16
 SHEET NUMBER:

TOTAL NET/OCCUPIABLE AREA = 30,207.29 SF (FOR F.A.R.)

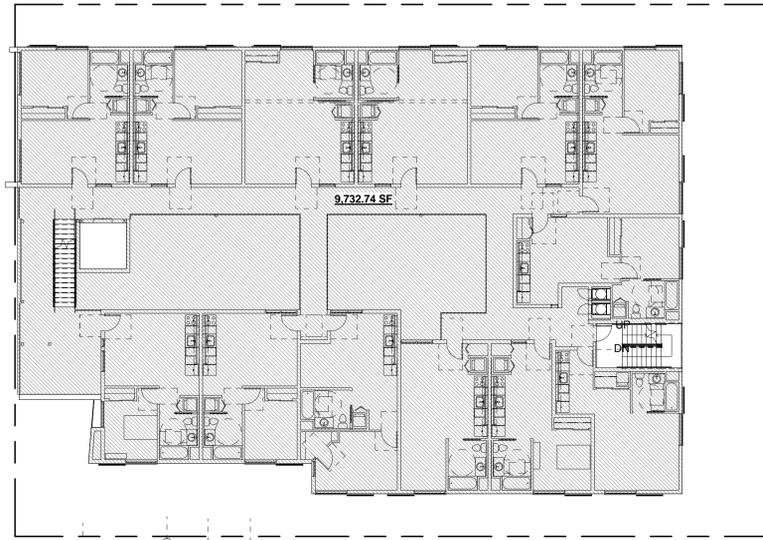
A0.13



5TH FLOOR PLAN - BUILDING CODE AREA

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

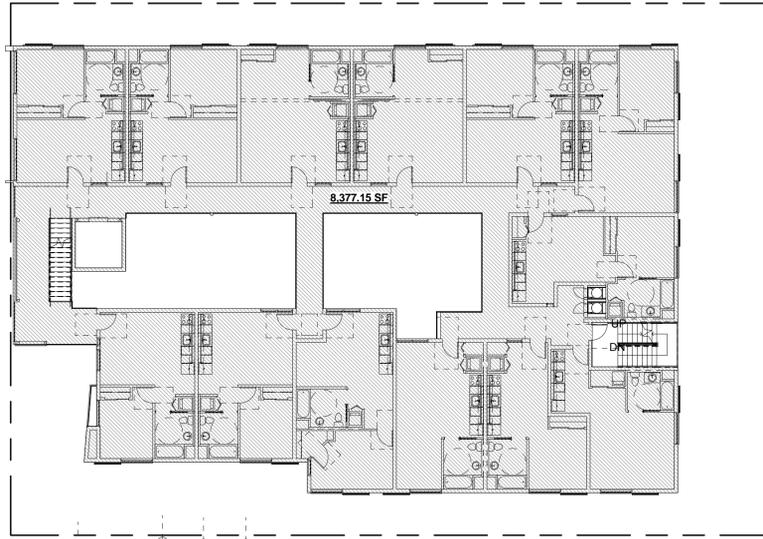
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2ND FLOOR PLAN - BUILDING CODE AREA

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

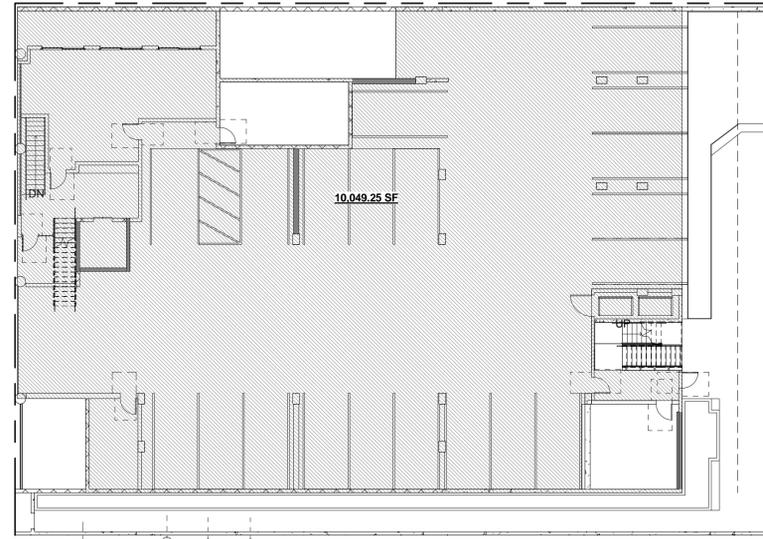
3



4TH FLOOR PLAN - BUILDING CODE AREA

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

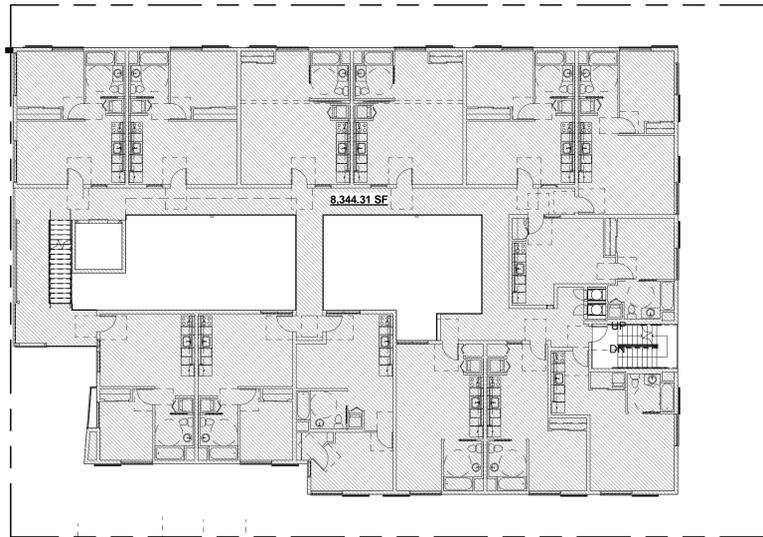
5



1ST FLOOR PLAN - BUILDING CODE AREA

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

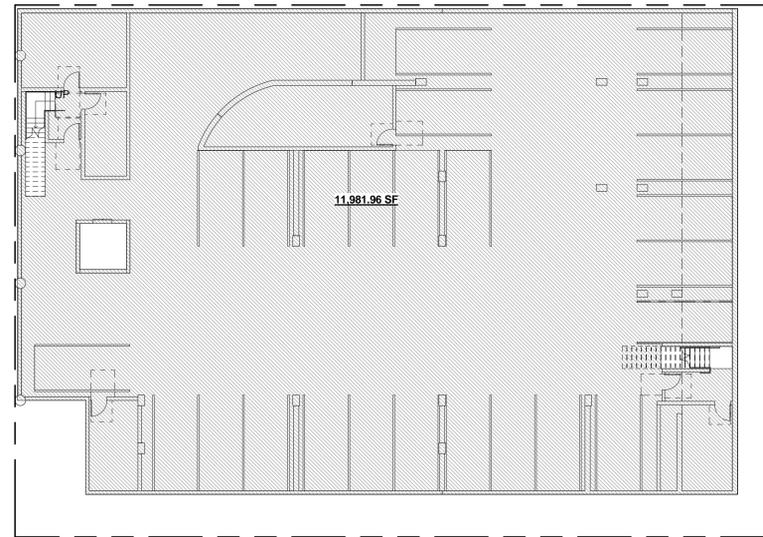
2



3RD FLOOR PLAN - BUILDING CODE AREA

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

4



SUBTERRANEAN PARKING PLAN - BUILDING CODE AREA

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

1

**BUILDING CODE AREA
PER OCCUPANCY**

FLOOR LEVEL	R-2	S-2
SUB. PARKING	-	11,981.96
1ST FLOOR	623.00	9,426.25
2ND FLOOR	9,732.74	-
3RD FLOOR	8,344.31	-
4TH FLOOR	8,344.31	-
5TH FLOOR	8,341.97	-
ROOF	-	-
SUBTOTAL	35,386.33	21,408.21
TOTAL	56,794.54	

TOTAL BUILDING CODE AREA = 56,794.54 SF

THE ABOVE DRAWINGS AND SPECIFICATIONS AND IDEAS, DESIGNS AND ARRANGEMENTS REPRESENTED THEREIN ARE AND SHALL REMAIN THE PROPERTY OF THE ARCHITECT AND NO PART OF THIS DOCUMENT IS TO BE REPRODUCED OR USED IN CONNECTION WITH ANY OTHER WORK OR PROJECT OTHER THAN THE SPECIFIC PROJECT FOR WHICH THEY HAVE BEEN PREPARED AND DEVELOPED. WITHOUT THE WRITTEN CONSENT OF THE ARCHITECT, THESE DRAWINGS OR SPECIFICATIONS SHALL CONSTITUTE CONCLUSIVE EVIDENCE OF ACCEPTANCE OF THESE RESTRICTIONS.

NO.	REVISIONS	DATE

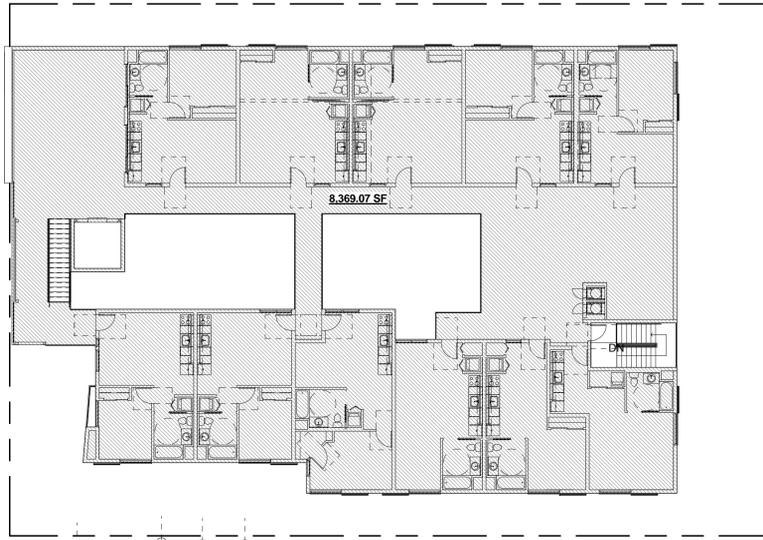


GLENDALE APARTMENTS
 2468 GLENDALE BLVD.
 LOS ANGELES, CA 90039
 CODE COMPLIANCE - BUILDING CODE AREA

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PROJECT NUMBER:
16030
 C.U.P. NUMBER:
 PROJECT STATUS:
DESIGN DEVELOPMENT
 ISSUE DATE:
08/10/16
 SHEET NUMBER:

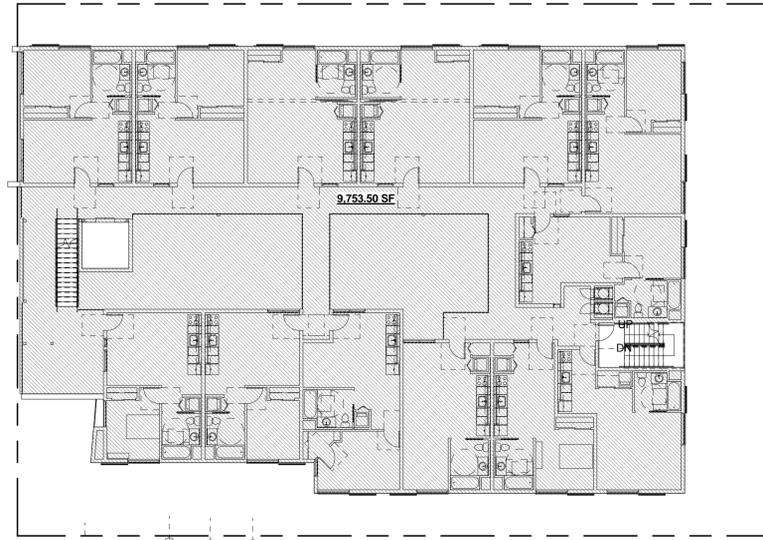
A0.14



5TH FLOOR PLAN - ASSESSABLE AREA

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

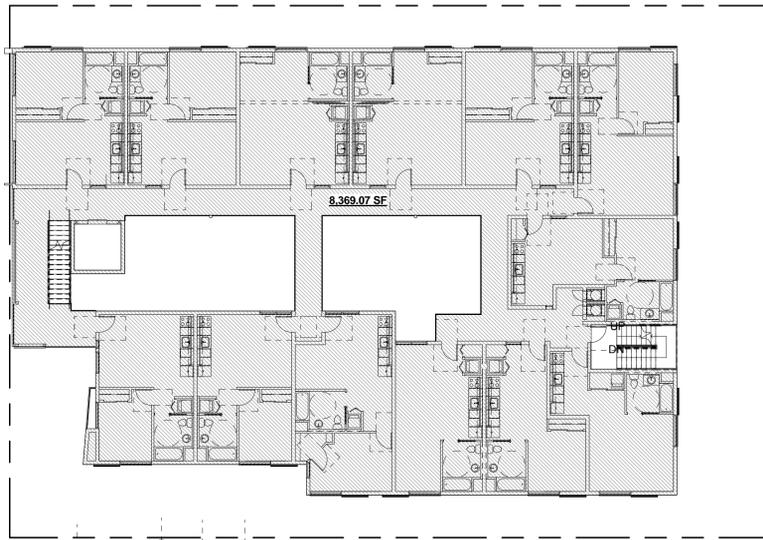
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2ND FLOOR PLAN - ASSESSABLE AREA

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

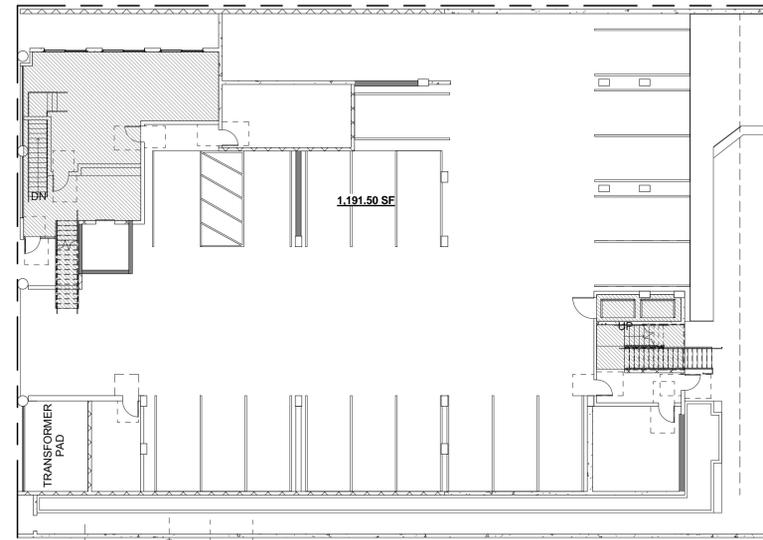
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4TH FLOOR PLAN - ASSESSABLE AREA

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

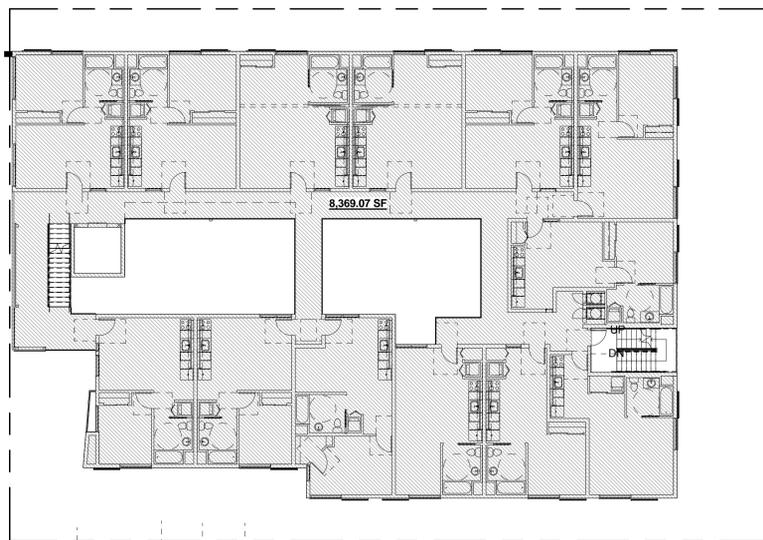
5



1ST FLOOR PLAN - ASSESSABLE AREA

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

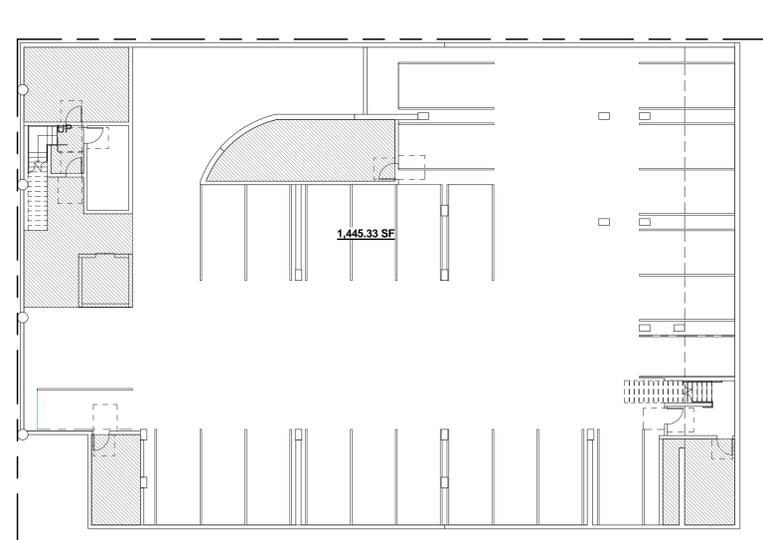
2



3RD FLOOR PLAN - ASSESSABLE AREA

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

4



SUBTERRANEAN PARKING PLAN - ASSESSABLE AREA

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

1

ASSESSABLE AREA

FLOOR LEVEL	AREA
SUB. PARKING	1,445.33 SF
1ST FLOOR ³	1,194.51 SF
2ND FLOOR ¹	9,753.50 SF
3RD FLOOR ²	8,369.07 SF
4TH FLOOR ⁴	8,369.07 SF
5TH FLOOR ⁵	8,369.07 SF
ROOF	-
TOTAL	37,501 SF

**TOTAL ACCESSIBLE AREA = 37,500.55 SF
(FOR SCHOOL DISTRICT TAXES)**

THE ABOVE DRAWINGS AND SPECIFICATIONS AND IDEAS, DESIGNS AND ARRANGEMENTS REPRESENTED THEREIN ARE AND SHALL REMAIN THE PROPERTY OF THE ARCHITECT AND NO PART OF THIS DOCUMENT IS TO BE REPRODUCED OR USED IN CONNECTION WITH ANY OTHER WORK OR PROJECT OTHER THAN THE SPECIFIC PROJECT FOR WHICH THEY HAVE BEEN PREPARED AND DEVELOPED. WITHOUT THE WRITTEN CONSENT OF THE ARCHITECT, THESE DRAWINGS OR SPECIFICATIONS SHALL CONSTITUTE CONCLUSIVE EVIDENCE OF ACCEPTANCE OF THESE RESTRICTIONS.

NO.	REVISIONS	DATE



GLENDALE APARTMENTS

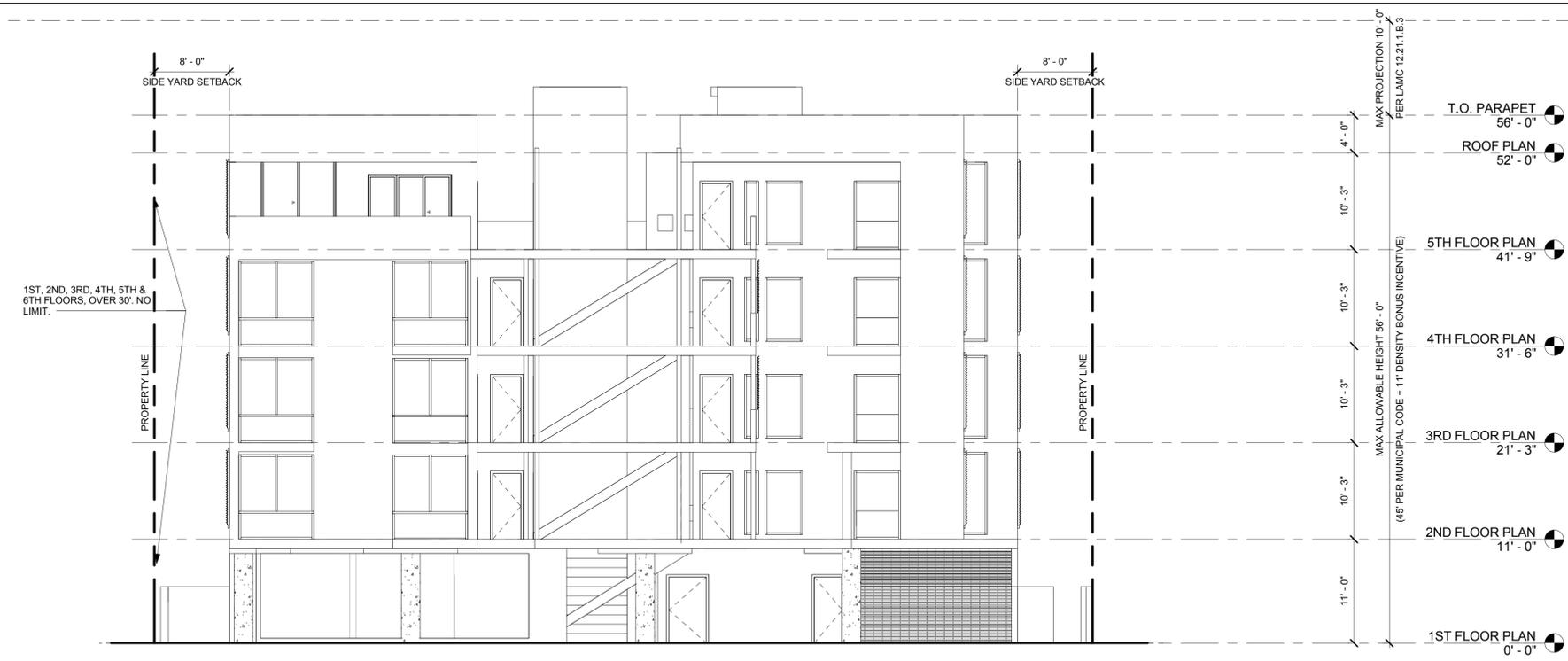
2468 GLENDALE BLVD.
LOS ANGELES, CA 90039

CODE COMPLIANCE - ASSESSABLE AREA



PROJECT NUMBER:
16030
C.U.P. NUMBER:
PROJECT STATUS:
DESIGN DEVELOPMENT
ISSUE DATE:
08/10/16
SHEET NUMBER:

A0.15



WEST ELEVATION - OAA

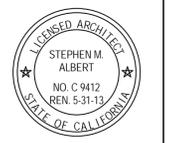
SCALE:
1/8" = 1'-0" 2

LEGEND
CBC TABLE 705.8

- 0' TO LESS THAN 3'**
 ALLOWABLE
 UNPROTECTED, SPRINKLERED: NOT PERMITTED
 PROTECTED: NOT PERMITTED
- 5' TO LESS THAN 10'**
 ALLOWABLE
 UNPROTECTED, SPRINKLERED: 25%
 PROTECTED: 25%
- 10' TO LESS THAN 15'**
 ALLOWABLE
 UNPROTECTED, SPRINKLERED: 45%
 PROTECTED: 45%
- 15' TO LESS THAN 20'**
 ALLOWABLE
 UNPROTECTED, SPRINKLERED: 75%
 PROTECTED: 75%
- 25' TO LESS THAN 30'**
 ALLOWABLE
 UNPROTECTED, SPRINKLERED: NO LIMIT
 PROTECTED: NO LIMIT

THE ABOVE DRAWINGS AND SPECIFICATIONS AND IDEAS, DESIGNS AND ARRANGEMENTS REPRESENTED THEREBY ARE AND SHALL REMAIN THE PROPERTY OF THE ARCHITECT AND NO PART OF THIS DOCUMENT IS TO BE REPRODUCED OR USED IN CONNECTION WITH ANY OTHER WORK OR PROJECT OTHER THAN THE SPECIFIC PROJECT FOR WHICH THEY HAVE BEEN PREPARED AND DEVELOPED. WITHOUT THE WRITTEN CONSENT OF THE ARCHITECT, THESE DRAWINGS OR SPECIFICATIONS SHALL NOT CONSTITUTE CONCLUSIVE EVIDENCE OF ACCEPTANCE OF THESE RESTRICTIONS.

DATE	REVISIONS	NO.



GLENDALE APARTMENTS

2468 GLENDALE BLVD.
LOS ANGELES, CA 90039

CODE COMPLIANCE - OPEN AREA ANALYSIS



EAST ELEVATION - OAA

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

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group architects

PROJECT NUMBER:
16030

C.U.P. NUMBER:

PROJECT STATUS:
DESIGN DEVELOPMENT

ISSUE DATE:
08/10/16

SHEET NUMBER:

A0.16



NORTH ELEVATION - OAA SCALE: 1/8" = 1'-0" **2**



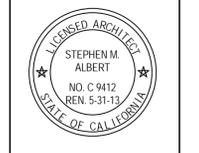
SOUTH ELEVATION - OAA SCALE: 1/8" = 1'-0" **1**

LEGEND
CBC TABLE 705.8

	0' TO LESS THAN 3' ALLOWABLE UNPROTECTED, SPRINKLERED: NOT PERMITTED PROTECTED: NOT PERMITTED
	5' TO LESS THAN 10' ALLOWABLE UNPROTECTED, SPRINKLERED: 25% PROTECTED: 25%
	10' TO LESS THAN 15' ALLOWABLE UNPROTECTED, SPRINKLERED: 45% PROTECTED: 45%
	15' TO LESS THAN 20' ALLOWABLE UNPROTECTED, SPRINKLERED: 75% PROTECTED: 75%
	25' TO LESS THAN 30' ALLOWABLE UNPROTECTED, SPRINKLERED: NO LIMIT PROTECTED: NO LIMIT

THE ABOVE DRAWINGS AND SPECIFICATIONS AND IDEAS, DESIGNS AND ARRANGEMENTS REPRESENTED THEREBY ARE AND SHALL REMAIN THE PROPERTY OF THE ARCHITECT AND NO PART OF THIS DOCUMENT IS TO BE REPRODUCED OR USED IN CONNECTION WITH ANY OTHER WORK OR PROJECT OTHER THAN THE SPECIFIC PROJECT FOR WHICH THEY HAVE BEEN PREPARED AND DEVELOPED. WITHOUT THE WRITTEN CONSENT OF THE ARCHITECT, THESE DRAWINGS OR SPECIFICATIONS SHALL CONSTITUTE CONCLUSIVE EVIDENCE OF ACCEPTANCE OF THESE RESTRICTIONS.

NO.	REVISIONS	DATE



GLENDALE APARTMENTS
2468 GLENDALE BLVD.
LOS ANGELES, CA 90039
CODE COMPLIANCE - OPEN AREA ANALYSIS

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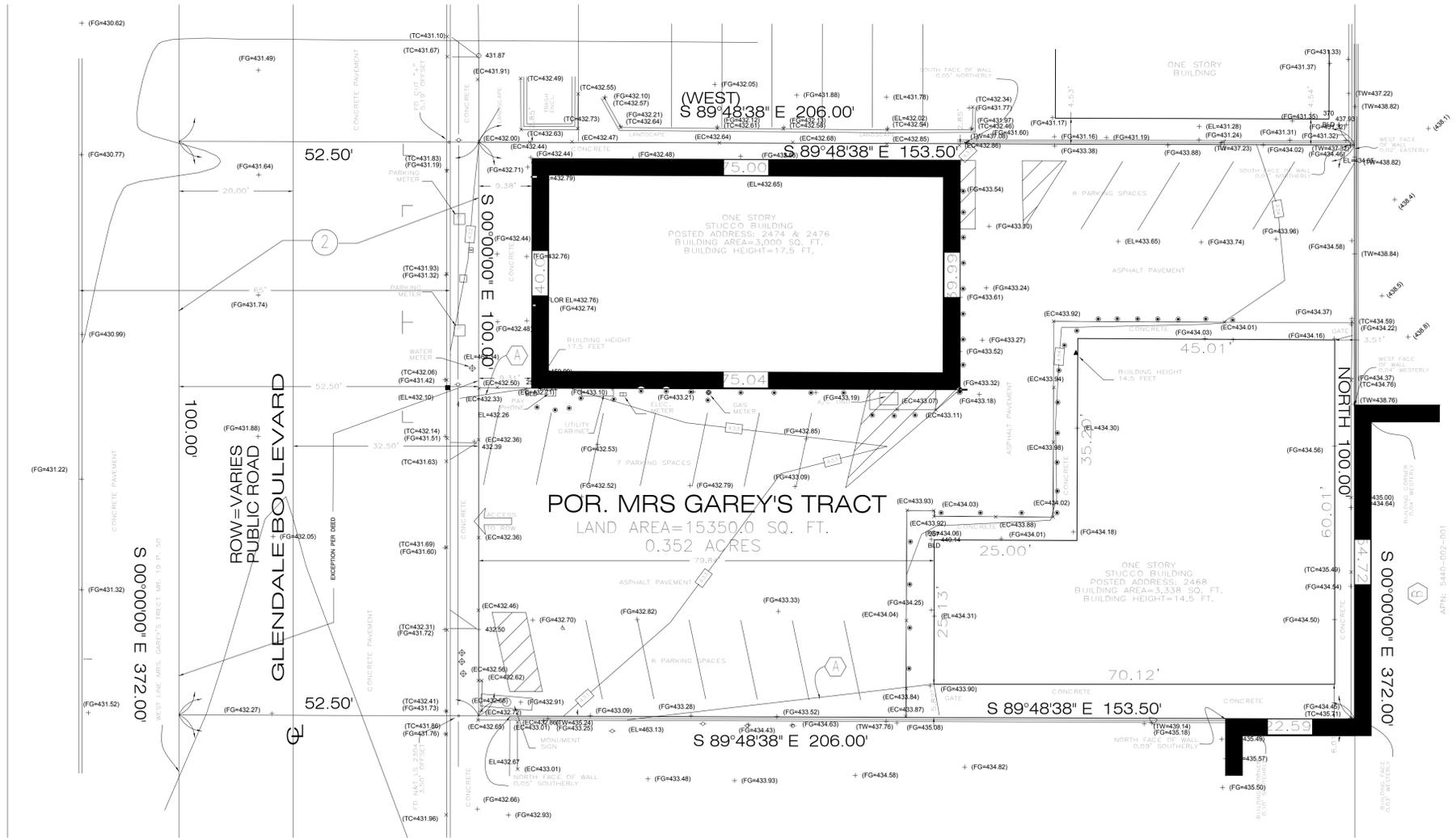
PROJECT NUMBER:
16030

CLIP NUMBER:

PROJECT STATUS:
DESIGN DEVELOPMENT

ISSUE DATE:
08/10/16

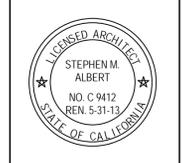
SHEET NUMBER:
A0.17



SITE SURVEY SCALE: 1 : 144 **1**

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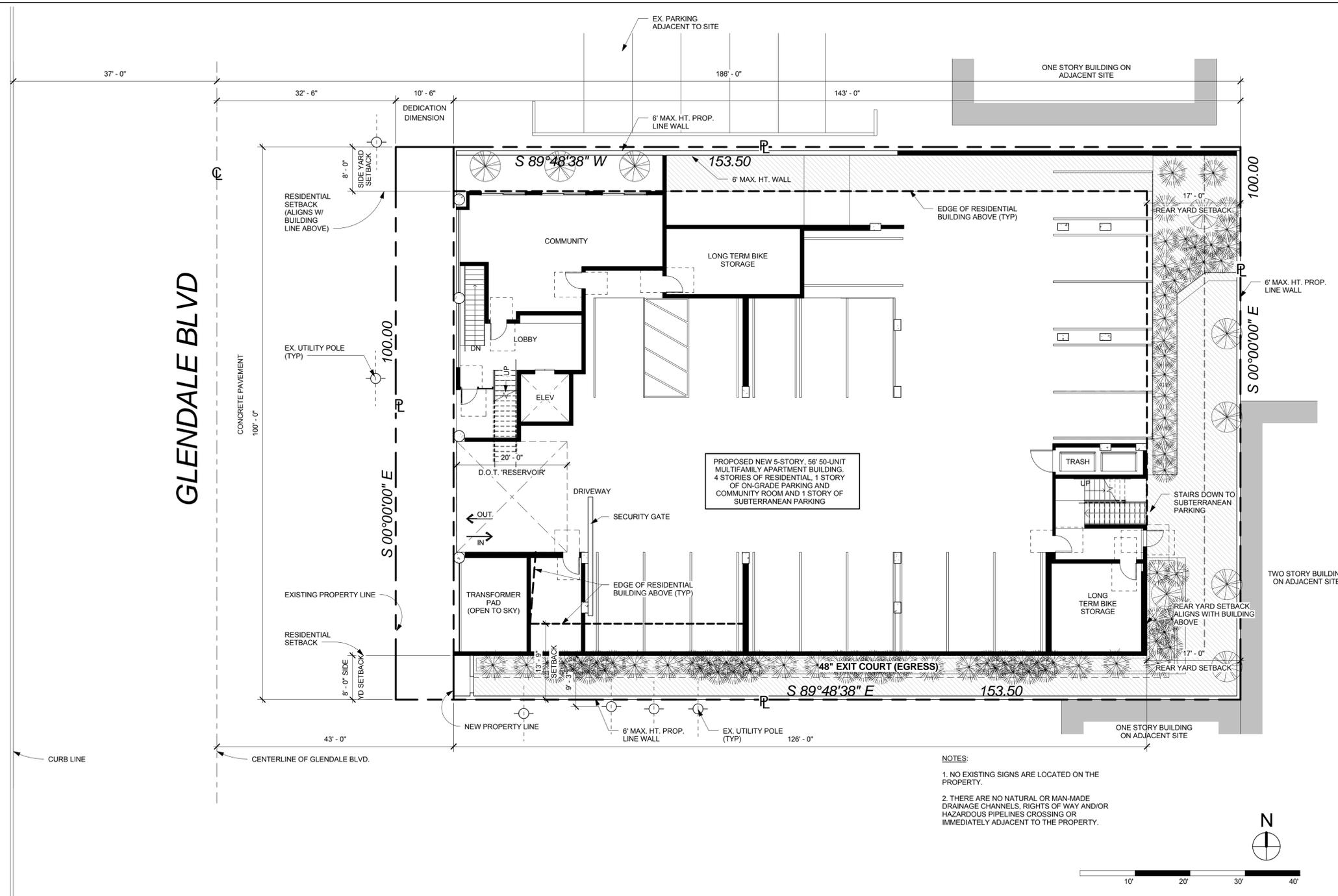
NO.	REVISIONS	DATE



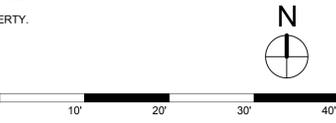
GLENDALE APARTMENTS
 2468 GLENDALE BLVD.
 LOS ANGELES, CA 90039
 SITE SURVEY

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PROJECT NUMBER: **16030**
 C.U.P. NUMBER:
 PROJECT STATUS: **DESIGN DEVELOPMENT**
 ISSUE DATE: **08/10/16**
 SHEET NUMBER: **A0.18**



NOTES:
 1. NO EXISTING SIGNS ARE LOCATED ON THE PROPERTY.
 2. THERE ARE NO NATURAL OR MAN-MADE DRAINAGE CHANNELS, RIGHTS OF WAY AND/OR HAZARDOUS PIPELINES CROSSING OR IMMEDIATELY ADJACENT TO THE PROPERTY.



PROPERTY INFORMATION

SITE ADDRESS: 2468 GLENDALE BOULEVARD
 LOS ANGELES, CA 90039
 LEGAL DESCRIPTION: PORTION OF LOT MRS. GAREY MRS. GAREY'S TRACT M.R. 19 PAGES 50, RECORDS OF LOS ANGELES COUNTY
 TAX ASSESSOR PARCEL NUMBERS: 5440 - 002 - 003

NOTE: KING REQUIRED - AUTOMOBILE
 *WILL COMPLY WITH THE MANDATORY LEVEL OF LA GREEN CODE.

20 x 1 PER UNIT	20 SPACES 20 STANDARD
1 BEDROOM UNITS	30 x 1 PER UNIT 30 SPACES 30 STANDARD
TOTAL RESIDENTIAL PARKING REQUIRED	50 SPACES 50 STANDARD (MIN.)
BICYCLE REPLACEMENT/REDUCTION	10% x 50 = 5, 50 SPACES - 5 = 45 45 REQ'D.
EVCS (ELEC. VEHICLE CHARGING STATIONS)	5% x 45 SPACES = 2.25 2 STANDARD
ADA PARKING	1 PER 25 STALLS = 45/25 = 2 2 REQ'D. (1 STANDARD, 1 VAN)
PARKING REQUIRED - BICYCLE	
LONG TERM BICYCLE PARKING	1 PER UNIT 50 SPACES
SHORT TERM BICYCLE PARKING	1 PER 10 UNITS 5 SPACES
BIKE REPLACEMENT (5 REDUCTION SPACES) ³	4 CARS @ 4 : 1 = 4 x 5 SPACES 20 SPACES, 20 SPACES < 45 SPACES (OK)
TOTAL BICYCLE PARKING REQUIRED	55 SPACES 50 LONG TERM + 5 SHORT TERM REQ'D.
PARKING PROVIDED - AUTOMOBILE	
PARKING LEVEL P1 - VEHICULAR	24 TOTAL SPACES 24 STANDARD, 00 COMPACT, 00 ADA
PARKING ON-GRADE - VEHICULAR	21 TOTAL SPACES 19 STANDARD, 00 COMPACT, 02 ADA
TOTAL VEHICULAR PARKING PROVIDED	45 TOTAL SPACES 43 STANDARD, 00 COMPACT, 02 ADA
PARKING PROVIDED - BICYCLE	
LONG TERM BICYCLE PARKING - ON-GRADE (SEE A2.21)	50 SPACES
SHORT TERM BICYCLE PARKING - ON-GRADE (SEE A2.21)	05 SPACES
TOTAL BICYCLE PARKING PROVIDED	55 SPACES

OPEN SPACE CALCULATIONS

OPEN SPACE REQUIRED

UNIT SIZE	REQ'D SF PER UNIT	PROPOSED NO. OF UNITS	SUBTOTAL REQUIRED
< 3 HABITABLE ROOMS	100 SF	50	5,000 SF
= 3 HABITABLE ROOMS	125 SF	-	-
> 3 HABITABLE ROOMS	175 SF	-	-
SUBTOTAL OPEN SPACE REQUIRED			5,000 SF
DENSITY BONUS REDUCTION (20%)			N/A
TOTAL OPEN SPACE REQUIRED			5,000 SF

OPEN SPACE PROVIDED

FLOOR LEVEL	PRIVATE DECK SF	COMMON SPACE SF	SUBTOTAL PROVIDED
SUBTERRANEAN PKG.	-	-	-
FIRST FLOOR	-	2,237 SF	2,237 SF
SECOND FLOOR	50 SF	1,246 SF	1,296 SF
THIRD FLOOR	-	-	-
FOURTH FLOOR	-	-	-
FIFTH FLOOR	-	1,500 SF	1,500 SF
ROOF	-	-	-
TOTAL OPEN SPACE PROVIDED			5,033 SF

ZONING INFORMATION (PER LAMC & ZIMAS)

UNDERLYING ZONING DESIGNATION: [Q]C2-1VL (NEIGHBORHOOD COMMERCIAL)
 ZONING INFORMATION (ZI): NONE PER ZIMAS, SILVER LAKE NEIGHBORHOOD COUNCIL DISTRICT
 REQUIRED YARDS FOR PROPOSED ZONE R-4 RESIDENTIAL (R-4): FRONT YARD: NONE; SIDE YARDS: 5' + 1' PER FLOOR OVER 2ND = 8'; REAR YARD: 15' + 1' PER FLOOR OVER 3RD = 17'

BUILDING LINE: NONE MANDATED BY ZIMAS
 MAXIMUM HEIGHT: 45' PER LAMC 12.21.1 (PROPOSED: 56' WITH DENSITY BONUS. ADDITIONAL 10' ALLOWED FOR STAIR AND ELEVATOR SHAFTS.)
 LOT AREA/BUILDABLE AREA: 153.5 x 100 = 15,350 SF
 MAXIMUM F.A.R.: 1.5 : 15,350 SF = 23,025 SF
 W/ DENSITY BONUS: 1.35 x 23,025 SF = 31,084 SF
 PROPOSED F.A.R.: **30,207 SF < 31,084 SF**
 ALLOWABLE DENSITY: 15,350 / 400 = 38 UNITS
 W/ DENSITY BONUS: 38 x 1.35 = 52 UNITS ALLOWED
 PROPOSED DENSITY: 50 UNITS

PROJECT DESCRIPTION

PROPOSED NEW 5-STORY, 56-UNIT MULTIFAMILY APARTMENT BUILDING, 4 STORIES OF RESIDENTIAL, 1 STORY OF ON-GRADE PARKING AND COMMUNITY ROOM AND 1 STORY OF SUBTERRANEAN PARKING.
 THIS BUILDING WILL BE FULLY-SPRINKLERED, TO NFPA-13 STANDARDS
 THIS PROJECT IS 100% PRIVATELY FUNDED WITH NO TAX CREDITS AND IS NOT PUBLIC HOUSING.
 ENTITLEMENTS: BUILDING PERMIT DENSITY BONUS ON NEW INCENTIVES, WHICH ARE:
 INCENTIVES (DENSITY BONUS): HEIGHT: INCREASE FROM 45' TO 56' (45' + 11' = 56')
 F.A.R.: INCREASE IN SQUARE FOOTAGE ALLOWANCE FROM 23,025 SF x 1.35 TO 31,084 S.F.

SITE/PLOT PLAN SHOWN AT GRADE LEVEL

SCALE: 1" = 10'-0" **1**

ZONING AREA: NET/OCCUPIABLE AREA (FOR F.A.R. CALCULATION)

FLOOR LEVEL	AREA
SUB. PARKING	385.04
1ST FLOOR	830.87
2ND FLOOR	7,631.22
3RD FLOOR	7,634.36
4TH FLOOR	7,634.36
5TH FLOOR	6088.53
ROOF	-
PROPOSED FAR	30,207

PROPOSED FAR **30,319 SF <**
 MAXIMUM ALLOWED FAR **31,084 SF**

ASSESSIBLE AREA

FLOOR LEVEL	AREA
SUB. PARKING	1,445.33 SF
1ST FLOOR ¹	1,194.51 SF
2ND FLOOR ¹	9,753.50 SF
3RD FLOOR ²	8,369.07 SF
4TH FLOOR ⁴	8,369.07 SF
5TH FLOOR ⁵	8,369.07 SF
ROOF	-
TOTAL	37,501 SF

NOTES

- COURTYARD (XXXX SF), PODIUM DECKS AND COMMON OPEN SPACE (XXXX SF) AND COVERED WALKWAY (XXX SF) N/I IN TOTAL
- ACCESS WALKWAYS (XXX SF) N/I IN TOTAL
- PARKING ON-GRADE = XXX SF. INCLUDED IN FIRST FLOOR GROSS AREA NUMBER
- ACCESS WALKWAYS (XXX SF) AND COMMON OPEN SPACE (XXX SF) N/I IN TOTAL
- ACCESS WALKWAYS (XXX SF) AND COMMON OPEN SPACE (XXX SF) N/I IN TOTAL

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DATE	REVISIONS

NO. 1
NO. 2
NO. 3
NO. 4
NO. 5
NO. 6
NO. 7
NO. 8
NO. 9
NO. 10
NO. 11
NO. 12
NO. 13
NO. 14
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NO. 48
NO. 49
NO. 50

GLLENDALE APARTMENTS

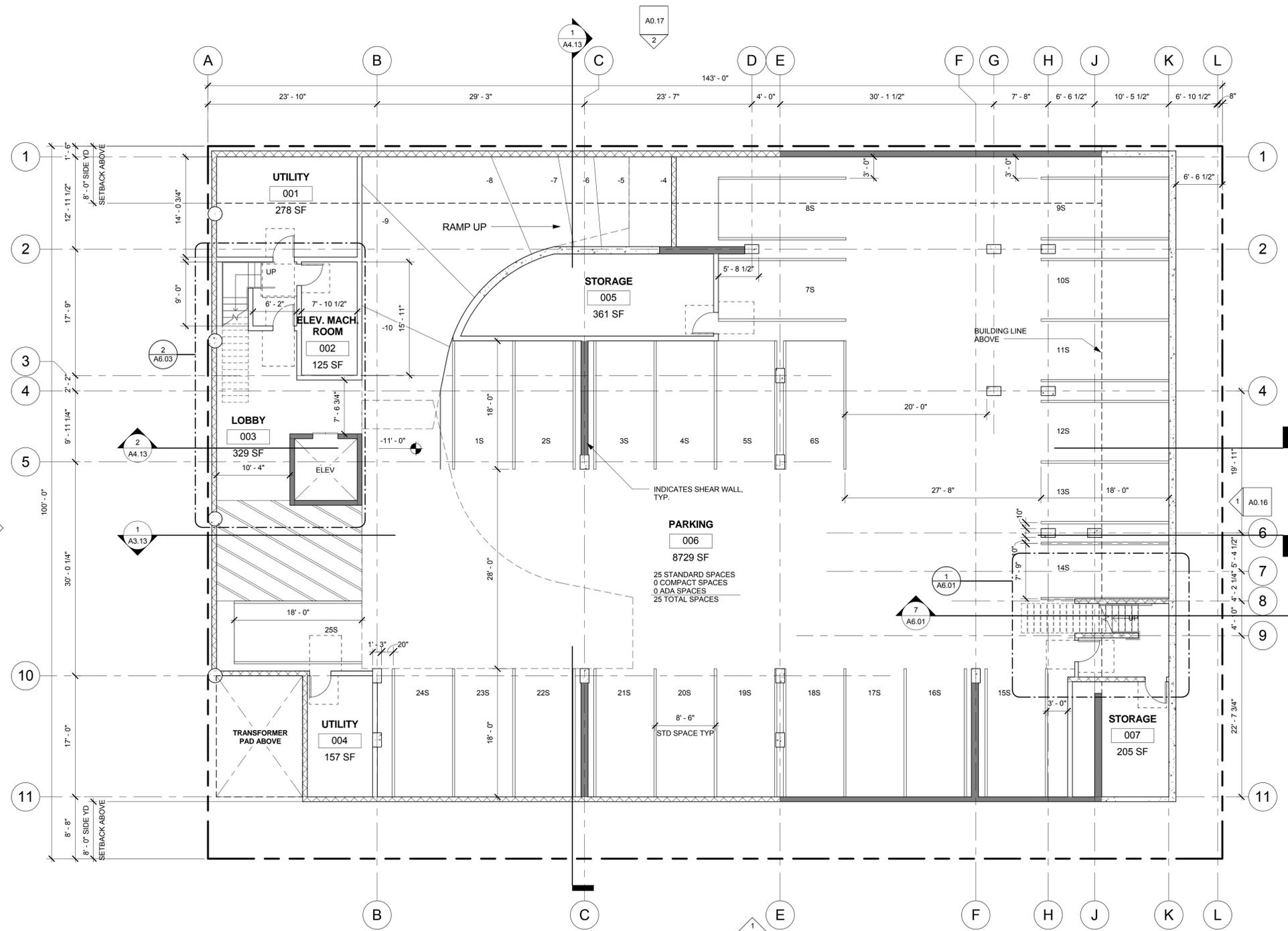
2468 GLENDALE BLVD.
 LOS ANGELES, CA 90039

SITE/LOT PLAN SHOWN AT GRADE LEVEL

STEPHEN M. ALBERT
 NO. C 9412
 REN. 5-31-13
 LICENSED ARCHITECT
 STATE OF CALIFORNIA

the albert group architects

PROJECT NUMBER: **16030**
 C.U.P. NUMBER:
 PROJECT STATUS: **DESIGN DEVELOPMENT**
 ISSUE DATE: **08/10/16**
 SHEET NUMBER: **A2.01**



PARKING REQUIRED - AUTOMOBILE

STUDIO UNITS	20 x 1 PER UNIT ¹	20 SPACES 20 STANDARD
1 BEDROOM UNITS	30 x 1 PER UNIT	30 SPACES 30 STANDARD
TOTAL RESIDENTIAL PARKING REQUIRED		50 SPACES 50 STANDARD (MIN.)
BICYCLE REPLACEMENT/REDUCTION	10% x 50 = 5, 50 SPACES - 5 = 45	45 REQ'D. ⁴
EVCS (ELEC. VEHICLE CHARGING STATIONS)	5% x 45 SPACES = 2.25	2 STANDARD
ADA PARKING	1 PER 25 STALLS = 45/25 = 2	2 REQ'D. (1 STANDARD, 1 VAN)

PARKING REQUIRED - BICYCLE ⁵

LONG TERM BICYCLE PARKING	1 PER UNIT	50 SPACES
SHORT TERM BICYCLE PARKING	1 PER 10 UNITS	5 SPACES
BIKE REPLACEMENT (5 REDUCTION SPACES) ³	4 CARS @ 4 : 1 = 4 x 5 SPACES	20 SPACES, 20 SPACES < 45 SPACES (OK)
TOTAL BICYCLE PARKING REQUIRED		55 SPACES
		50 LONG TERM + 5 SHORT TERM REQ'D.

PARKING PROVIDED - AUTOMOBILE

PARKING LEVEL P1 - VEHICULAR	24 TOTAL SPACES	24 STANDARD, 00 COMPACT, 00 ADA
PARKING ON-GRADE - VEHICULAR	21 TOTAL SPACES	19 STANDARD, 00 COMPACT, 02 ADA
TOTAL VEHICULAR PARKING PROVIDED		45 TOTAL SPACES

PARKING PROVIDED - BICYCLE

LONG TERM BICYCLE PARKING - ON-GRADE (SEE A2.21)	50 SPACES	
SHORT TERM BICYCLE PARKING - ON-GRADE (SEE A2.21)	05 SPACES	
TOTAL BICYCLE PARKING PROVIDED		55 SPACES

1. PARKING REQUIREMENT PER LAMC 12.22 A25, DENSITY BONUS, PARKING OPTION 1.
 2. ROUNDED DOWN UP PER 12.21 (A) (6) (B).
 3. A MAXIMUM OF 20% OR 30% IF WITHIN 1500 LINEAR FEET OF A FIXED TRANSIT FACILITY, OF THE REQUIRED AUTOMOBILE SPACES FOR NON-RESIDENTIAL USES CAN BE REPLACED WITH BICYCLE SPACES AT A RATIO OF 1:4 PER LAMC 12.21.4.
 4. 10% MAXIMUM, OR 15% IF WITHIN 1500 OF A FIXED TRANSPORTATION HUB, OF THE REQUIRED RESIDENTIAL PARKING CAN BE REPLACED WITH BICYCLE SPACES AT A RATIO OF 1:4 PER LAMC 12.21.4.4.
 5. MINIMUM REQUIREMENT PER 12.21 (A) (6) (2).

LEGEND

	101.1 DOOR TYPE SEE SHEET A7.02
	101.1 WINDOW TYPE SEE SHEET A7.02
	S203 STOREFRONT TYPE REFER TO A7.01
	A 6 0 WALL TYPE TAG, REFER TO AD.10
	1-HOUR FIRE BARRIER
	2-HOUR FIRE BARRIER
	WOOD STUD WALL
	CMU WALL
	CONCRETE WALL

NOTE:
 • SEE STRUCTURAL DRAWINGS FOR REQUIRED WALL THICKNESS, STUD SIZE, AND PLYWOOD THICKNESS. STRUCTURAL DRAWINGS TO DICTATE.
 • WALL TYPES TYPICAL THROUGHOUT U.O.

THE ABOVE DRAWINGS AND SPECIFICATIONS AND IDEAS, DESIGNS AND ARRANGEMENTS REPRESENTED THEREIN ARE AND SHALL REMAIN THE PROPERTY OF THE ARCHITECT AND NO PART OF THESE DRAWINGS OR SPECIFICATIONS SHALL BE REPRODUCED OR USED IN CONNECTION WITH ANY OTHER WORK OR PROJECT OTHER THAN THE SPECIFIC PROJECT FOR WHICH THEY HAVE BEEN PREPARED AND DEVELOPED, WITHOUT THE WRITTEN CONSENT OF THE ARCHITECT. THESE DRAWINGS OR SPECIFICATIONS SHALL CONSTITUTE CONCLUSIVE EVIDENCE OF ACCEPTANCE OF THESE RESTRICTIONS.

DATE	REVISIONS



GLENDALE APARTMENTS

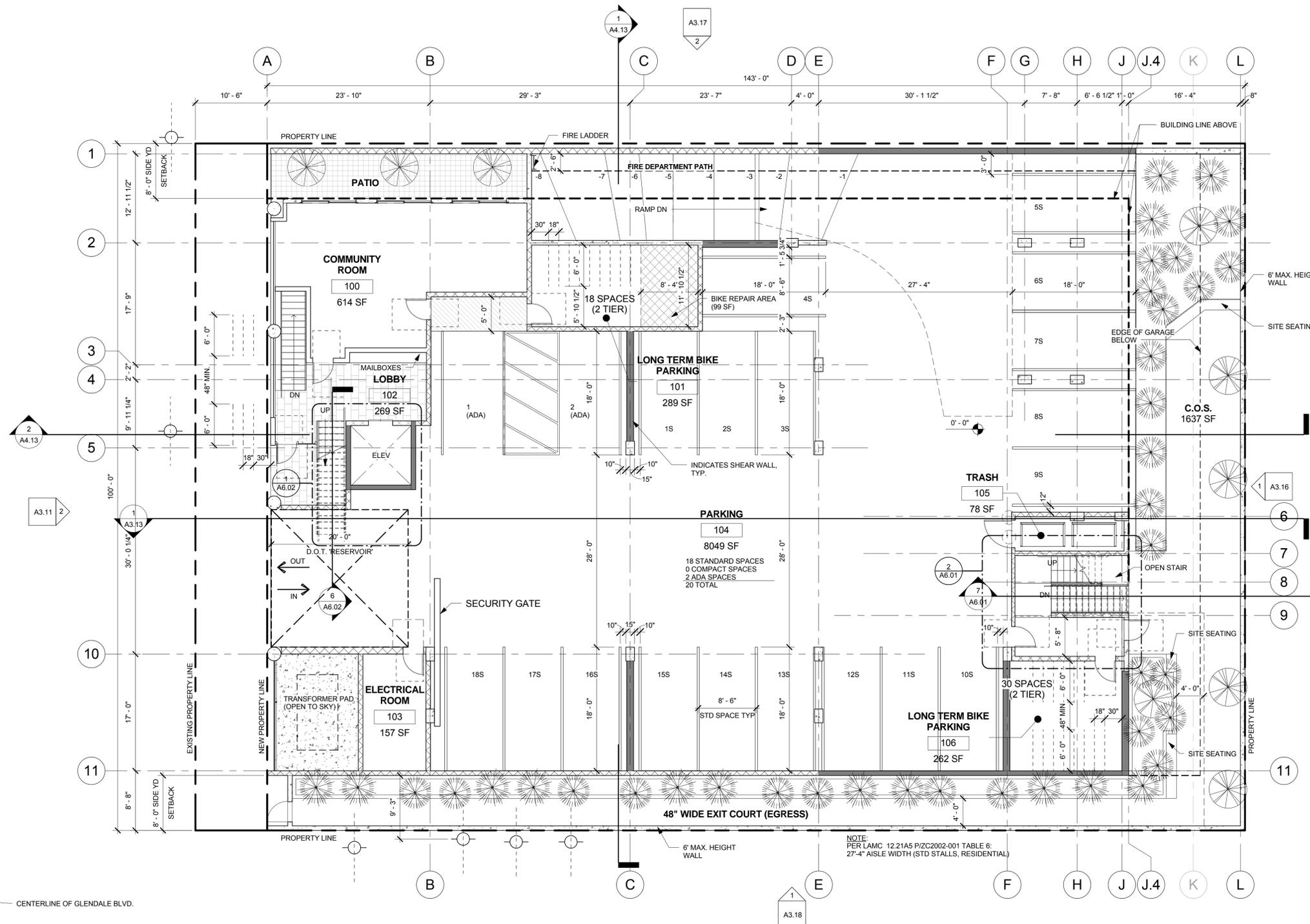
2468 GLENDALE BLVD.
 LOS ANGELES, CA 90039

SUBTERRANEAN PARKING PLAN



PROJECT NUMBER:	16030
C.U.P. NUMBER:	
PROJECT STATUS:	DESIGN DEVELOPMENT
ISSUE DATE:	08/10/16
SHEET NUMBER:	A2.11

GLENDALE BLVD



PROPERTY INFORMATION

SITE ADDRESS: 2468 GLENDALE BOULEVARD
LOS ANGELES, CA 90039
LEGAL DESCRIPTION: PORTION OF LOT MRS. GAREY
MRS. GAREY'S TRACT M.R. 19
PAGES 50, RECORDS OF
LOS ANGELES COUNTY
TAX ASSESSOR PARCEL NUMBERS: 5440 - 002 - 003

NOTE:
WILL COMPLY WITH THE MANDATORY LEVEL OF
LA GREEN CODE.

OPEN SPACE CALCULATIONS

OPEN SPACE REQUIRED

UNIT SIZE	REQ'D SF PER UNIT	PROPOSED NO. OF UNITS	SUBTOTAL REQUIRED
< 3 HABITABLE ROOMS	100 SF	50	5,000 SF
= 3 HABITABLE ROOMS	125 SF	-	-
> 3 HABITABLE ROOMS	175 SF	-	-
SUBTOTAL OPEN SPACE REQUIRED			5,000 SF
DENSITY BONUS REDUCTION (20%)			N/A
TOTAL OPEN SPACE REQUIRED			5,000 SF

OPEN SPACE PROVIDED

FLOOR LEVEL	PRIVATE DECK SF	COMMON SPACE SF	SUBTOTAL PROVIDED
SUBTERRANEAN PKG.	-	-	-
FIRST FLOOR	-	2,237 SF	2,237 SF
SECOND FLOOR	50 SF	1,246 SF	1,296 SF
THIRD FLOOR	-	-	-
FOURTH FLOOR	-	-	-
FIFTH FLOOR	-	1,500 SF	1,500 SF
ROOF	-	-	-
TOTAL OPEN SPACE PROVIDED			5,033 SF

PLAN NOTES

- WEEP SCREEN FOR STUCCO AT THE FOUNDATION PLATE LINE, MIN. 4" ABOVE GRADE OR 2" ABOVE PAVED AREAS.
- 8" - 2" MINIMUM HEIGHT FOR DISABLED ACCESS VEHICULAR PATH TO ACCESSIBLE PARKING STALLS.
- EXTERIOR WALLS CONSTRUCTED TO PROVIDE A MINIMUM STC RATING OF 50, TYPICAL.
- FOR TYPICAL ROOFING AND FLASHING DETAILS, SEE 1-11/AD.30 AND 1-8/AD.31.

LEGEND

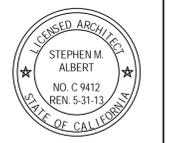
- (101.1) DOOR TYPE
SEE SHEET A7.02
- (101.1) WINDOW TYPE
SEE SHEET A7.02
- (S203) STOREFRONT TYPE
REFER TO A7.01
- (A 6 0) WALL TYPE TAG,
REFER TO AD.10
- 1-HOUR FIRE BARRIER
- 2-HOUR FIRE BARRIER
- WOOD STUD WALL
- CMU WALL
- CONCRETE WALL

NOTE:
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• WALL TYPES TYPICAL THROUGHOUT U.N.O.

1ST FLOOR PLAN SCALE: 1/8" = 1'-0" 1

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DATE	REVISIONS	NO.



GLENDALE APARTMENTS

2468 GLENDALE BLVD.
LOS ANGELES, CA 90039

1ST FLOOR PLAN

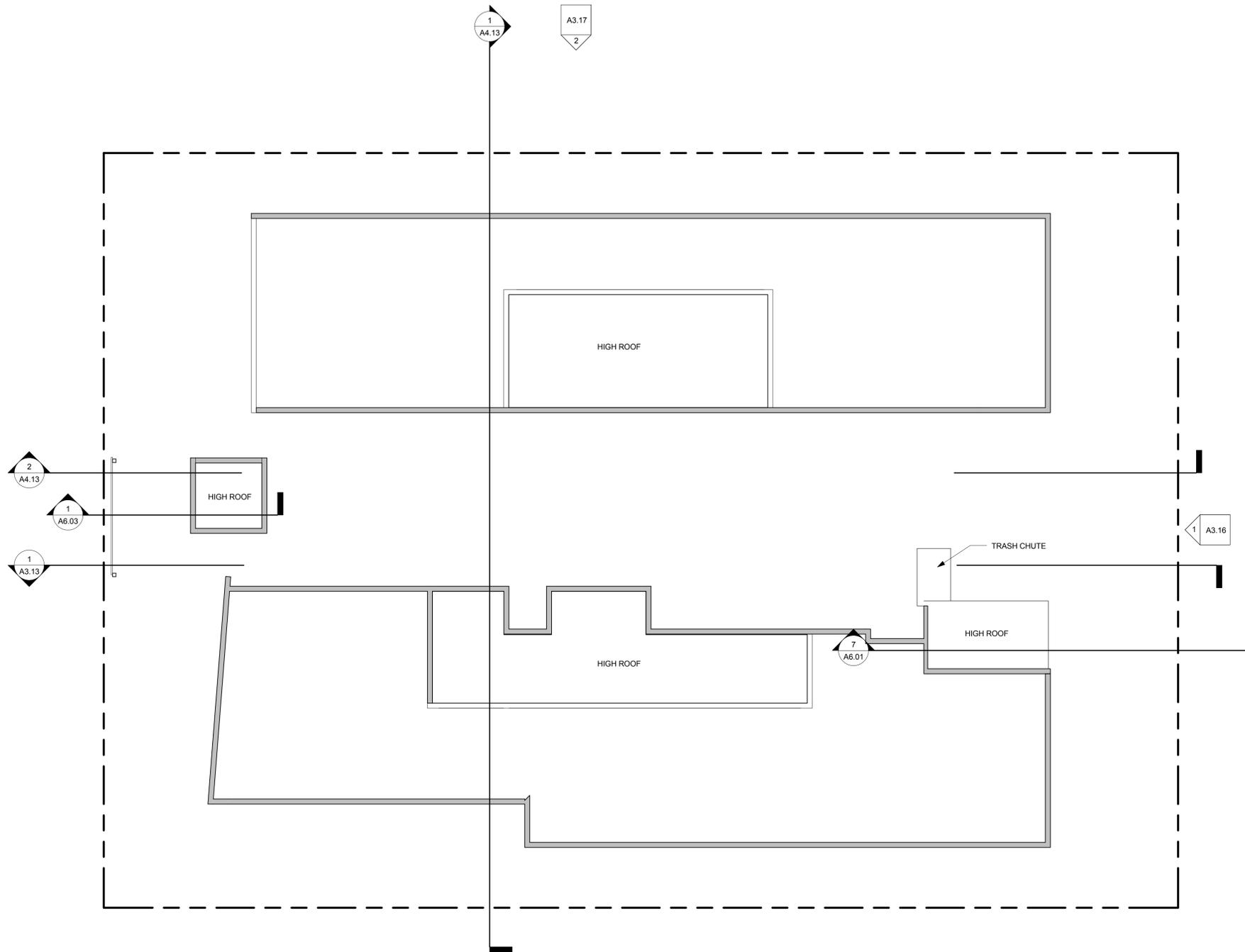
the albert group architects

PROJECT NUMBER: 16030
C.U.P. NUMBER:
PROJECT STATUS: DESIGN DEVELOPMENT
ISSUE DATE: 08/10/16
SHEET NUMBER:

A2.21

GLENDALE BLVD

A3.11



A3.18

LEGEND

-  DOOR TYPE
SEE SHEET A7.02
-  WINDOW TYPE
SEE SHEET A7.02
-  STOREFRONT TYPE
REFER TO A7.01
-  WALL TYPE TAG.
REFER TO AD.10
-  1-HOUR FIRE BARRIER
-  2-HOUR FIRE BARRIER
-  WOOD STUD WALL
-  CMU WALL
-  CONCRETE WALL



ROOF PLAN

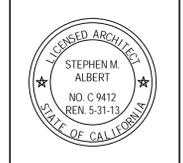
SCALE:
1/8" = 1'-0"

1

NOTE:
• SEE STRUCTURAL DRAWINGS FOR REQUIRED WALL THICKNESS, STUD SIZE, AND PLYWOOD THICKNESS. STRUCTURAL DRAWINGS TO DICTATE.
• WALL TYPES TYPICAL THROUGHOUT U.N.O.

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NO.	REVISIONS	DATE



GLENDALE APARTMENTS

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LOS ANGELES, CA 90039

ROOF DECK



PROJECT NUMBER:
16030

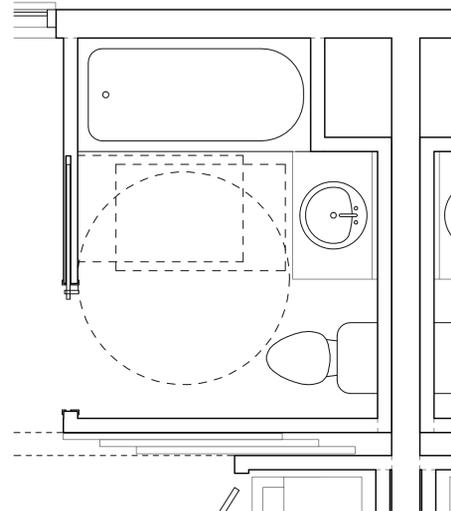
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PROJECT STATUS:
DESIGN DEVELOPMENT

ISSUE DATE:
08/10/16

SHEET NUMBER:

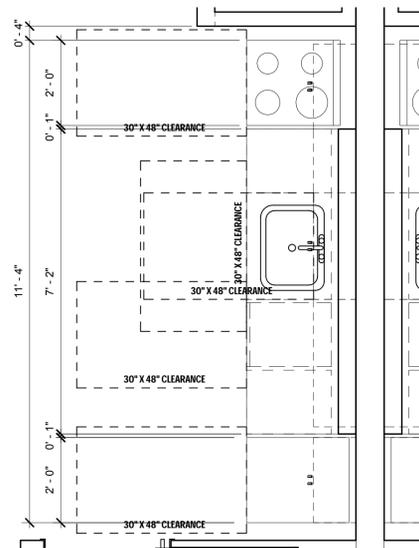
A2.26



BATHROOM 'A'

SCALE:
1/2" = 1'-0"

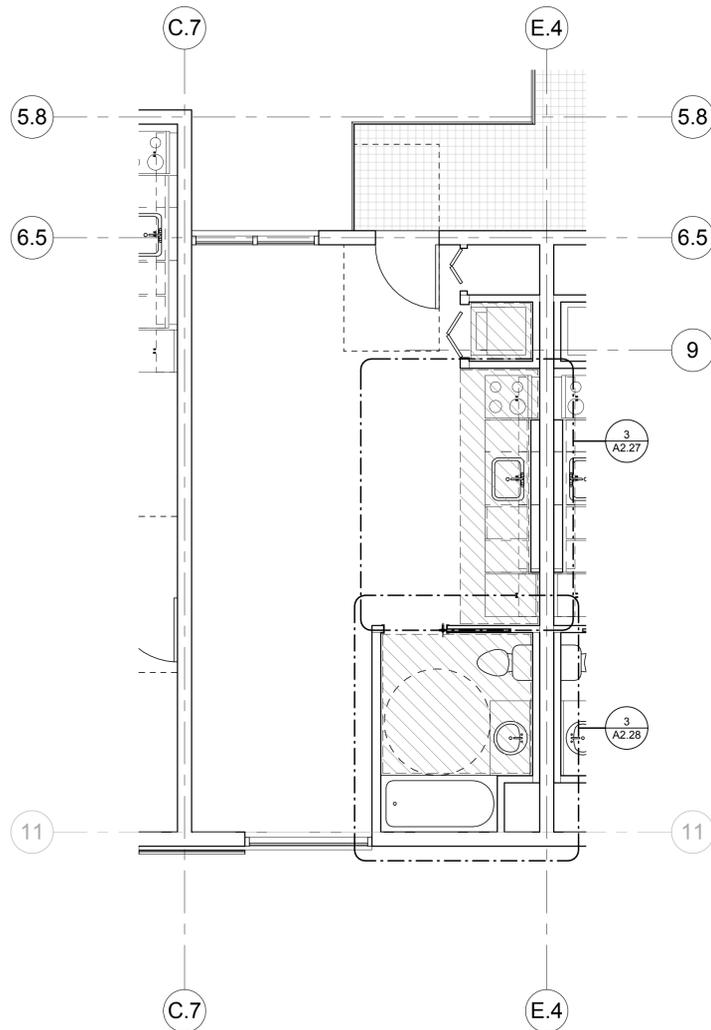
4



TYPICAL KITCHEN

SCALE:
1/2" = 1'-0"

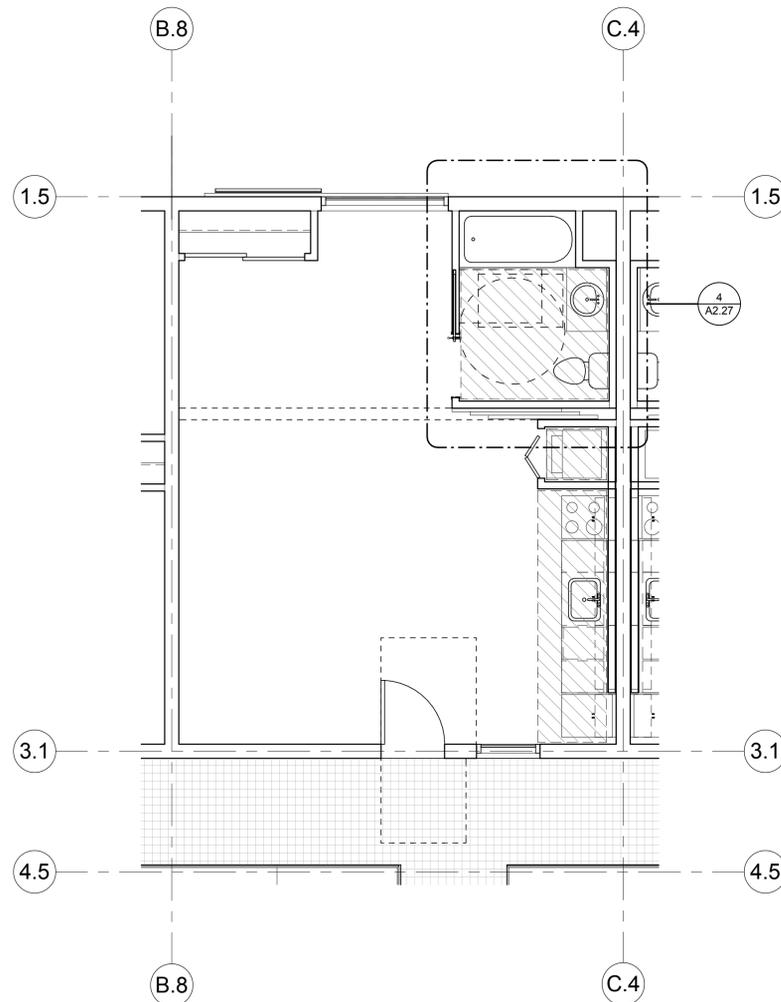
3



ENLARGED STUDIO B (204, 304, 404 & 504)

SCALE:
1/4" = 1'-0"

2



ENLARGED STUDIO A (210, 211, 310, 311, 410, 411, 510 & 511)

SCALE:
1/4" = 1'-0"

1

GENERAL NOTES

- A. ALL EXTERIOR WALLS TO BE [X]61 U.O.N.
- B. ALL INTERIOR WALLS TO BE [A]60 U.O.N.
- C. ALL DIMENSIONS ARE FROM FACE OF STUD TO FACE OF STUD U.O.N.
- D. CEILING HEIGHTS ARE MEASURED FROM TOP OF SUB FLOOR, TYP.
- E. GUARDRAIL CONSTRUCTION SHALL BE CAPABLE OF RESISTING A 20 PLF HORIZONTAL LOAD PERPENDICULAR TO THE TOP RAIL PER 2010 C.B.C. SECTION 1607.7
- F. PROVIDE WINDOWS SIZED FOR EMERGENCY ESCAPE AND RESCUE COMPLIANCE AT ALL SLEEPING ROOMS, WITH MIN NET CLEAR OPENING OF 5.7 SF AND SILL HEIGHT NOT MORE THAN 44" ABOVE THE FLOOR AND OPEN DIRECTLY TO STREETS, PUBLIC ALLEYS, YARDS OR EXIT COURTS.
- G. DRAFTSTOPS SHALL BE INSTALLED IN CONCEALED FLOOR AND ATTIC SPACES. DRAFTSTOPS SHALL BE INSTALLED IN LINE WITH DWELLING UNIT AND SLEEPING AREA SEPARATIONS, AND CONSTRUCTED PER 2010 C.B.C.
- H. FIRE BLOCKING SHALL BE PROVIDED IN THE FOLLOWING:
 1. IN CONCEALED PLACES OF STUD WALLS AND PARTITIONS, INCLUDING FURRED SPACES, AT CEILINGS AND FLOOR LEVEL AND AT 10' INTERVALS, BOTH VERTICAL AND HORIZONTAL, PER CBC SECTION 803.
 2. AT ALL INTER-CONNECTIONS BETWEEN CONCEALED VERTICAL AND HORIZONTAL SPACES SUCH AS SOFFITS, DROP AND COVED CEILINGS.
 3. IN CONCEALED SPACES BETWEEN STAIR STRINGERS AT THE TOP AND BOTTOM OF THE RUN AND BETWEEN STUDS ALONG AND IN LINE WITH THE RUN OF THE STAIRS IF THE WALLS UNDER THE STAIRS ARE UNFINISHED.
- I. ALL GLAZING TO BE TEMPERED INCLUDING SHOWER/BATH TUB DOORS AND SHALL BE AFFIXED WITH A PERMANENT LABEL.
- K. ALL DOORS TO HAVE A MIN 32" CLEAR DIMENSION.
- L. MAXIMUM 1/2" ELEVATION DIFFERENCE AT DOOR THRESHOLDS.
- M. PROVIDE 24" CLEAR FROM STRIKE SIDE OF SWINGING DOOR AT PULL SIDE AND 12" AT PUSH SIDE OF ALL EXTERIOR UNIT DOORS. PROVIDE 18" CLEAR FROM STRIKE SIDE OF SWINGING DOOR AT PULL SIDE OF ALL INTERIOR UNIT DOORS.
- N. INTERIOR DOOR FINISHES SHALL COMPLY WITH SECTION 10.2.7 OF NFPA 101 AND SECTION 804 OF THE CBC. NON-ABSORBENT INTERIOR FLOOR AND WALL FINISHES WITHIN 2' AROUND AND PERPENDICULAR TO EXTERIOR ENTRIES AND/OR OPENINGS SUBJECT TO FOOT TRAFFIC (5.407.2.2)
- O. INTERIOR DOOR FINISHES SHALL COMPLY WITH SECTION 10.2.7 OF NFPA 101 AND SECTION 804 OF THE CBC. NON-ABSORBENT INTERIOR FLOOR AND WALL FINISHES WITHIN 2' AROUND AND PERPENDICULAR TO EXTERIOR ENTRIES AND/OR OPENINGS SUBJECT TO FOOT TRAFFIC (5.407.2.2)
- P. OCCUPIABLE SPACES, HABITABLE SPACES, AND CORRIDORS SHALL HAVE A CEILING HEIGHT OF NOT LESS THAN 7'-6". BATHROOMS, TOILET ROOMS, KITCHENS, STORAGE ROOMS AND LAUNDRY ROOMS SHALL BE PERMITTED TO HAVE A CEILING HEIGHT OF NOT LESS THAN 7' (1208.2). ANY ROOM WITH A FURRED CEILING SHALL BE REQUIRED TO HAVE THE MINIMUM CEILING HEIGHT IN TWO-THIRDS OF THE AREA THEREOF, BUT IN NO CASE SHALL THE HEIGHT OF THE FURRED CEILING BE LESS THAN 7'.
- Q. THE FLOW RATES FOR ALL PLUMBING FIXTURES SHALL COMPLY WITH THE MAXIMUM FLOW RATES IN TABLE 4.303.1.
- R. ACOUSTICAL SOUND PADS ARE REQUIRED ON ALL ELECTRICAL & LV BOXES MOUNTED IN THE CEILINGS.

RESIDENTIAL UNIT DOOR SCHEDULE

ABBREVIATIONS

* DENOTES EGRESS	FX FIXED	SG SINGLE GLAZED
ALUM ALUMINUM	HC HOLLOW CORE	SGD SLIDING GLASS DR
BF BI-FOLDING	HM HOLLOW METAL	SH SINGLE HINGE
CA CASEMENT	INT INTERIOR	SL SLIDER
CLR CLEAR ANODIZED	PF PAINTED FINISH	SWG SWING
DG DUAL GLAZED	RG REEDED GLASS	TG TEMPERED GLASS
ENT ENTRY	SC SOLID CORE	WD WOOD
EXT EXTERIOR	SF STORE FRONT	

NO.	RATING	TYPE	SIZE	DETAIL REF	HDWRE
D.02	-	WD SC	2'-10" x 7'-0"	3/AD.50 4/AD.50 4/AD.50	2
D.03	-	WD HC	2'-10" x 7'-0"	3/AD.50 4/AD.50 4/AD.50	3
D.04	-	WD HC	VARIES	3/AD.50 7/AD.51 8/AD.50	4
D.05	-	-	-	-	-
D.06	-	HC SL	VARIES x 7'-0"	12/AD.50 11/AD.50	4
D.07	-	WD HC	2'-6" x 7'-0"	3/AD.50 4/AD.50 4/AD.50	3
D.08	-	WD HC POCKET	2'-10" x 7'-0"		2
D.09	-	BF	VARIES x 7'-0"	7/AD.50 8/AD.50	4

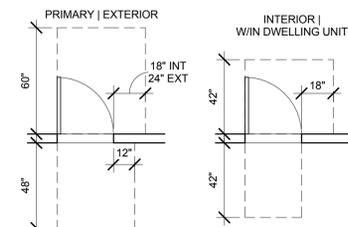
HARDWARE GROUPS

- 1. MORTISE ENTRY W/ DEADBOLT
- 2. CYLINDER W/ PRIVACY THUMB TURN
- 3. CYLINDER PASSAGE
- 4. FINGER PULL

LEGEND

- [A]60 WALL TYPE TAG, REFER TO AD.10
- PLENUM/SOFFIT @ 7'-10" (7'-6" MIN.)
- 1-HOUR FIRE BARRIER
- 2-HOUR FIRE BARRIER
- BATHROOM EXHAUST: ENERGY STAR COMPLIANT, DUCTED TO TERMINATE OUTSIDE THE BUILDING. FANS NOT FUNCTIONING AS A COMPONENT OF A WHOLE UNIT VENTILATION SYSTEM MUST BE HUMIDITY CONTROLLED
- S SMOKE DETECTOR
- C CARBON MONOXIDE DETECTOR

UNIT DOOR MANEUVERING CLEARANCES



NO.	REVISIONS	DATE



GLENDALE APARTMENTS

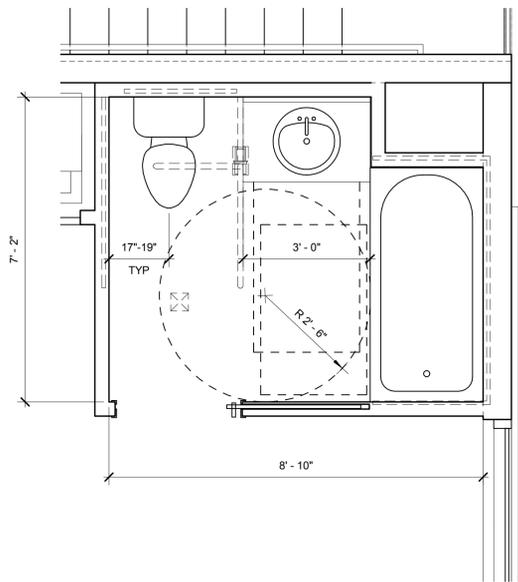
2468 GLENDALE BLVD.
LOS ANGELES, CA 90039

ENLARGED UNIT FLOOR PLANS

the albert group architects

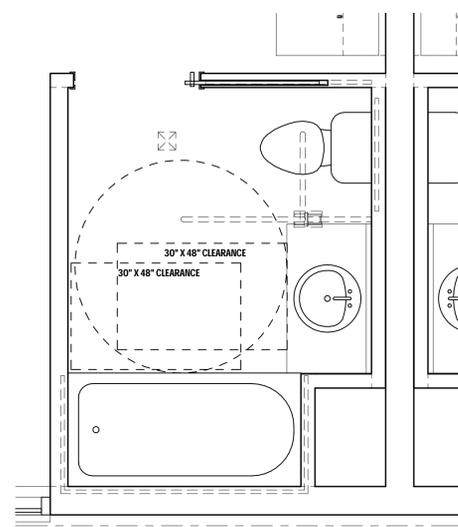
PROJECT NUMBER:
16030
C.U.P. NUMBER:
PROJECT STATUS:
DESIGN DEVELOPMENT
ISSUE DATE:
08/10/16
SHEET NUMBER:

A2.27



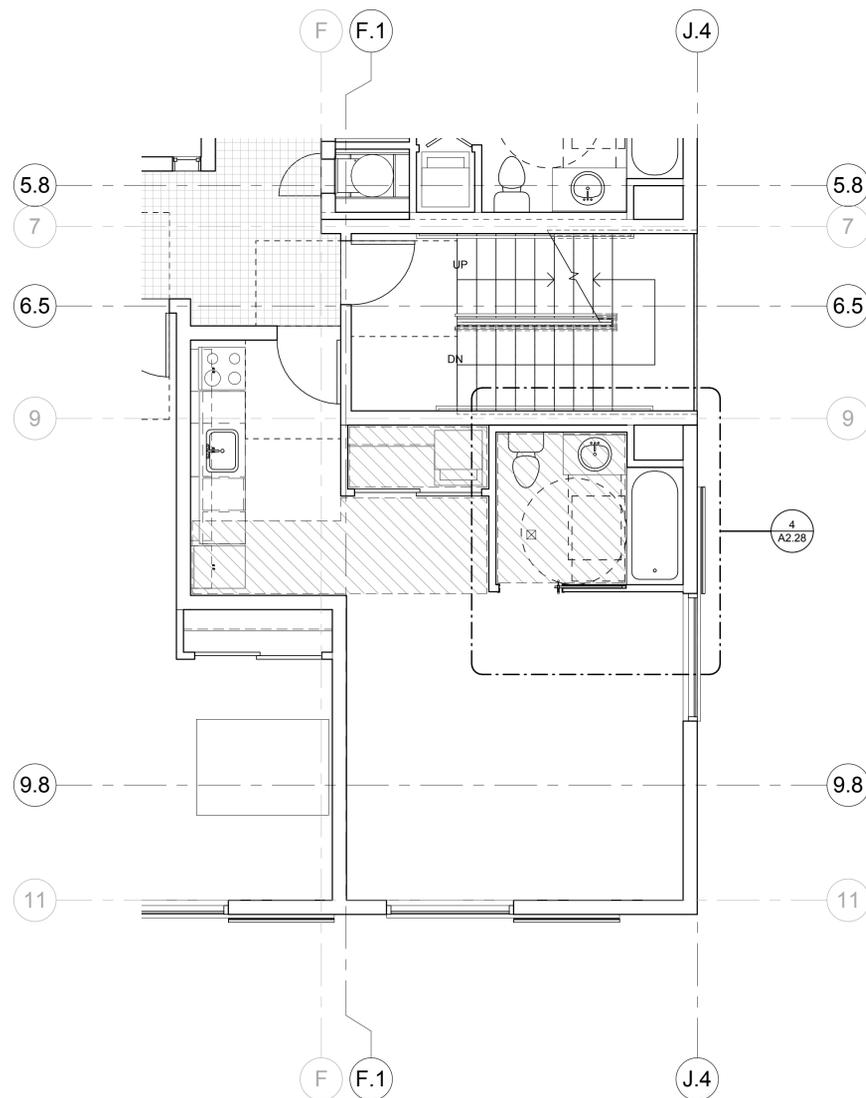
BATHROOM 'C'

SCALE:
1/2" = 1'-0" **4**



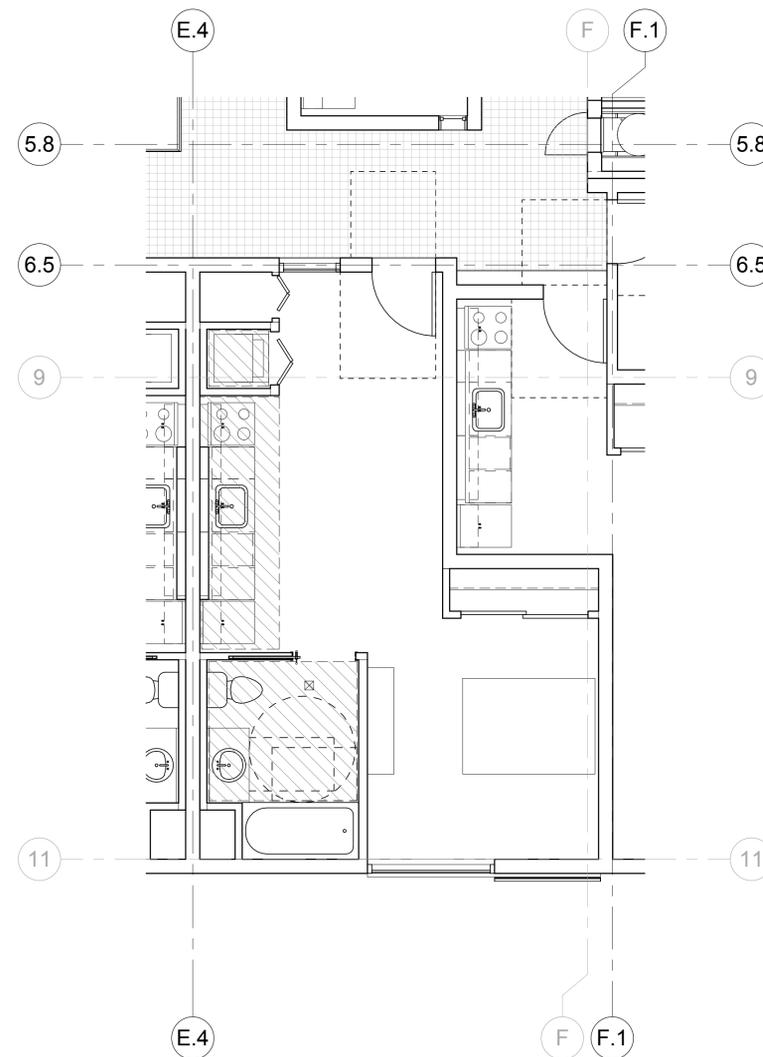
BATHROOM 'B'

SCALE:
1/2" = 1'-0" **3**



ENLARGED STUDIO D (206, 306, 406 & 506)

SCALE:
1/4" = 1'-0" **2**



ENLARGED STUDIO C (205, 305, 405 & 505)

SCALE:
1/4" = 1'-0" **1**

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- B. ALL INTERIOR WALLS TO BE [A]60 U.O.N.
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- M. PROVIDE 24" CLEAR FROM STRIKE SIDE OF SWINGING DOOR AT PULL SIDE AND 12" AT PUSH SIDE OF ALL EXTERIOR UNIT DOORS. PROVIDE 18" CLEAR FROM STRIKE SIDE OF SWINGING DOOR AT PULL SIDE OF ALL INTERIOR UNIT DOORS.
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- O. INTERIOR DOOR FINISHES SHALL COMPLY WITH SECTION 10.2.7 OF NFPA 101 AND SECTION 804 OF THE CBC. NON-ABSORBENT INTERIOR FLOOR AND WALL FINISHES WITHIN 2' AROUND AND PERPENDICULAR TO EXTERIOR ENTRIES AND/OR OPENINGS SUBJECT TO FOOT TRAFFIC (5.407.2.2)
- P. OCCUPIABLE SPACES, HABITABLE SPACES, AND CORRIDORS SHALL HAVE A CEILING HEIGHT OF NOT LESS THAN 7'-0". BATHROOMS, TOILET ROOMS, KITCHENS, STORAGE ROOMS AND LAUNDRY ROOMS SHALL BE PERMITTED TO HAVE A CEILING HEIGHT OF NOT LESS THAN 7' (1208.2). ANY ROOM WITH A FURRED CEILING SHALL BE REQUIRED TO HAVE THE MINIMUM CEILING HEIGHT IN TWO-THIRDS OF THE AREA THEREOF, BUT IN NO CASE SHALL THE HEIGHT OF THE FURRED CEILING BE LESS THAN 7'.
- Q. THE FLOW RATES FOR ALL PLUMBING FIXTURES SHALL COMPLY WITH THE MAXIMUM FLOW RATES IN TABLE 4.303.1.
- R. ACOUSTICAL SOUND PADS ARE REQUIRED ON ALL ELECTRICAL & LV BOXES MOUNTED IN THE CEILINGS.

RESIDENTIAL UNIT DOOR SCHEDULE

ABBREVIATIONS

ALUM	DENOTES EGRESS ALUMINUM	FX	FIXED	SG	SINGLE GLAZED
BF	BIFOLDING	HC	HOLLOW CORE	SGD	SLIDING GLASS DR
CA	CASEMENT	HM	HOLLOW METAL	SH	SINGLE HINGE
CLR	CLEAR ANODIZED	INT	INTERIOR	SL	SLIDER
DG	DUAL GLAZED	PF	PAINTED FINISH	SWG	SWING
ENT	ENTRY	RG	REEBED GLASS	TG	TEMPERED GLASS
EXT	EXTERIOR	SC	SOLID CORE	WD	WOOD
		SF	STORE FRONT		

NO.	RATING	TYPE	SIZE	DETAIL REF	HDWRE
D.02	-	WD SC	2'-10" x 7'-0"	3/AD.50 4/AD.50 4/AD.50	2
D.03	-	WD HC	2'-10" x 7'-0"	3/AD.50 4/AD.50 4/AD.50	3
D.04	-	WD HC	VARIES	3/AD.50 7/AD.51 8/AD.50	4
D.05	-	-	-	-	-
D.06	-	HC SL	VARIES x 7'-0"	12/AD.50 11/AD.50	4
D.07	-	WD HC	2'-6" x 7'-0"	3/AD.50 4/AD.50 4/AD.50	3
D.08	-	WD HC POCKET	2'-10" x 7'-0"	-	2
D.09	-	BF	VARIES x 7'-0"	7/AD.50 8/AD.50	4

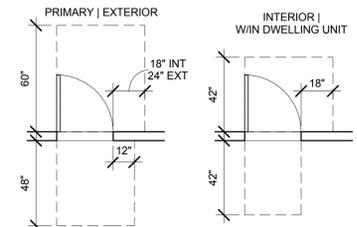
HARDWARE GROUPS

- 1. MORTISE ENTRY W/ DEADBOLT
- 2. CYLINDER W/ PRIVACY THUMB TURN
- 3. CYLINDER PASSAGE
- 4. FINGER PULL

LEGEND

- [A]60 WALL TYPE TAG, REFER TO AD.10
- PLENUM/SOFFIT @ 7'-10" (7'-6" MIN.)
- 1-HOUR FIRE BARRIER
- 2-HOUR FIRE BARRIER
- BATHROOM EXHAUST: ENERGY STAR COMPLIANT, DUCTED TO TERMINATE OUTSIDE THE BUILDING. FANS NOT FUNCTIONING AS A COMPONENT OF A WHOLE UNIT VENTILATION SYSTEM MUST BE HUMIDITY CONTROLLED
- S SMOKE DETECTOR
- C CARBON MONOXIDE DETECTOR

UNIT DOOR MANEUVERING CLEARANCES



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NO.	REVISIONS	DATE

STEPHEN M. ALBERT
NO. C 9412
REN. 5-31-13
STATE OF CALIFORNIA
LICENSED ARCHITECT

GLENDALE APARTMENTS
2468 GLENDALE BLVD.
LOS ANGELES, CA 90039
ENLARGED UNIT FLOOR PLANS

the albert group architects

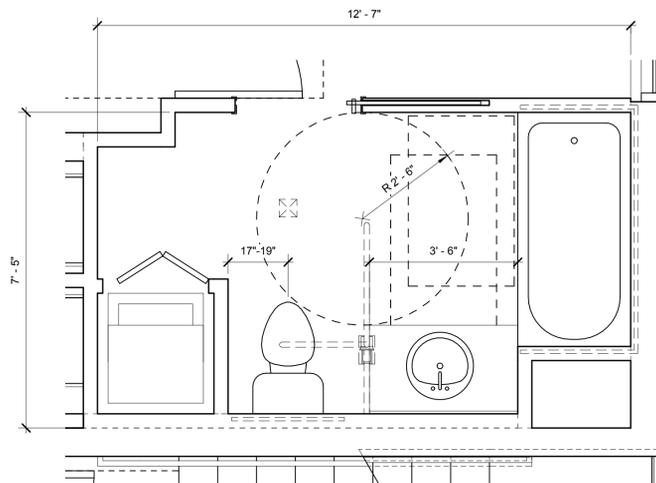
PROJECT NUMBER:
16030

C.U.P. NUMBER:

PROJECT STATUS:
DESIGN DEVELOPMENT

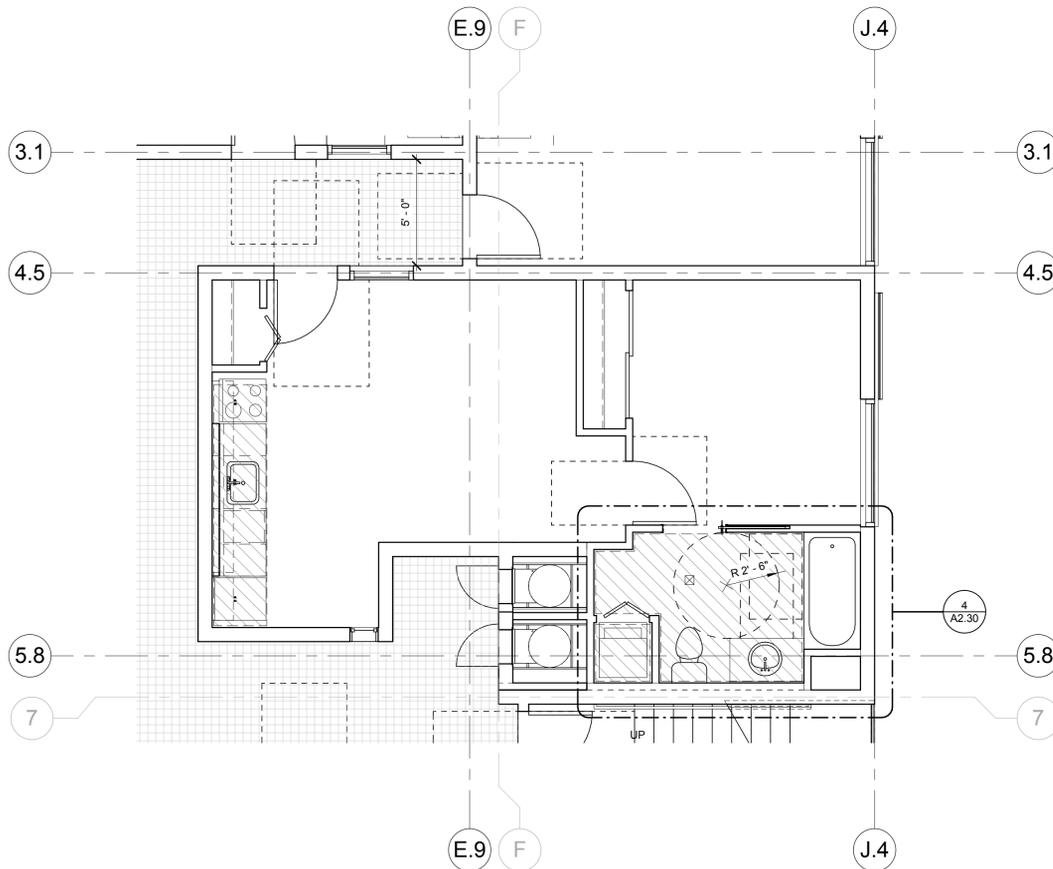
ISSUE DATE:
08/10/16

SHEET NUMBER:
A2.28



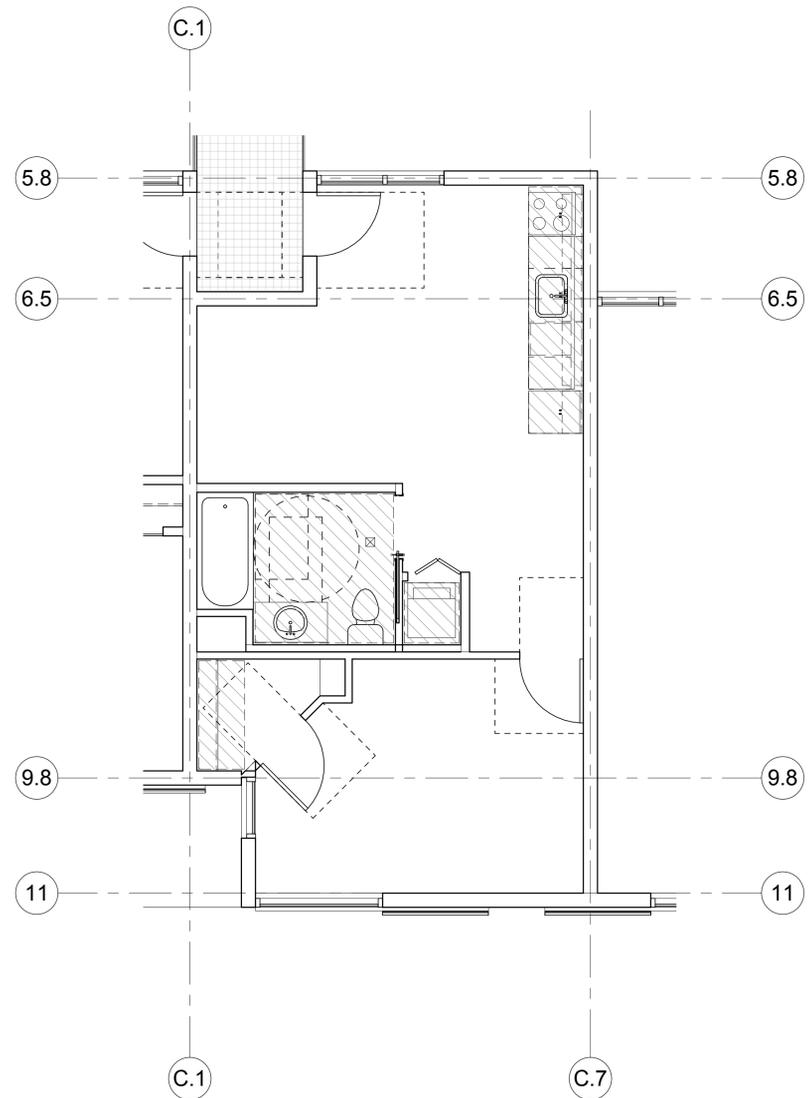
BATHROOM 'D'

SCALE:
1/2" = 1'-0" **4**



ENLARGED 1 BEDROOM - UNIT 1D (207, 307 & 407)

SCALE:
1/4" = 1'-0" **2**



ENLARGED 1 BEDROOM - UNIT 1C (203, 303, 403 & 503)

SCALE:
1/4" = 1'-0" **1**

GENERAL NOTES

- A. ALL EXTERIOR WALLS TO BE [A]60 U.O.N.
- B. ALL INTERIOR WALLS TO BE [A]60 U.O.N.
- C. ALL DIMENSIONS ARE FROM FACE OF STUD TO FACE OF STUD U.O.N.
- D. CEILING HEIGHTS ARE MEASURED FROM TOP OF SUB FLOOR, TYP.
- E. GUARDRAIL CONSTRUCTION SHALL BE CAPABLE OF RESISTING A 20 PLF HORIZONTAL LOAD PERPENDICULAR TO THE TOP RAIL PER 2010 C.B.C., SECTION 1607.7.
- F. PROVIDE WINDOWS SIZED FOR EMERGENCY ESCAPE AND RESCUE COMPLIANCE AT ALL SLEEPING ROOMS, WITH MIN NET CLEAR OPENING OF 5.7 SF AND SILL HEIGHT NOT MORE THAN 44" ABOVE THE FLOOR AND OPEN DIRECTLY TO STREETS, PUBLIC ALLEYS, YARDS OR EXIT COURTS.
- G. DRAFTSTOPS SHALL BE INSTALLED IN CONCEALED FLOOR AND ATTIC SPACES. DRAFTSTOPS SHALL BE INSTALLED IN LINE WITH DWELLING UNIT AND SLEEPING AREA SEPARATIONS, AND CONSTRUCTED PER 2010 C.B.C.
- H. FIRE BLOCKING SHALL BE PROVIDED IN THE FOLLOWING:
 1. IN CONCEALED PLACES OF STUD WALLS AND PARTITIONS, INCLUDING FURRED SPACES, AT CEILINGS AND FLOOR LEVEL AND AT 10' INTERVALS, BOTH VERTICAL AND HORIZONTAL, PER CBC SECTION 803.
 2. AT ALL INTER-CONNECTIONS BETWEEN CONCEALED VERTICAL AND HORIZONTAL SPACES SUCH AS SOFFITS, DROP AND COVERED CEILINGS.
 3. IN CONCEALED SPACES BETWEEN STAIR STRINGERS AT THE TOP AND BOTTOM OF THE RUN AND BETWEEN STUDS ALONG AND IN LINE WITH THE RUN OF THE STAIRS IF THE WALLS UNDER THE STAIRS ARE UNFINISHED.
- I. ALL GLAZING TO BE TEMPERED INCLUDING SHOWER/BATH/TUB DOORS AND SHALL BE AFFIXED WITH A PERMANENT LABEL.
- K. ALL DOORS TO HAVE A MIN 32" CLEAR DIMENSION.
- L. MAXIMUM 1/2" ELEVATION DIFFERENCE AT DOOR THRESHOLDS
- M. PROVIDE 24" CLEAR FROM STRIKE SIDE OF SWINGING DOOR AT PULL SIDE AND 12" AT PUSH SIDE OF ALL EXTERIOR UNIT DOORS. PROVIDE 18" CLEAR FROM STRIKE SIDE OF SWINGING DOOR AT PULL SIDE OF ALL INTERIOR UNIT DOORS.
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- P. OCCUPIABLE SPACES, HABITABLE SPACES, AND CORRIDORS SHALL HAVE A CEILING HEIGHT OF NOT LESS THAN 7' - 6". BATHROOMS, TOILET ROOMS, KITCHENS, STORAGE ROOMS AND LAUNDRY ROOMS SHALL BE PERMITTED TO HAVE A CEILING HEIGHT OF NOT LESS THAN 7' (1208.2). ANY ROOM WITH A FURRED CEILING SHALL BE REQUIRED TO HAVE THE MINIMUM CEILING HEIGHT IN TWO-THIRDS OF THE AREA THEREOF, BUT IN NO CASE SHALL THE HEIGHT OF THE FURRED CEILING BE LESS THAN 7'.
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RESIDENTIAL UNIT DOOR SCHEDULE

ABBREVIATIONS

ALUM	ALUMINUM	FX	FIXED	SG	SINGLE GLAZED
BF	BIFOLDING	HC	HOLLOW CORE	SGD	SLIDING GLASS DR
CA	CASEMENT	HM	HOLLOW METAL	SH	SINGLE HINGE
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		SF	STORE FRONT		

NO.	RATING	TYPE	SIZE	DETAIL REF	HWRE
D.02	-	WD SC	2'-10" x 7'-0"	3/AD.50 4/AD.50 4/AD.50	2
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D.04	-	WD HC	VARIES	3/AD.50 7/AD.51 8/AD.50	4
D.05	-	-	-	-	-
D.06	-	HC SL	VARIES x 7'-0"	12/AD.50 11/AD.50	4
D.07	-	WD HC	2'-6" x 7'-0"	3/AD.50 4/AD.50 4/AD.50	3
D.08	-	WD HC POCKET	2'-10" x 7'-0"	-	2
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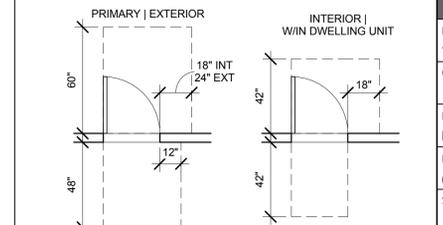
HARDWARE GROUPS

- 1. MORTISE ENTRY W/ DEADBOLT
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- 3. CYLINDER PASSAGE
- 4. FINGER PULL

LEGEND

- [A]60 WALL TYPE TAG. REFER TO AD.10
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STEPHEN M. ALBERT
NO. C 9412
REN. 5-31-13
STATE OF CALIFORNIA

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2468 GLENDALE BLVD.
LOS ANGELES, CA 90039
ENLARGED UNIT FLOOR PLANS

the albert group architects

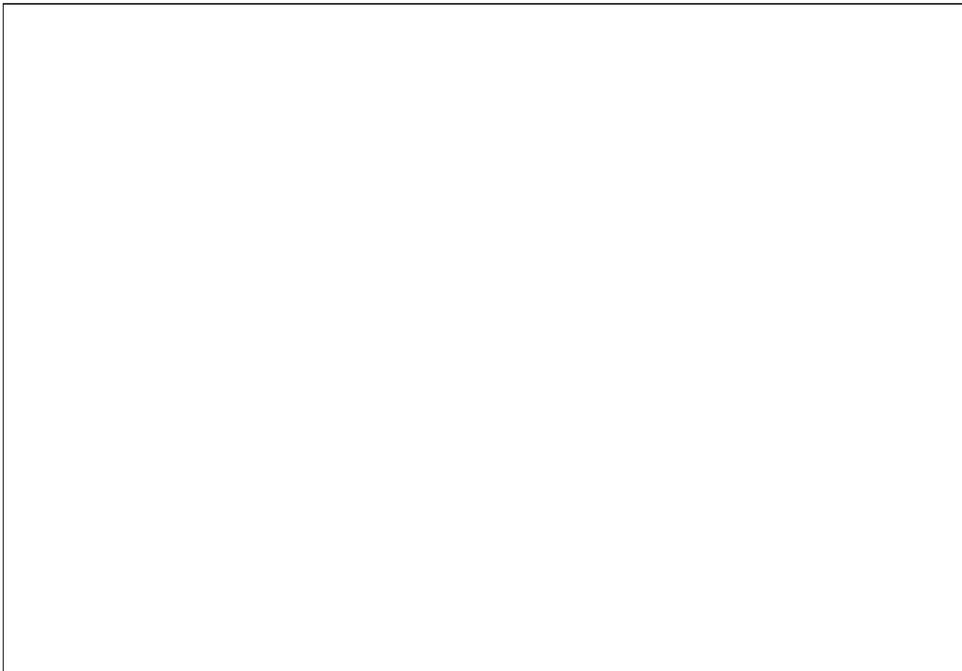
PROJECT NUMBER:
16030

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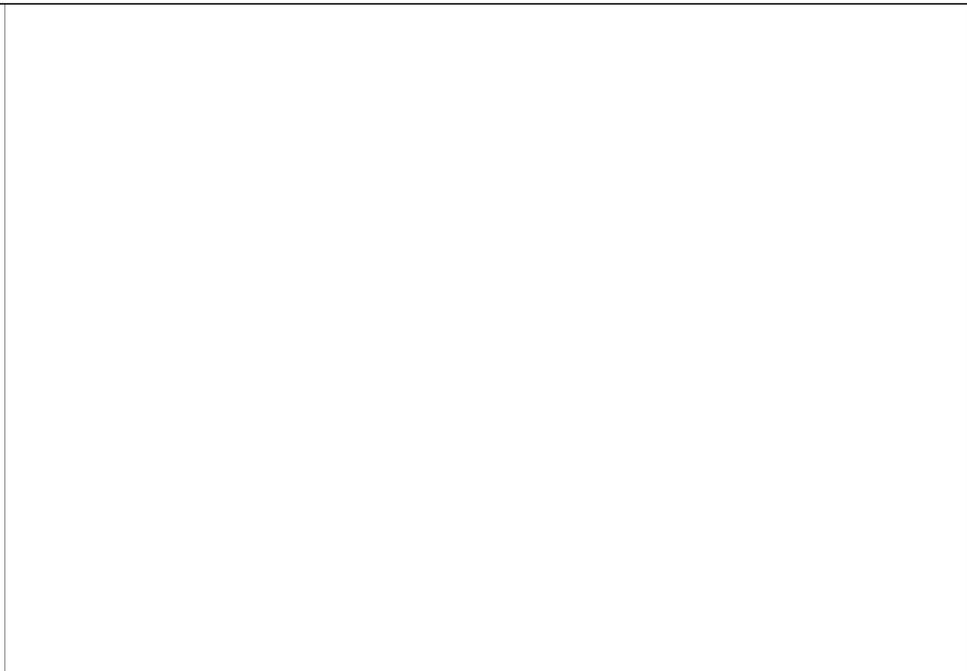
PROJECT STATUS:
DESIGN DEVELOPMENT

ISSUE DATE:
08/10/16

SHEET NUMBER:
A2.30



ENLARGED 1 BEDROOM - UNIT 1F (508) SCALE: 1/4" = 1'-0" 2



ENLARGED 1 BEDROOM - UNIT 1E (208, 308 & 408) SCALE: 1/4" = 1'-0" 1

GENERAL NOTES

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 B. ALL INTERIOR WALLS TO BE [A]60 U.O.N.
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STEPHEN M. ALBERT
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 LICENSED ARCHITECT
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RESIDENTIAL UNIT DOOR SCHEDULE

ABBREVIATIONS

ALUM	ALUMINUM	FX	FIXED	SG	SINGLE GLAZED
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D.05	-	-	-	-	-
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D.08	-	WD HC POCKET	2'-10" x 7'-0"	-	2
D.09	-	BF	VARIABLES x 7'-0"	7/AD.50 8/AD.50	4

HARDWARE GROUPS

1. MORTISE ENTRY W/ DEADBOLT
 2. CYLINDER W/ PRIVACY THUMB TURN
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LEGEND

[A]60 WALL TYPE TAG, REFER TO AD.10

PLENUM/SOFFIT @ 7'-10" (7'-6" MIN.)

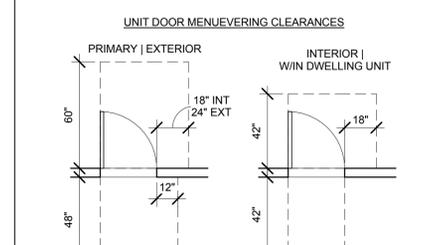
1-HOUR FIRE BARRIER

2-HOUR FIRE BARRIER

BATHROOM EXHAUST: ENERGY STAR COMPLIANT, DUCTED TO TERMINATE OUTSIDE THE BUILDING. FANS NOT FUNCTIONING AS A COMPONENT OF A WHOLE UNIT VENTILATION SYSTEM MUST BE HUMIDITY CONTROLLED

S SMOKE DETECTOR

C CARBON MONOXIDE DETECTOR



GLENDALE APARTMENTS

2468 GLENDALE BLVD.
 LOS ANGELES, CA 90039

ENLARGED UNIT FLOOR PLANS

the albert group architects

PROJECT NUMBER:
16030

C.U.P. NUMBER:

PROJECT STATUS:
DESIGN DEVELOPMENT

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08/10/16

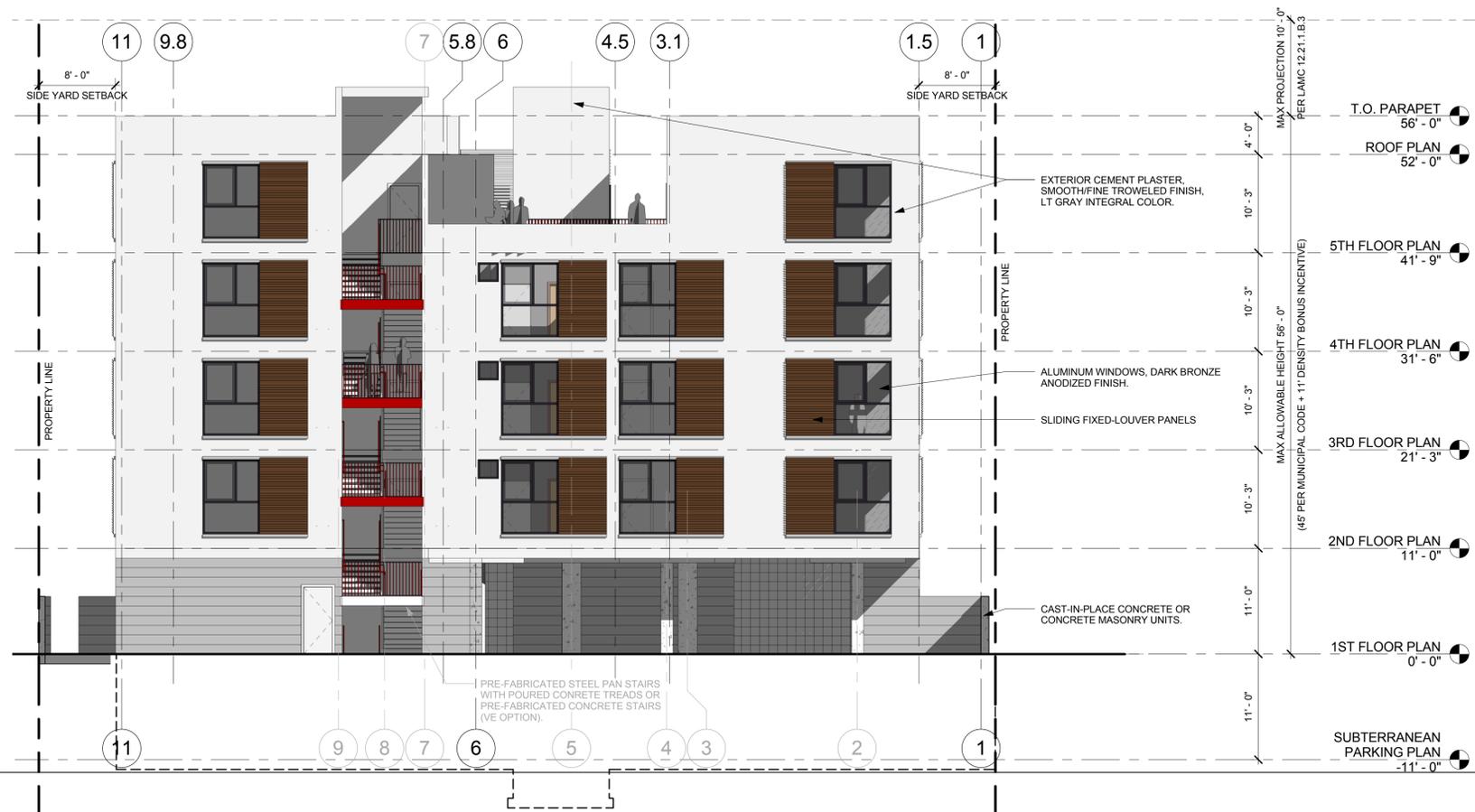
SHEET NUMBER:
A2.31



WEST ELEVATION

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

2



EAST ELEVATION

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

1

PROPERTY INFORMATION

SITE ADDRESS: 2468 GLENDALE BOULEVARD
LOS ANGELES, CA 90039

LEGAL DESCRIPTION: PORTION OF LOT MRS. GAREY
MRS. GAREY'S TRACT M.R. 19
PAGES 50, RECORDS OF
LOS ANGELES COUNTY

TAX ASSESSOR PARCEL NUMBERS: 5440 - 002 - 003

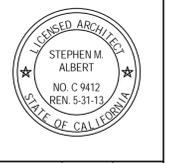
NOTE:
WILL COMPLY WITH THE MANDATORY LEVEL OF
LA GREEN CODE.



GRAPHIC SCALE

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DATE	REVISIONS



GLENDALE APARTMENTS

2468 GLENDALE BLVD.
LOS ANGELES, CA 90039

BUILDING ELEVATIONS



PROJECT NUMBER:
16030

C.U.P. NUMBER:

PROJECT STATUS:
DESIGN DEVELOPMENT

ISSUE DATE:
08/10/16

SHEET NUMBER:

A3.11



NORTH ELEVATION

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



SOUTH ELEVATION

SCALE:
1/8" = 1'-0" **2**

PROPERTY INFORMATION
 SITE ADDRESS: 2468 GLENDALE BOULEVARD
 LOS ANGELES, CA 90039
 LEGAL DESCRIPTION: PORTION OF LOT MRS. GAREY
 MRS. GAREY'S TRACT M.R. 19
 PAGES 50, RECORDS OF
 LOS ANGELES COUNTY
 TAX ASSESSOR PARCEL NUMBERS: 5440 - 002 - 003



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NO.	REVISIONS	DATE



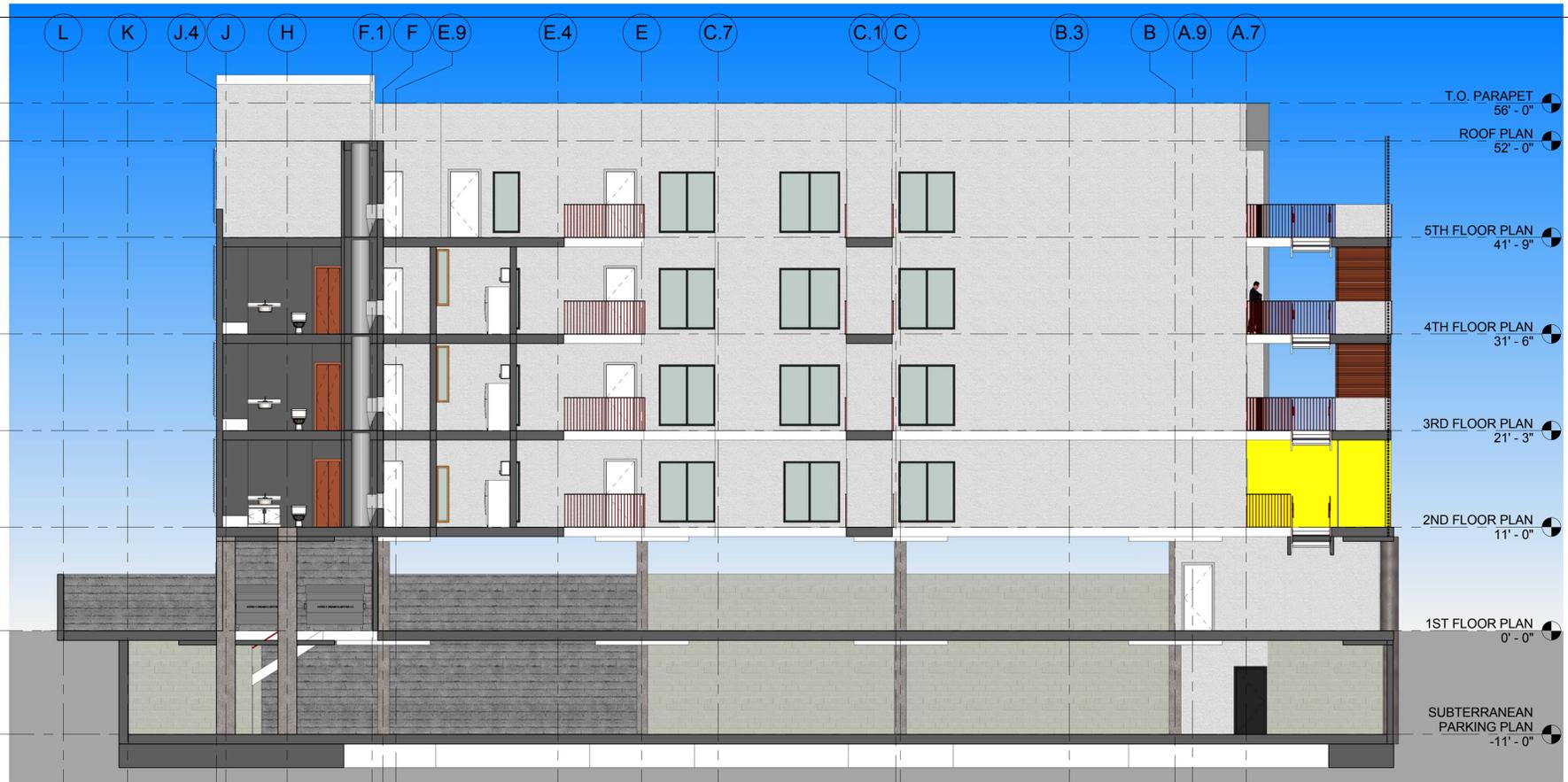
PROPERTY INFORMATION
 SITE ADDRESS: 2468 GLENDALE BOULEVARD
 LOS ANGELES, CA 90039
 LEGAL DESCRIPTION: PORTION OF LOT MRS. GAREY
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GLENDALE APARTMENTS
 2468 GLENDALE BLVD.
 LOS ANGELES, CA 90039
 BUILDING ELEVATIONS

the albert group architects

PROJECT NUMBER:
16030
 C.U.P. NUMBER:
 PROJECT STATUS:
DESIGN DEVELOPMENT
 ISSUE DATE:
08/10/16
 SHEET NUMBER:

A3.12



COURTYARD ELEVATION - FACING SOUTH

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

1

PROPERTY INFORMATION

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LOS ANGELES, CA 90039

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MRS. GAREY'S TRACT M.R. 19
PAGES 50, RECORDS OF
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TAX ASSESSOR PARCEL NUMBERS: 5440 - 002 - 003

NOTE:
WILL COMPLY WITH THE MANDATORY LEVEL OF
LA GREEN CODE.

GLENDALE APARTMENTS

2468 GLENDALE BLVD.
LOS ANGELES, CA 90039

COURTYARD ELEVATIONS



PROJECT NUMBER:
16030

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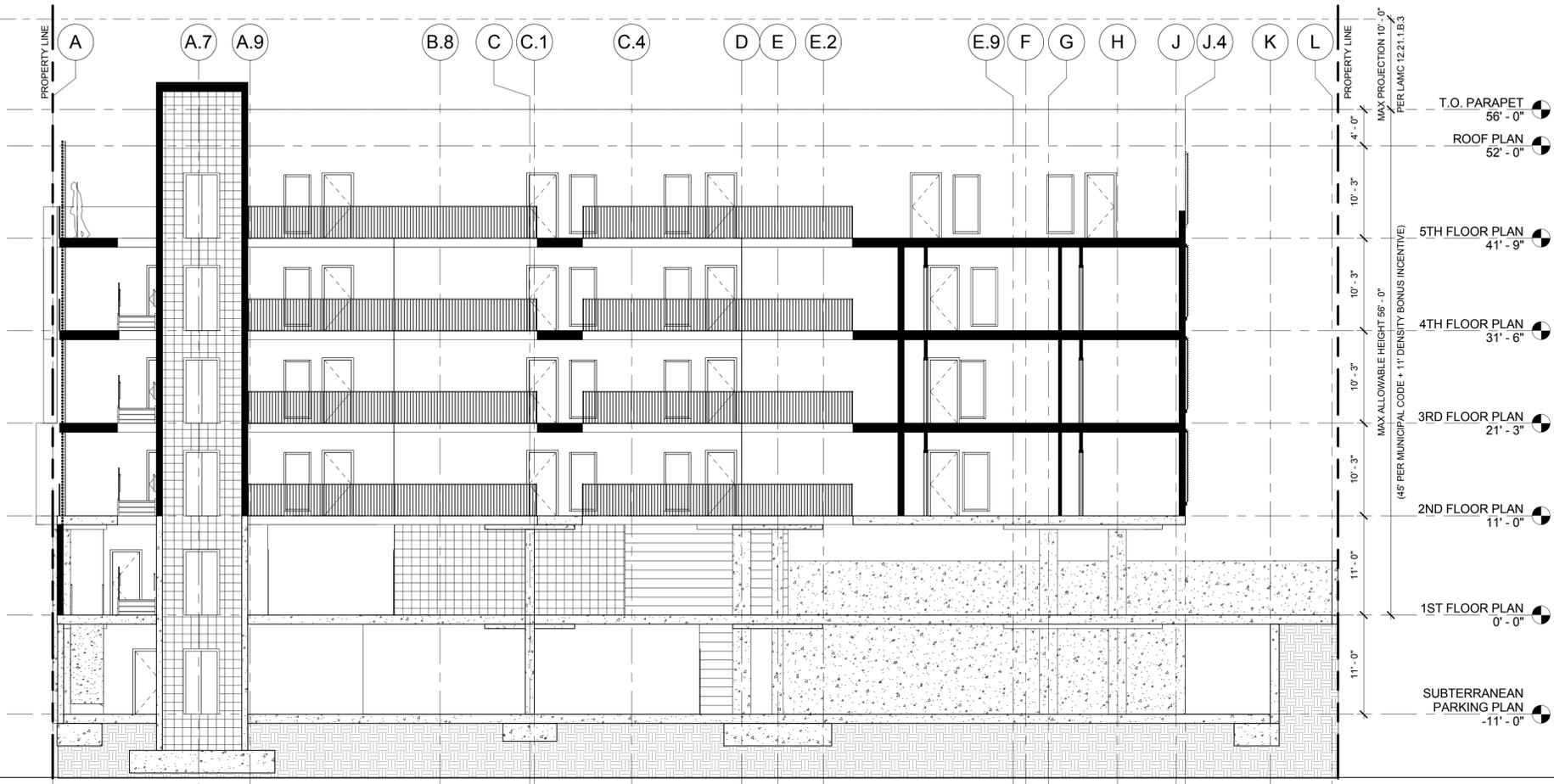
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A3.13



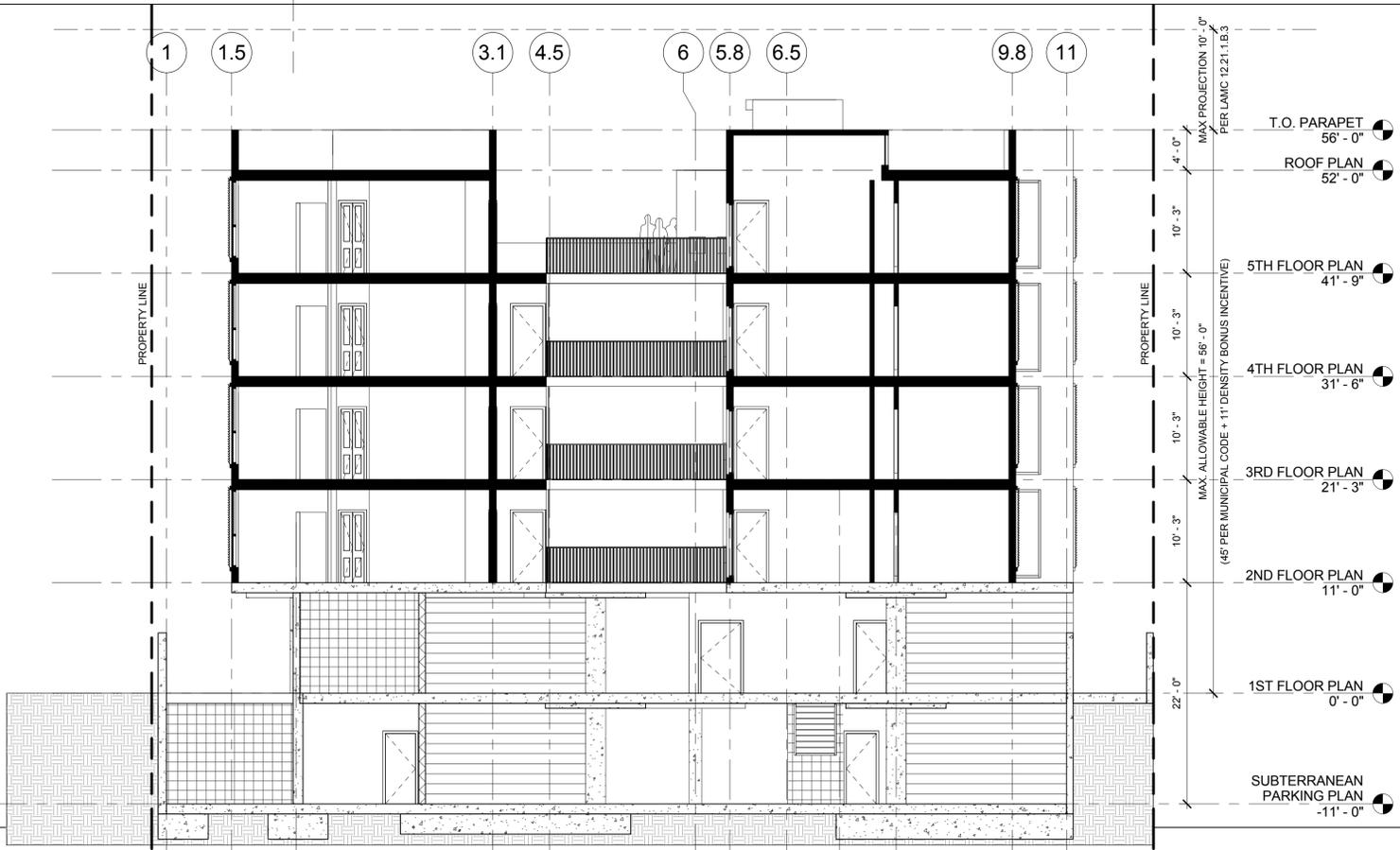
NO.	REVISIONS	DATE

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Section 3

SCALE:
1/8" = 1'-0" 2



Section 4

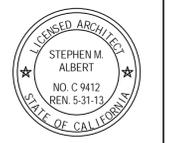
SCALE:
1/8" = 1'-0" 1



GRAPHIC SCALE

THE ABOVE DRAWINGS AND SPECIFICATIONS AND IDEAS, DESIGNS AND ARRANGEMENTS REPRESENTED THEREBY ARE AND SHALL REMAIN THE PROPERTY OF THE ARCHITECT AND NO PART OF THIS DOCUMENT IS TO BE REPRODUCED OR USED IN CONNECTION WITH ANY OTHER WORK OR PROJECT OTHER THAN THE SPECIFIC PROJECT FOR WHICH THEY HAVE BEEN PREPARED AND DEVELOPED. WITHOUT THE WRITTEN CONSENT OF THE ARCHITECT, THESE DRAWINGS OR SPECIFICATIONS SHALL NOT BE USED AS EVIDENCE OF ACCEPTANCE OF THESE RESTRICTIONS.

NO.	REVISIONS	DATE



GLENDALE APARTMENTS

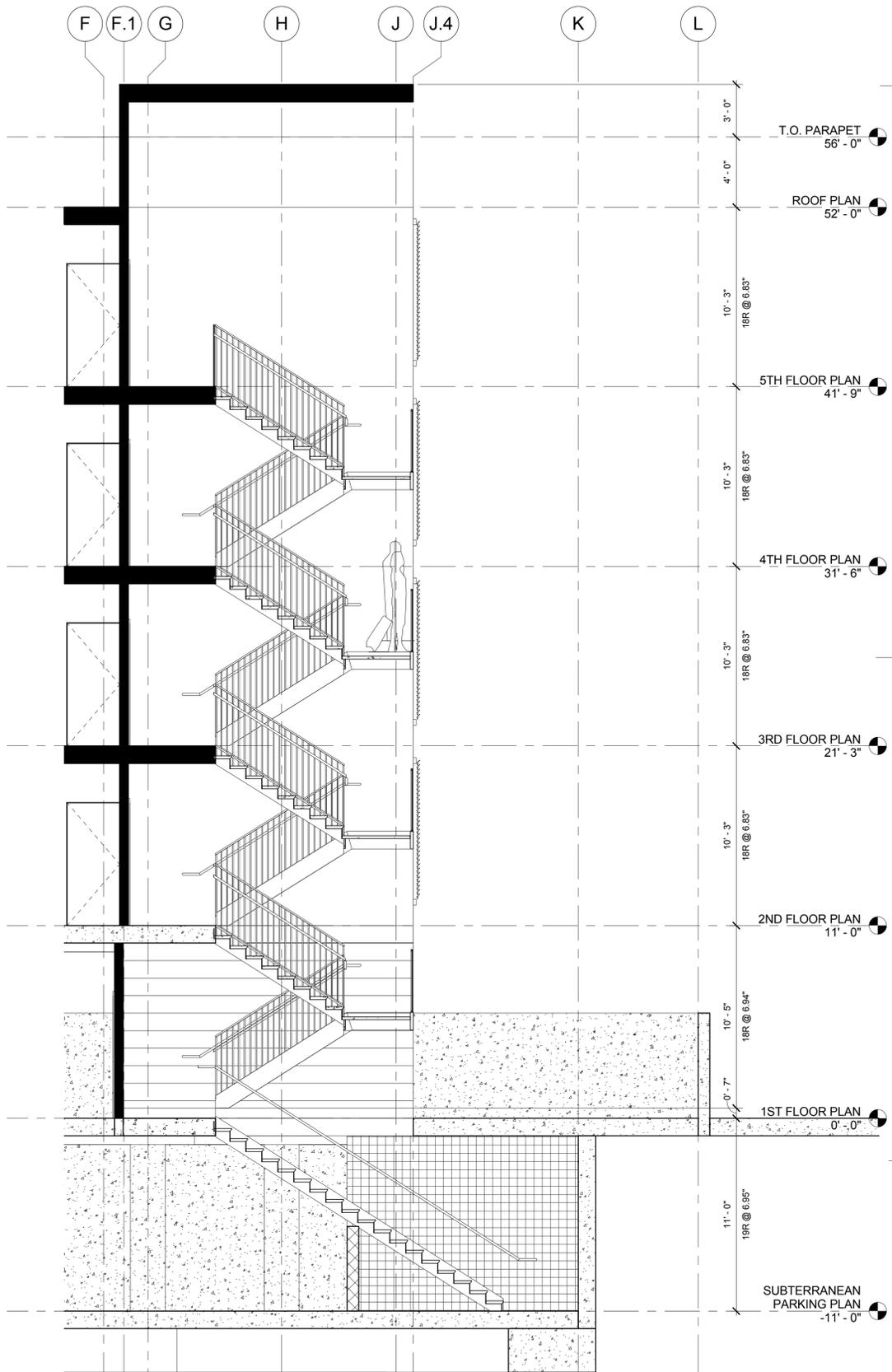
2468 GLENDALE BLVD.
LOS ANGELES, CA 90039

BUILDING SECTIONS

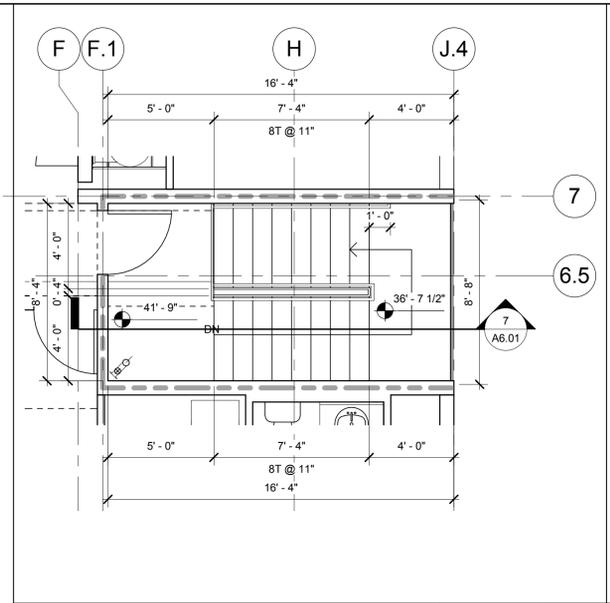


PROJECT NUMBER: 16030
C.U.P. NUMBER:
PROJECT STATUS: DESIGN DEVELOPMENT
ISSUE DATE: 08/10/16
SHEET NUMBER:

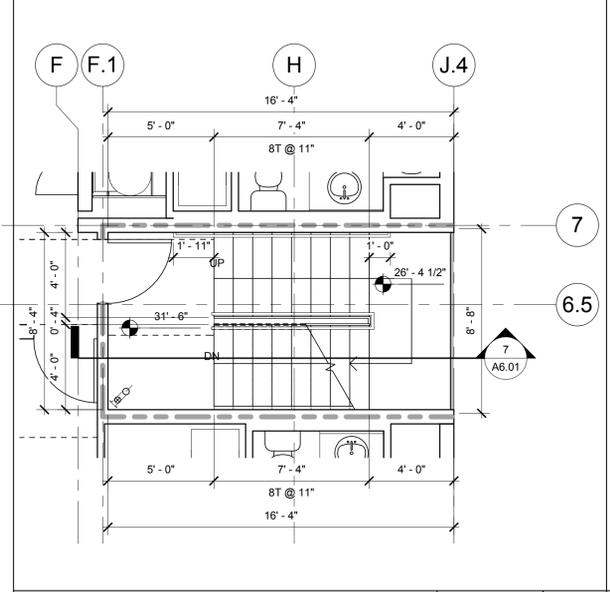
A4.13



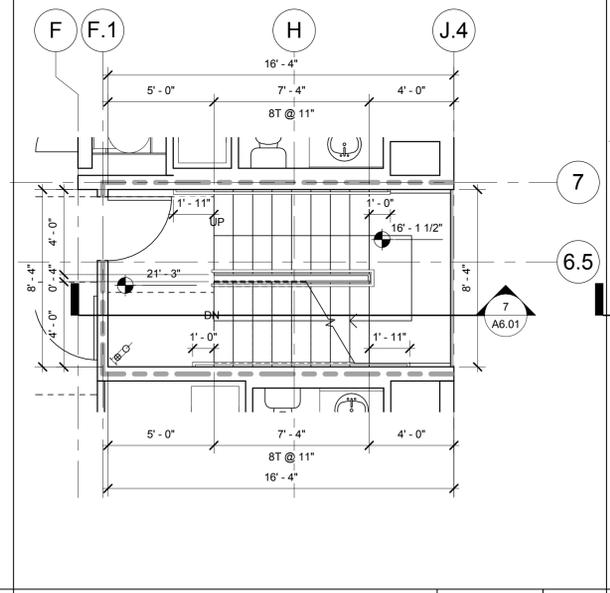
Section 5 SCALE: 1/4" = 1'-0" **7**



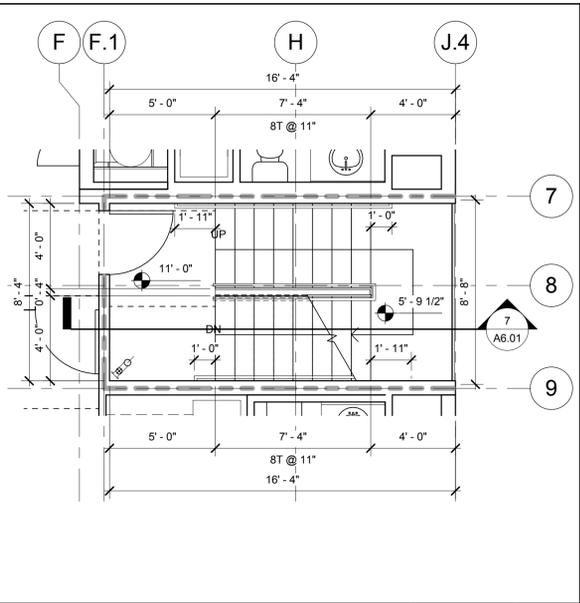
5TH SCALE: 1/4" = 1'-0" **6**



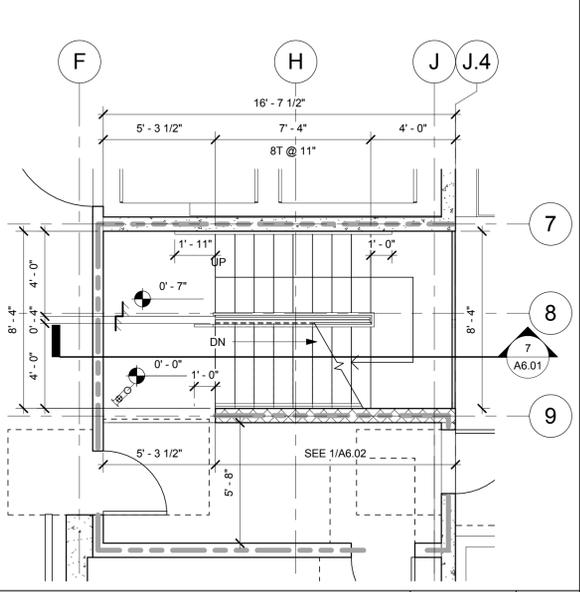
4TH SCALE: 1/4" = 1'-0" **5**



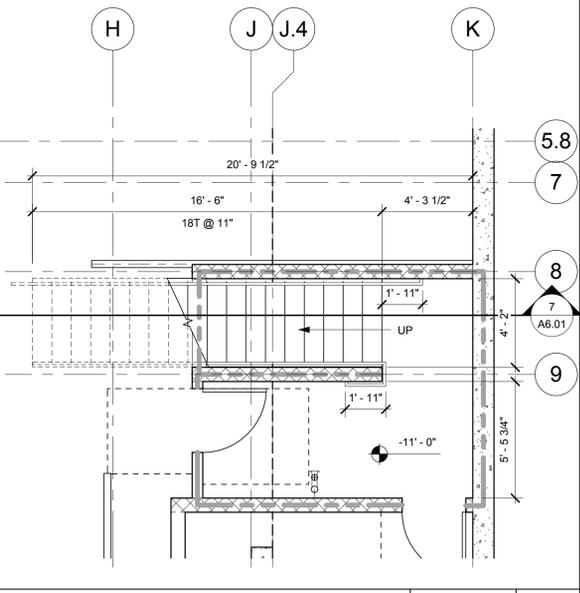
3RD SCALE: 1/4" = 1'-0" **4**



2ND SCALE: 1/4" = 1'-0" **3**



1ST SCALE: 1/4" = 1'-0" **2**



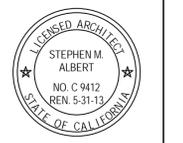
SUBTERRANEAN (-11') SCALE: 1/4" = 1'-0" **1**

STAIR KEYNOTES

GENERAL NOTES

- A. ALL EXTERIOR WALLS TO BE [X] 6T U.O.N.
- B. ALL INTERIOR WALLS TO BE [A] 40 U.O.N.
- C. MAXIMUM OF 7" RISE AND A MINIMUM OF 11" RUN FOR ALL EGRESS/Common STAIRS. MAXIMUM OF 7-3/4" RISE AND 10" RUN FOR ALL RESIDENTIAL STAIRS WITHIN PRIVATE UNITS. REFER TO DRAWINGS FOR SPECIFIC DIMENSIONS.
- D. WIDTH OF EGRESS/Common STAIRS TO BE A MINIMUM OF 44" CLEAR BETWEEN STRINGERS. WIDTH OF RESIDENTIAL STAIRS TO BE A MINIMUM OF 36" CLEAR BETWEEN STRINGERS.
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DATE	
REVISIONS	
NO.	



GLENDALE APARTMENTS

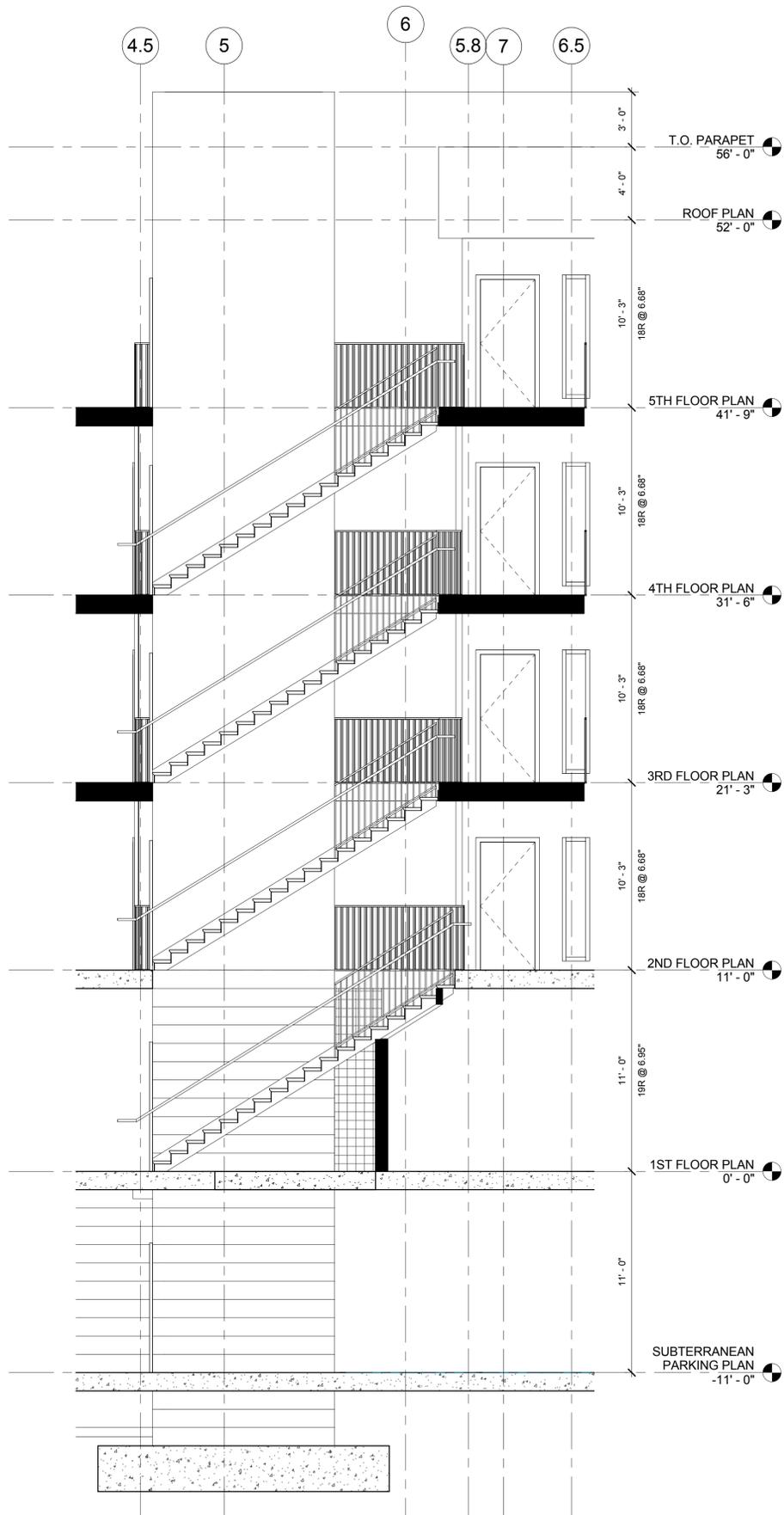
2468 GLENDALE BLVD.
LOS ANGELES, CA 90039

ENLARGED STAIR PLANS & SECTIONS



PROJECT NUMBER:	16030
C.U.P. NUMBER:	
PROJECT STATUS:	DESIGN DEVELOPMENT
ISSUE DATE:	08/10/16
SHEET NUMBER:	

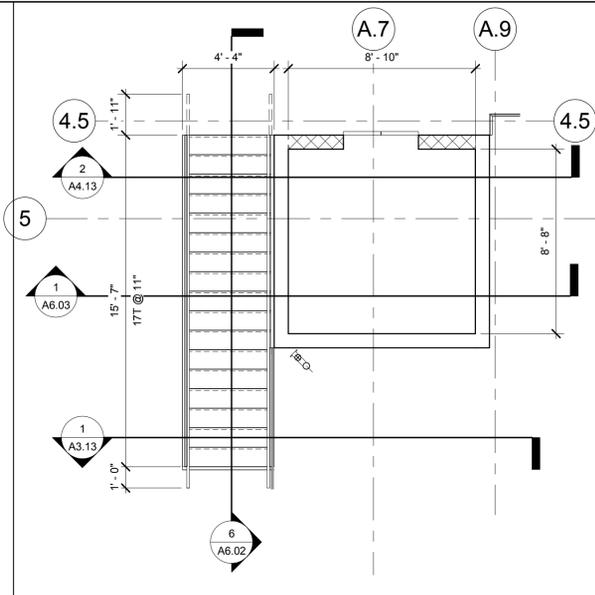
A6.01



Section 7

SCALE:
1/4" = 1'-0"

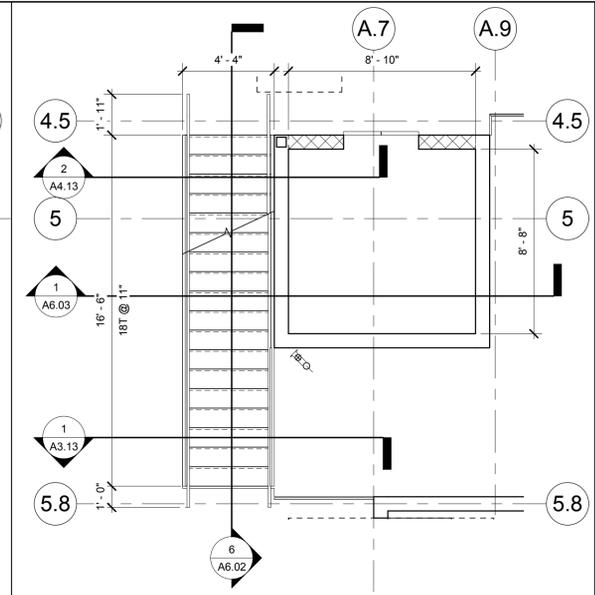
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ENLARGED STAIR1 PLAN - 5TH

SCALE:
1/4" = 1'-0"

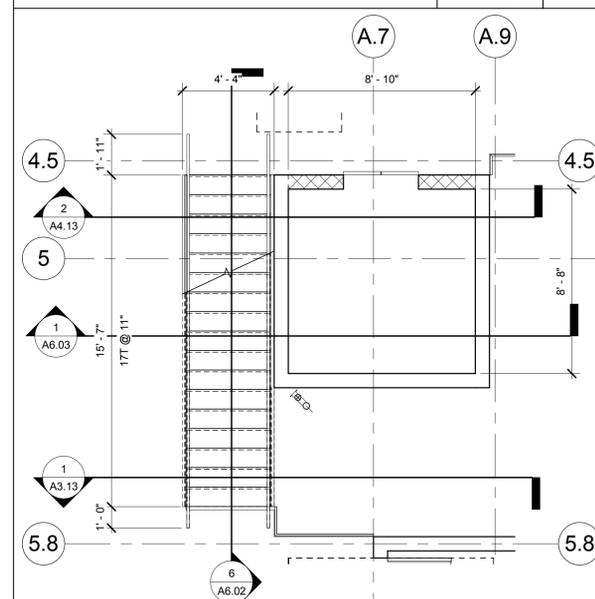
5



ENLARGED STAIR1 PLAN - 2ND

SCALE:
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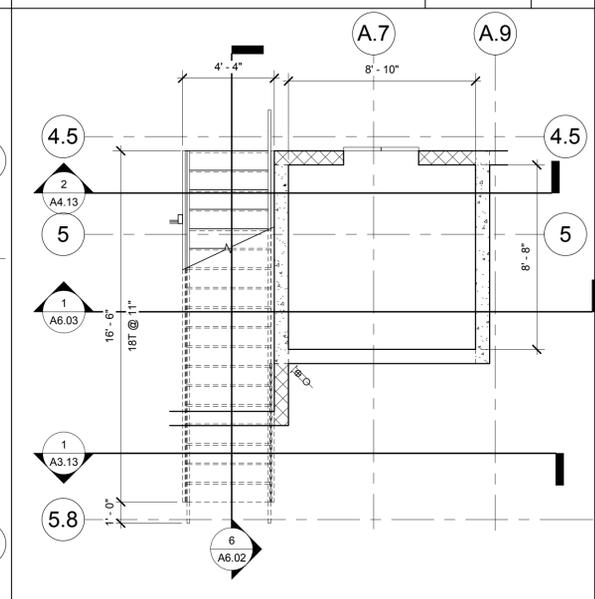
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ENLARGED STAIR1 PLAN - 4TH

SCALE:
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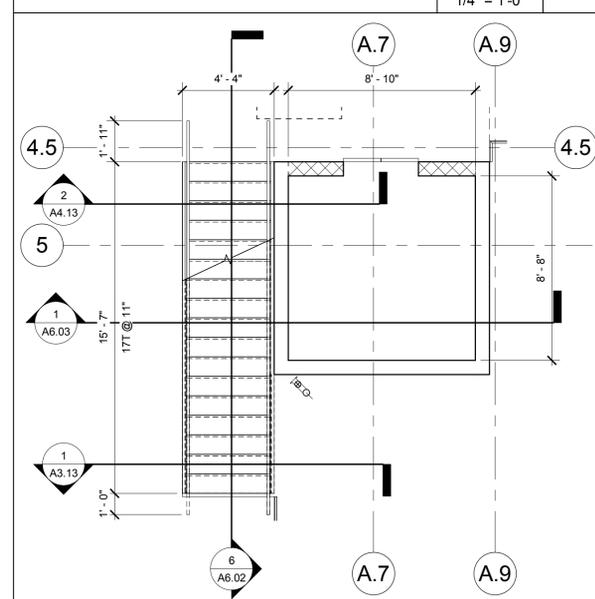
4



ENLARGED STAIR1 PLAN - 1ST

SCALE:
1/4" = 1'-0"

1



ENLARGED STAIR1 PLAN - 3RD

SCALE:
1/4" = 1'-0"

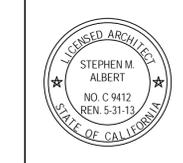
3

NOTE:
SEE DETAIL 2/6.03 FOR SUBTERRANEAN
LEVEL ELEVATOR PLAN.

STAIR KEYNOTES

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DATE	REVISIONS	NO.



GENERAL NOTES

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GLENDALE APARTMENTS

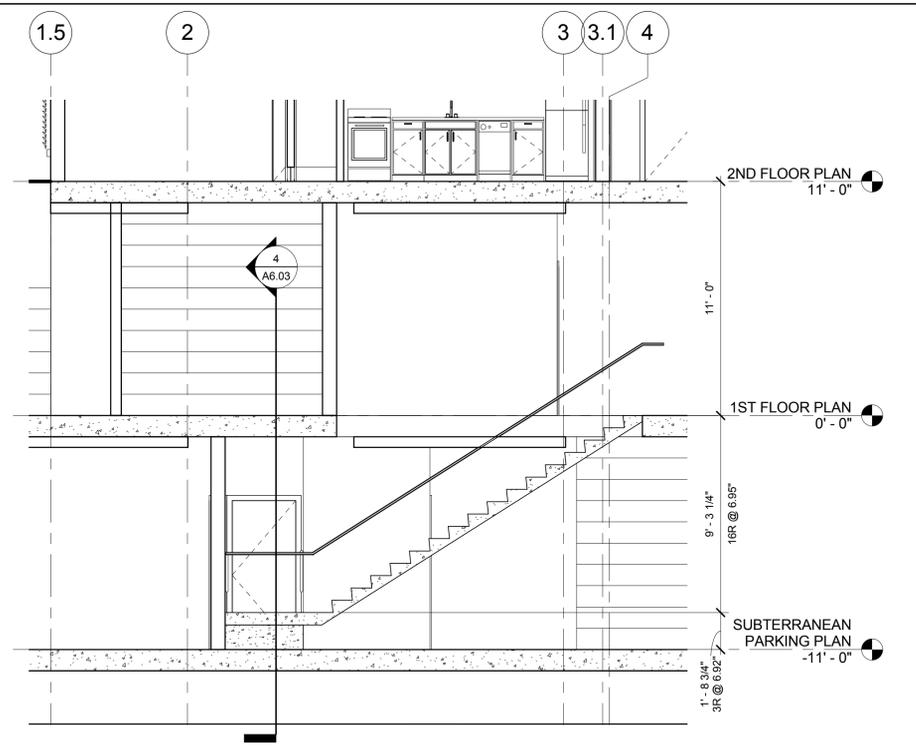
2468 GLENDALE BLVD.
LOS ANGELES, CA 90039

ENLARGED STAIR PLANS & SECTIONS

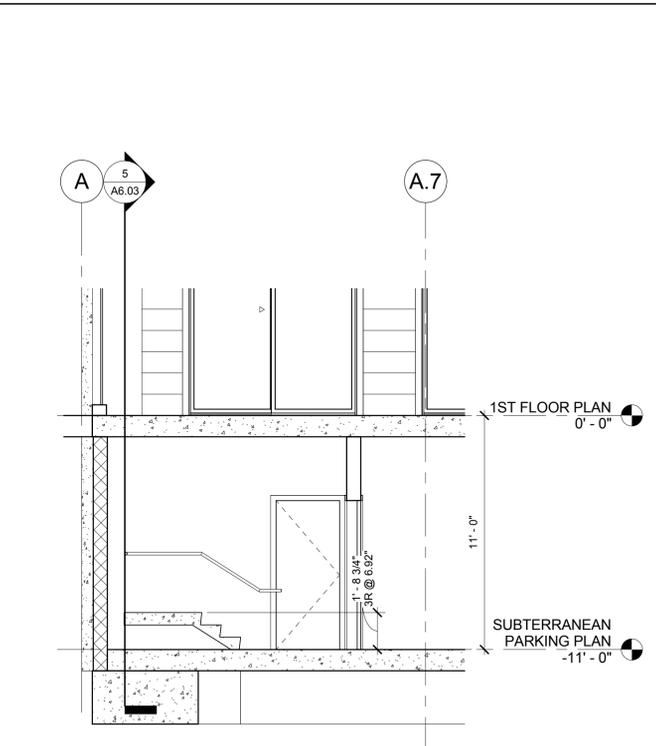


PROJECT NUMBER:
16030
C.U.P. NUMBER:
PROJECT STATUS:
DESIGN DEVELOPMENT
ISSUE DATE:
08/10/16
SHEET NUMBER:

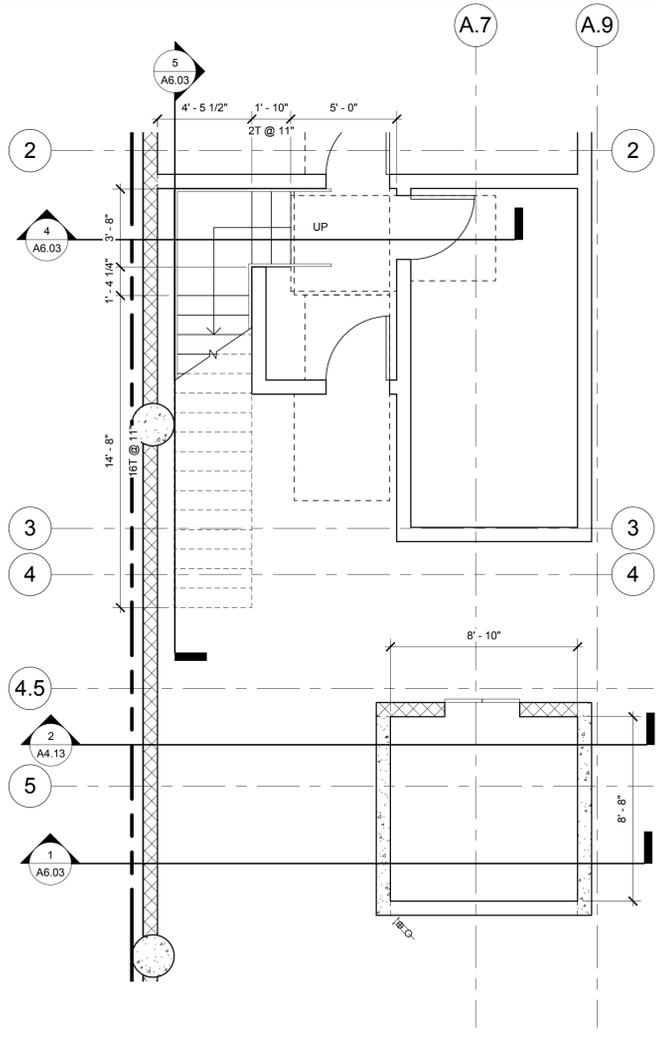
A6.02



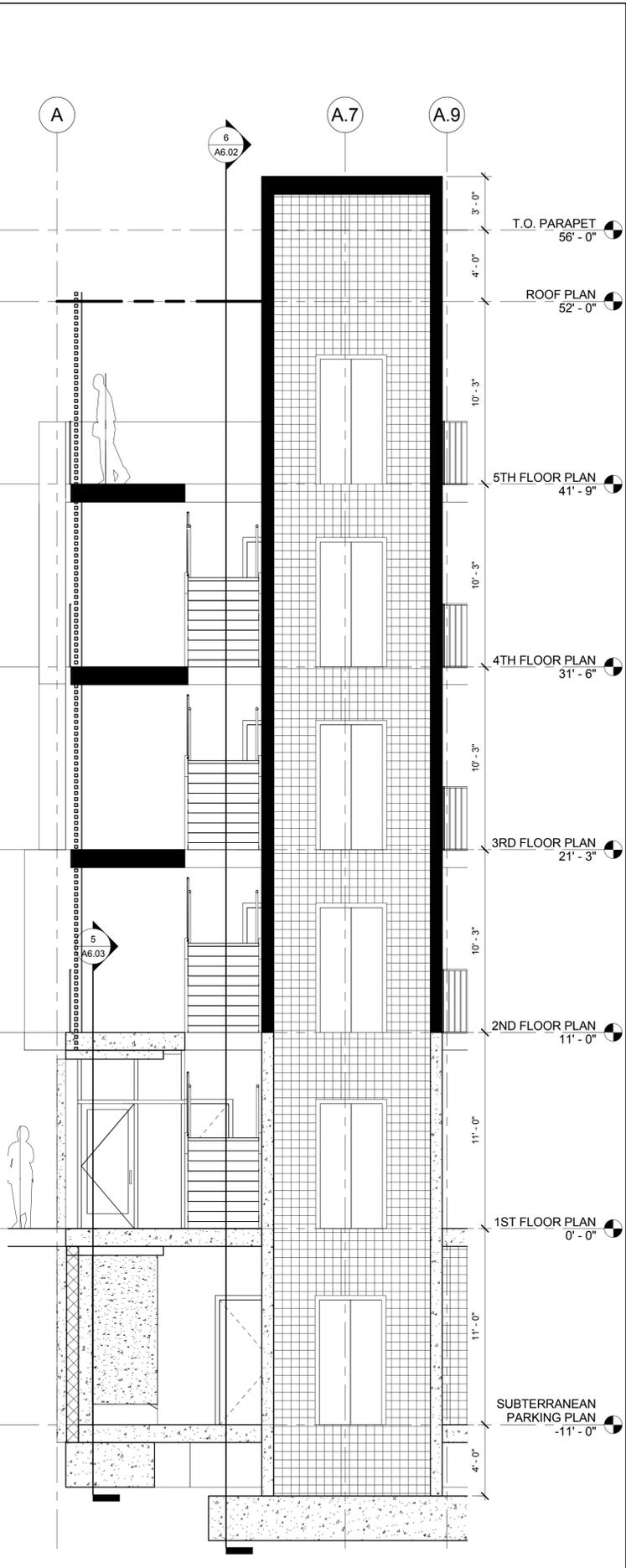
Section 10 SCALE: 1/4" = 1'-0" **5**



Section 9 SCALE: 1/4" = 1'-0" **4**



SUBTERRANEAN (11') SCALE: 1/4" = 1'-0" **2**



Section 8 SCALE: 1/4" = 1'-0" **1**

STAIR KEYNOTES

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DATE	REVISIONS

LICENSED ARCHITECT
STEPHEN M. ALBERT
NO. C 9412
REN. 5-31-13
STATE OF CALIFORNIA

GLENDALE APARTMENTS

2468 GLENDALE BLVD.
LOS ANGELES, CA 90039

ENLARGED STAIR PLANS & SECTIONS

the albert group architects

PROJECT NUMBER:
16030

C.U.P. NUMBER:

PROJECT STATUS:
DESIGN DEVELOPMENT

ISSUE DATE:
08/10/16

SHEET NUMBER:
A6.03

EXHIBIT C

CITY OF LOS ANGELES
DEPARTMENT OF BUILDING AND SAFETY

ENVIRONMENTAL REVIEW QUESTIONNAIRE

JOB ADDRESS: 2468 Glendale Blvd., Los Angeles, CA 90039

Briefly describe the complete project and include the proposed amount of Import/Export of soil for hauling and the number of residential units, if applicable:

See attached

DEPARTMENT OF CITY PLANNING OR PUBLIC WORKS USE ONLY:

The Department of City Planning has analyzed this project, which includes the import/export of soil and hauling, and pursuant to State and City Environmental Quality Act (CEQA) Guidelines, has determined it qualifies for a Categorical Exemption (CE) per the attached Notice of Exemption. (Case No. EM-2016-286416)

The Notice of Exemption references the following amount of import/export of soil to be hauled: 9,835 cubic yards

The Department of City Planning or Public Works has analyzed this project, which includes the import/export of soil and hauling, and pursuant to State and City Environmental Quality Act (CEQA) Guidelines, has prepared or has had another agency prepare the ATTACHED Mitigated Negative Declaration (MND). (Case No. _____)

The circulation end date for the above mentioned MND is: _____

The MND references the following amount of import/export of soil to be hauled: _____ cubic yards

Mitigated measures for hauling are found on the following MND pages: _____

Check one of the following boxes:

- No Comments were received during the circulation period.
- Yes, Comments were received during the circulation period. These comments and written responses from the agency that prepared the MND are ATTACHED with the MND referenced above.

The Department of City Planning or Public Works has analyzed this project, which includes the import/export of soil and hauling, and pursuant to State and City Environmental Quality Act (CEQA) Guidelines, has prepared or has had another agency prepare the ATTACHED Environmental Impact Report (EIR). (Case No. _____)

The circulation end date for the above mentioned EIR: _____

The EIR references the following amount of import/export of soil to be hauled: _____ cubic yards

Mitigated measures for hauling are found on the following EIR pages: _____

Check one of the following boxes:

- No Comments were received during the circulation period.
- Yes, Comments were received during the circulation period. These comments and written responses from the agency that prepared the EIR are ATTACHED with the EIR referenced above.

Print: Name of Planning/Public Works staff

Signature

Date

Telephone Number

Gregory S. Shogor 12/22/16 213-928-1243

Project Description.

The project is the demolition of an existing commercial shopping center and the construction of a 5-story, 56 foot in height 50 unit multiple family development. There will be four residential levels above at-grade and one subterranean parking level.

The project will be utilizing two Density Bonus Incentives: additional height and increased floor area. The project will be required to obtain a Haul Route approval from the Board of Building and Safety Commission. The project will export 9,835 Cubic yards of earth. The estimated total number of truck trips will be approximately 703 truck trips with 90 trucks per day over eight days.

The attached Infill Categorical Exemption 32 analyzed the project and determined that the project is categorically exempt per CEQA.

COUNTY CLERK'S USE

CITY OF LOS ANGELES

CITY CLERK'S USE

OFFICE OF THE CITY CLERK
200 NORTH SPRING STREET, ROOM 360
LOS ANGELES, CALIFORNIA 90012

CALIFORNIA ENVIRONMENTAL QUALITY ACT

NOTICE OF EXEMPTION

(California Environmental Quality Act 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). Pursuant to Public Resources Code Section 21167 (d), the filing of this notice 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 being extended to 180 days.

LEAD CITY AGENCY: City of Los Angeles Department of City Planning; COUNCIL DISTRICT: 13

PROJECT TITLE: 2468 Glendale; LOG REFERENCE: ENV 2016-286DCE

PROJECT LOCATION: 2468-2474 N. Glendale Blvd, Los Angeles, CA 90039

DESCRIPTION OF NATURE, PURPOSE, AND BENEFICIARIES OF PROJECT: New construction of a 50-unit residential building providing five (5) affordable housing units for Very Low Income households.

NAME OF PERSON OR AGENCY CARRYING OUT PROJECT, IF OTHER THAN LEAD CITY AGENCY: UB 2468 Glendale, LLC

CONTACT PERSON: Dana Sayles, three6ixty; AREA CODE: 310; TELEPHONE NUMBER: 204-3500; EXT.:

Table with 3 columns: EXEMPT STATUS (Check One), STATE CEQA GUIDELINES, CITY CEQA GUIDELINES. Rows include MINISTERIAL, DECLARED EMERGENCY, EMERGENCY PROJECT, CATEGORICAL EXEMPTION (Class 32), and OTHER.

JUSTIFICATION FOR PROJECT EXEMPTION: 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.

IF FILED BY APPLICANT, ATTACH CERTIFIED DOCUMENT ISSUED BY THE CITY PLANNING DEPARTMENT STATING THAT THE DEPARTMENT HAS FOUND THE PROJECT TO BE EXEMPT.

SIGNATURE: [Signature]; TITLE: City Planner; DATE: 10/18/16; FEE: [Amount]; RECEIPT NO.; REC'D BY: [Signature]; DATE: 10/18/16

DISTRIBUTION: (1) County Clerk, (2) City Clerk, (3) Agency Record
Rev. 11-1-03 Rev. 1-31-06 Word

IF FILED BY THE APPLICANT:
Dana A. Sayles
NAME (PRINTED)

[Signature]
SIGNATURE

10/14/16
DATE

EXHIBIT "A"
CEQA CATEGORICAL EXEMPTION
CLASS 32 – INFILL DEVELOPMENT – FINDINGS
2468-2474 N. Glendale Blvd, Los Angeles, CA 90039

The Class 32 exemption (Section 15332 of the State CEQA Guidelines) is intended to promote infill development within urbanized areas. Class 32 consists of projects characterized as in-fill development meeting the following conditions:

(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 project includes an application for incentives under the Density Bonus Law to increase the floor area ("FAR") and height above the limits set forth in the LAMC. The Density Bonus Law provides that "[t]he granting of a density bonus shall not be interpreted, in and of itself, to require a general plan amendment..., zoning change, or other discretionary approval." Gov. Code § 65915(f)(5). It also *prohibits* a local municipality from applying "any development standard that will have the effect of physically precluding the construction" of a density bonus-qualifying development. Because the Class 32 exemption only requires consistency with "applicable" general plan designations and policies and "applicable" zoning designations and regulations, any standards waived or reduced to accommodate a density bonus project are not "applicable" and therefore are irrelevant to the determination regarding the project's eligibility for the Class 32 exemption. *Wallmer v. City of Berkeley* (2011) 193 Cal.App.4th 1329, 1347-49 (City properly applied Class 32 infill exemption to mixed-use density bonus project).

The site is zoned [Q]C2-1VL and designated for General Commercial land uses by the Silver Lake – Echo Park – Elysian Valley Community Plan. The C2 zone allows multi-family residential housing as a by-right use consistent with the R4 zone development standards. Existing uses in the surrounding area include multi-family residential, neighborhood-serving commercial, and office uses. The proposed 50-unit apartment development (24,876 square feet) will replace 6,325 square feet of commercial and provide new multi-family housing to the community and will be conveniently located proximate to a variety of community services.

The Silver Lake – Echo Park – Elysian Valley Community Plan (a component of the Land Use Element of the General Plan) clearly establishes that one of the many purposes of the Community Plan is to promote the preservation and enhancement of positive characteristics of existing neighborhoods while providing a variety of housing opportunities with compatible new housing.

Additionally, the Community Plan has a stated goal to provide "a safe, secure and high quality residential environment for all economic, age, and ethnic segments of the plan area" and a policy to "promote greater individual choice in type, quality, price and location of housing." The Housing Element of the General Plan encourages the creation of new and affordable housing stock, with the City's 2013-2021 Housing Element calling for 82,002 new units citywide, with 476 potential development sites and 3,732 net units identified in the Silver Lake – Echo Park –

Elysian Valley Community Plan area. The proposed project will support the Housing Element policies for new housing.

The proposed project will implement the following goals, objectives, and policies of the Silver Lake – Echo Park – Elysian Valley Community Plan:

RESIDENTIAL:

- Objective 1-1 Achieve and maintain a housing supply sufficient to meet the diverse economic and socioeconomic needs of the current and projected population of the Plan area to the year 2010.

- Policy 1-1.1 Maintain an adequate supply and distribution of multiple family, low income and special needs housing opportunities in the Community Plan Area.

- Policy 1-1.2 Improve the quality of existing single family and multiple family housing throughout the Plan Area

- Policy 1-1.4 Encourage new infill residential development that complements existing development and architectural style.

- Objective 1-2 Reduce automobile trips in residential areas by locating new housing in areas offer proximity to goods, services, and facilities

- Policy 1-2.1 Locate higher residential densities near commercial centers and major bus routes where public service facilities and infrastructure will support this development.

- Policy 1-2.2 Encourage multiple family residential development in commercially zoned areas in designated Neighborhood Districts and Community Centers along Mixed Use Boulevards and, where appropriate, provide floor area bonuses as an incentive to encourage mixed-use development in those areas.

- Objective 1-3 Preserve and enhance the varied and distinct residential character and integrity of existing single and multiple residential neighborhoods.

- Policy 1-3.1 Seek a higher degree of architectural compatibility and landscaping for new infill development to protect the character and scale of existing residential neighborhoods.

- Policy 1-3.3 Consider factors such as neighborhood character and identity,

compatibility of land uses, impacts on services and public facilities and impacts on traffic levels when changes in residential densities are proposed.

- Objective 1-4 Promote and ensure the provision of adequate housing for all persons, including special needs populations, regardless of income, age or ethnic background.
- Policy 1-4.1 Promote greater individual choice in type, quality, price and location of housing.
- Policy 1-4.2 Promote mixed-use housing projects in pedestrian-oriented areas and designated Mixed Use Boulevards, Neighborhood Districts and Community Centers to increase supply and maintain affordability
- Policy 1-4.3 Ensure that new housing developments minimize displacement of low-income residents

(b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses:

The subject property is located on the east side of Glendale Boulevard, approximately 1.25 miles, from the northern boundaries of the City of Los Angeles and the City of Glendale. It is comprised of two legal parcels totaling approximately 15,197.3 square feet, or 0.31 acres. The site is located in a densely populated area and is substantially surrounded by urban uses. The subject site is surrounded by R3-1VL zoned properties to the east (along Silver Lake Boulevard) that are improved with multi-level multi-family residential land uses. Glendale Boulevard is the predominant commercial corridor in this area. Properties along Glendale Boulevard to the north, south and west of the site are zoned [Q]C2-1VL and improved with a combination of multi-family residential, commercial (both local and regional serving), and office land uses.

The property has access to community resources, parks, and public transportation. There are several bus routes running along Glendale Boulevard, Allesandro Street, and Silver Lake Drive north, south, and west of the site with the nearest bus stop less than 500 feet from the project site. The nearest Metro Rail station (Red Line) is just under two miles from the subject site at Vermont and Sunset. These transit opportunities provide connections to the greater Los Angeles area. In addition, nearby park and open space areas include Silver Lake Meadow and Elysian Park.

(c) The project site has no value as habitat for endangered, rare or threatened species:

The project is situated in an established, fully-developed, medium density residential and commercial neighborhood adjacent to several commercial corridors, large boulevards and other large employment centers. The vast majority of site is already developed with non-permeable surfaces, and the project site has no value as a 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:

The Silver Lake – Echo Park – Elysian Valley Community Plan has envisioned this area to attain a medium density and has the appropriate infrastructure to support it. The project abuts Glendale Boulevard, a Secondary Highway – Avenue II, a thoroughfare for the Silver Lake neighborhood.

Several local and Rapid bus lines run along Glendale Boulevard, Alessandro Street, and Silver Lake Drive, and a Metro Bus stop is located within 500 feet of the site. The existing mobility and circulation available in close proximity to the proposed project will result in no traffic impacts as a result of the 50 additional units that are being introduced into the community. This less than significant impact is due to the existence of 6,325 square feet of operating commercial uses on-site. According to the Traffic Trip Generation Study prepared by Overland Traffic Consultants, Inc. on October 10, 2016, the proposed project is expected to generate 198 net new daily trips, with 23 net new A.M. peak hour traffic trips and 20 net new P.M. peak hour trip. Therefore, with anticipated transit usage, the proposed development project will have less-than-significant transportation and circulation impacts relating to traffic. In addition, the project will provide 50 long term and five short term bicycle parking spaces, which should encourage use of bicycles for alternative transportation.

This peak hour trip generation is less than the 25 peak hour trips required for a technical traffic memorandum, and less than 42 trips triggering a full traffic study. Thus, per the City of Los Angeles standards, the traffic will have a de minimis impact on the surrounding neighborhood.

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. As a result of the project being required to comply with said ordinances, it can be found that the project would not result in any significant noise impacts.

The proposed project for 50 residential dwelling units is not expected to result in a cumulatively considerable net increase of any criteria pollutant for which the air basin is non-

attainable under an applicable federal or state ambient air quality standard. The operational emissions would be derived from the addition of 24,876 square feet of residential. Possible project-related air quality concerns will derive from the mobile source emissions that will be generated from the residential uses for the project site. Operational emissions for the project related traffic will be less than significant. In addition to mobile sources from vehicles, general development causes smaller amounts of "area source" air pollution to be generated from on-site energy consumption (natural gas combustion) and from off-site electrical generation. These sources represent a small percentage of the total pollutants. The inclusion of such emissions adds negligibly to the total significant project-related emissions burden generated by the proposed project. The project will not cause the SCAQMD's recommended threshold levels to be exceeded. Operational emission impacts will be at a less-than-significant level. While construction impacts will also be at less-than-significant levels, good housekeeping measures will be utilized to further reduce emissions during construction.

Lastly, the project is not adjacent to any water sources and the construction of said project where it is surrounded by very similar projects will not create any impact to water quality.

(e) The site can be adequately served by all required utilities and public services:

The site is currently being served adequately by the City's Department of Water and Power, the City's Bureau of Sanitation, the SoCal Gas Company, the Los Angeles Police Department, the Los Angeles Fire Department, and many others public services. The utilities and public services have been servicing the neighborhood continuously for over 50 years. 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, LED lighting, etc. As a result of these new building codes that are required of all projects, it can be anticipated that the project will not create any impact on existing utilities and public services through the addition of 50 apartment units.

The project can be characterized as in-fill development within urban areas for the purpose of qualifying for Class 32 Categorical Exemption as a result of meeting the five conditions listed above.

Section 15300.2 lists exemptions which render a project ineligible for a categorical exemption that would otherwise apply, and none of the exceptions apply to the project for the reasons below.

- (a) Location.*** This exception applies to Categorical Exemption Classes 3, 4, 5, 6, and 11; the project is exempt under Class 32.

- (b) Cumulative Impact.*** A categorical exemption shall not be used if the cumulative impact of successive projects of the same type in the same place, over time, is significant. As described in detail above, air quality, noise, and traffic impacts would not be cumulatively

considerable. Moreover, the project is being developed at permitted densities and is consistent with the General Plan.

- (c) **Significant Effect.** A categorical exemption shall not be used if there is a reasonable possibility that the activity will have a significant effect on the environment due to unusual circumstances. An unusual circumstance may result if a project “has some feature that distinguishes it from others in the exempt class, such as its size or location;” however, evidence must show that the project has “a reasonable possibility of a significant effect due to that unusual circumstance.” *Berkeley Hillside Preservation v. City of Berkeley* (“*Berkeley Hillside*”) (2015) 241 Cal.App.4th 943, 952.

ZIMAS designates the site as a Very High Fire Hazard Severity Zone (“Zone”). The identification of these Zones is based on the physical characteristics in an area that create a likelihood that an area will burn over a 30- to 50-year period without considering modifications such as fuel reduction efforts. Zones were first established in Los Angeles in 1999, replacing the older “Mountain Fire District” and “Buffer Zone.” Key provisions of state law and the LAMC require construction within a Zone to implement fire defense improvements such as specific roofing types and minimum clearances of 30 feet around structures. LAMC section 57.4908 et seq. includes regulations, with which the Project must comply, including limitations on on-street parking to prevent delays in fire/life/safety response and/or evacuations. Project will comply with all relevant state and federal regulations relating to the Zone, which will ensure that no significant impacts will occur. Thus, no significant impacts would result due to unusual circumstances.

- (d) **Scenic Highways.** There is no evidence that the project may result in damage to scenic resources within a highway officially designated as a state scenic highway because Glendale Boulevard is not a state scenic highway. The City of Los Angeles Mobility Plan notes that a wide landscaped median should be provided on Glendale Boulevard in accordance with the Scenic Highway Guidelines, but the Project will not adversely impact the City’s ability to install such median.
- (e) **Hazardous Waste Sites.** This exception is inapplicable because Los Angeles ZIMAS provides that the site is not a Hazardous Waste Property. A Phase I environmental report was conducted for the site and concluded that the risk of contamination at the site is so minimal that no further investigation is warranted.
- (f) **Historic Resources.** This exception is inapplicable because Los Angeles ZIMAS provides that the site is not subject to Historic Preservation Review, Other Historic Designations or Other Historic Survey Information, or located in a Historic Preservation Overlay Zone. No other evidence suggests that the property is otherwise historic.

**2468 Glendale Boulevard Future
Los Angeles-South Coast County, Annual**

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Strip Mall	0.56	1000sqft	0.01	559.00	0
Apartments Low Rise	50.00	Dwelling Unit	0.34	50,000.00	143

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	11			Operational Year	2019
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MW hr)	1227.89	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

- Project Characteristics -
- Land Use - Developer information
- Construction Phase - Developer information
- Vehicle Trips - Overland Traffic Consultants assumptions for trip generation
- Grading - Developer information
- Demolition - Developer information
- Trips and VMT - Developer information
- Woodstoves - Conservative assumption that units will have option for gas fireplaces.
- Construction Off-road Equipment Mitigation - Assumes SCAQMD Rule 403 control efficiencies

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	45

tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	7.00
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstructionPhase	NumDays	5.00	45.00
tblConstructionPhase	NumDays	100.00	283.00
tblConstructionPhase	NumDays	10.00	23.00
tblConstructionPhase	NumDays	2.00	109.00
tblConstructionPhase	NumDays	1.00	20.00
tblConstructionPhase	PhaseEndDate	11/2/2018	9/1/2018
tblConstructionPhase	PhaseEndDate	8/31/2018	9/1/2018
tblConstructionPhase	PhaseStartDate	9/2/2018	7/1/2018
tblFireplaces	NumberGas	42.50	50.00
tblFireplaces	NumberNoFireplace	5.00	0.00
tblFireplaces	NumberWood	2.50	0.00
tblGrading	AcresOfGrading	0.00	0.35
tblGrading	AcresOfGrading	10.00	0.50
tblGrading	MaterialExported	0.00	5,280.00
tblLandUse	LotAcreage	3.13	0.34
tblProjectCharacteristics	OperationalYear	2014	2019
tblTripsAndVMT	HaulingTripLength	20.00	24.00

tblTripsAndVMT	HaulingTripLength	20.00	24.00
tblVehicleTrips	WD_TR	44.32	33.73
tblVehicleTrips	WD_TR	6.59	6.65
tblWoodstoves	NumberCatalytic	2.50	0.00
tblWoodstoves	NumberNoncatalytic	2.50	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	t/yr										M/yr					
2017	0.1803	1.6513	1.3425	2.2400e-003	0.0827	0.1040	0.1867	0.0333	0.0973	0.1306						
2018	0.3181	1.0548	0.9448	1.6100e-003	0.0389	0.0660	0.1049	0.0104	0.0609	0.0713						
Total	0.4984	2.7061	2.2873	3.8500e-003	0.1216	0.1700	0.2916	0.0436	0.1583	0.2019						

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	t/yr										M/yr					
2017	0.0542	0.9193	1.2929	2.2400e-003	0.0402	0.0521	0.0923	0.0152	0.0519	0.0671						
2018	0.2426	0.6151	0.9622	1.6100e-003	0.0239	0.0366	0.0605	6.7100e-003	0.0365	0.0432						
Total	0.2968	1.5344	2.2551	3.8500e-003	0.0641	0.0887	0.1528	0.0219	0.0885	0.1104						

	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
Percent Reduction	40.45	43.30	1.41	0.00	47.32	47.81	47.61	49.82	44.11	45.34	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	tons/yr										MT/yr					
Area	0.2200	6.0000e-003	0.5183	3.0000e-005		3.6800e-003	3.6800e-003		3.6700e-003	3.6700e-003						
Energy	3.6300e-003	0.0310	0.0132	2.0000e-004		2.5100e-003	2.5100e-003		2.5100e-003	2.5100e-003						
Mobile	0.1975	0.6273	2.3378	6.6600e-003	0.4434	9.5000e-003	0.4529	0.1188	8.7600e-003	0.1275						
Waste						0.0000	0.0000		0.0000	0.0000						
Water						0.0000	0.0000		0.0000	0.0000						
Total	0.4211	0.6643	2.8693	6.8900e-003	0.4434	0.0157	0.4591	0.1188	0.0149	0.1337						

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	0.2200	6.0000e-003	0.5183	3.0000e-005		3.6800e-003	3.6800e-003		3.6700e-003	3.6700e-003						
Energy	3.6300e-003	0.0310	0.0132	2.0000e-004		2.5100e-003	2.5100e-003		2.5100e-003	2.5100e-003						
Mobile	0.1975	0.6273	2.3378	6.6600e-003	0.4434	9.5000e-003	0.4529	0.1188	8.7600e-003	0.1275						

Waste						0.0000	0.0000		0.0000	0.0000						
Water						0.0000	0.0000		0.0000	0.0000						
Total	0.4211	0.6843	2.8893	6.8900e-003	0.4434	0.0157	0.4591	0.1188	0.0149	0.1337						

	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

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2017	2/1/2017	5	23	
2	Site Preparation	Site Preparation	2/2/2017	3/1/2017	5	20	
3	Grading	Grading	3/2/2017	8/1/2017	5	109	Shoring, excavation, underground utilities, export final sub...
4	Building Construction	Building Construction	8/2/2017	9/1/2018	5	283	
5	Architectural Coating	Architectural Coating	7/1/2018	9/1/2018	5	45	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0.35

Acres of Paving: 0

Residential Indoor: 101,250; Residential Outdoor: 33,750; Non-Residential Indoor: 839; Non-Residential Outdoor: 280 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	4.00	226	0.29
Building Construction	Forklifts	2	6.00	89	0.20

Site Preparation	Graders	1	8.00	174	0.41
Demolition	Rubber Tired Dozers	1	1.00	255	0.40
Grading	Rubber Tired Dozers	1	1.00	255	0.40
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37

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	4	10.00	0.00	29.00	14.70	6.90	24.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	660.00	14.70	6.90	24.00	LD_Mix	HDT_Mix	HHDT
Building Construction	6	36.00	5.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	7.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Replace Ground Cover

Water Exposed Area

Clean Paved Roads

3.2 Demolition - 2017

Unmitigated Construction On-Site

Category	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
	tons/yr										MT/yr					
Fugitive Dust					3.1100e-003	0.0000	3.1100e-003	4.7000e-004	0.0000	4.7000e-004						

Off-Road	0.0139	0.1205	0.0987	1.4000e-004		8.3800e-003	8.3800e-003		7.9700e-003	7.9700e-003							
Total	0.0139	0.1205	0.0987	1.4000e-004	3.1100e-003	8.3600e-003	0.0115	4.7000e-004	7.9700e-003	8.4400e-003							

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										M/yr					
Hauling	2.8000e-004	4.6600e-003	3.3600e-003	1.0000e-005	3.0000e-004	7.0000e-005	3.6000e-004	8.0000e-005	6.0000e-005	1.4000e-004						
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Worker	4.5000e-004	6.6000e-004	6.9100e-003	2.0000e-005	1.2600e-003	1.0000e-005	1.2700e-003	3.3000e-004	1.0000e-005	3.5000e-004						
Total	7.3000e-004	5.3200e-003	0.0103	3.0000e-005	1.5600e-003	8.0000e-005	1.6300e-003	4.1000e-004	7.0000e-005	4.9000e-004						

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										M/yr					
Fugitive Dust					1.1500e-003	0.0000	1.1500e-003	1.7000e-004	0.0000	1.7000e-004						
Off-Road	3.0600e-003	0.0688	0.0915	1.4000e-004		4.6300e-003	4.6300e-003		4.6300e-003	4.6300e-003						
Total	3.0600e-003	0.0688	0.0915	1.4000e-004	1.1500e-003	4.6300e-003	5.7800e-003	1.7000e-004	4.6300e-003	4.8000e-003						

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										M/yr					
Hauling	2.8000e-004	4.6600e-003	3.3600e-003	1.0000e-005	2.0000e-004	7.0000e-005	2.6000e-004	6.0000e-005	6.0000e-005	1.2000e-004						
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Worker	4.5000e-004	6.6000e-004	6.9100e-003	2.0000e-005	7.7000e-004	1.0000e-005	7.8000e-004	2.1000e-004	1.0000e-005	2.2000e-004						
Total	7.3000e-004	5.3200e-003	0.0103	3.0000e-005	9.7000e-004	8.0000e-005	1.0400e-003	2.7000e-004	7.0000e-005	3.4000e-004						

3.3 Site Preparation - 2017

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										M/yr					
Fugitive Dust					2.7000e-004	0.0000	2.7000e-004	3.0000e-005	0.0000	3.0000e-005						
Off-Road	0.0127	0.1269	0.0723	9.0000e-005		7.7000e-003	7.7000e-003		7.0900e-003	7.0900e-003						
Total	0.0127	0.1269	0.0723	9.0000e-005	2.7000e-004	7.7000e-003	7.9700e-003	3.0000e-005	7.0900e-003	7.1200e-003						

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										M/yr					
Hauling	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						
Worker	2.0000e-004	2.9000e-004	3.0000e-003	1.0000e-005	5.5000e-004	1.0000e-005	5.5000e-004	1.5000e-004	0.0000	1.5000e-004						
Total	2.0000e-004	2.9000e-004	3.0000e-003	1.0000e-005	5.5000e-004	1.0000e-005	5.5000e-004	1.5000e-004	0.0000	1.5000e-004						

Mitigated Construction On-Site

	NOG	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										M1/yr					
Fugitive Dust					1.0000e-004	0.0000	1.0000e-004	1.0000e-005	0.0000	1.0000e-005						
Off-Road	2.2700e-003	0.0465	0.0700	9.0000e-005		2.6200e-003	2.6200e-003		2.6200e-003	2.6200e-003						
Total	2.2700e-003	0.0465	0.0700	9.0000e-005	1.0000e-004	2.6200e-003	2.7200e-003	1.0000e-005	2.6200e-003	2.6300e-003						

Mitigated Construction Off-Site

	NOG	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										M1/yr					
Hauling	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						
Worker	2.0000e-004	2.9000e-004	3.0000e-003	1.0000e-005	3.3000e-004	1.0000e-005	3.4000e-004	9.0000e-005	0.0000	1.0000e-004						
Total	2.0000e-004	2.9000e-004	3.0000e-003	1.0000e-005	3.3000e-004	1.0000e-005	3.4000e-004	9.0000e-005	0.0000	1.0000e-004						

3.4 Grading - 2017

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					0.0415	0.0000	0.0415	0.0226	0.0000	0.0226						
Off-Road	0.0657	0.5710	0.4677	6.6000e-004		0.0396	0.0396		0.0378	0.0378						
Total	0.0657	0.5710	0.4677	6.6000e-004	0.0415	0.0396	0.0811	0.0226	0.0378	0.0604						

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	6.4400e-003	0.1061	0.0765	2.9000e-004	6.7800e-003	1.5000e-003	8.2800e-003	1.8600e-003	1.3800e-003	3.2400e-003						
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Worker	2.1300e-003	3.1500e-003	0.0327	8.0000e-005	5.9700e-003	6.0000e-005	6.0300e-003	1.5900e-003	5.0000e-005	1.6400e-003						
Total	8.5700e-003	0.1093	0.1092	3.7000e-004	0.0128	1.5600e-003	0.0143	3.4500e-003	1.4300e-003	4.8800e-003						

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					0.0154	0.0000	0.0154	8.3800e-003	0.0000	8.3800e-003						

Off-Road	0.0145	0.3280	0.4336	6.6000e-004		0.0219	0.0219		0.0219	0.0219							
Total	0.0145	0.3280	0.4336	6.6000e-004	0.0154	0.0219	0.0373	8.3800e-003	0.0219	0.0303							

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										M1/yr					
Hauling	6.4400e-003	0.1061	0.0765	2.9000e-004	4.4700e-003	1.5000e-003	5.9700e-003	1.2900e-003	1.3800e-003	2.6700e-003						
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Worker	2.1300e-003	3.1500e-003	0.0327	8.0000e-005	3.6400e-003	6.0000e-005	3.7000e-003	1.0100e-003	5.0000e-005	1.0700e-003						
Total	8.5700e-003	0.1093	0.1092	3.7000e-004	8.1100e-003	1.5600e-003	9.6700e-003	2.3000e-003	1.4300e-003	3.7400e-003						

3.5 Building Construction - 2017

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										M1/yr					
Off-Road	0.0688	0.6844	0.4341	6.1000e-004		0.0462	0.0462		0.0425	0.0425						
Total	0.0688	0.6844	0.4341	6.1000e-004		0.0462	0.0462		0.0425	0.0425						

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						
Vendor	2.2100e-003	0.0225	0.0304	6.0000e-005	1.6600e-003	3.3000e-004	1.9900e-003	4.7000e-004	3.0000e-004	7.8000e-004						
Worker	7.6000e-003	0.0112	0.1168	2.7000e-004	0.0213	2.0000e-004	0.0215	5.6600e-003	1.8000e-004	5.8400e-003						
Total	9.8100e-003	0.0337	0.1472	3.3000e-004	0.0230	5.3000e-004	0.0235	6.1300e-003	4.8000e-004	6.6200e-003						

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	0.0150	0.3294	0.4282	6.1000e-004		0.0208	0.0208		0.0208	0.0208						
Total	0.0150	0.3294	0.4282	6.1000e-004		0.0208	0.0208		0.0208	0.0208						

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						

Vendor	2.2100e-003	0.0225	0.0304	6.0000e-005	1.1200e-003	3.3000e-004	1.4500e-003	3.4000e-004	3.0000e-004	6.4000e-004						
Worker	7.6000e-003	0.0112	0.1168	2.7000e-004	0.0130	2.0000e-004	0.0132	3.6200e-003	1.8000e-004	3.8000e-003						
Total	9.8100e-003	0.0337	0.1472	3.3000e-004	0.0141	5.3000e-004	0.0146	3.9600e-003	4.8000e-004	4.4400e-003						

3.5 Building Construction - 2018

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	lbs/yr										M/yr					
Off-Road	0.0944	0.9588	0.6758	9.9000e-004		0.0617	0.0617		0.0568	0.0568						
Total	0.0944	0.9588	0.6758	9.9000e-004		0.0617	0.0617		0.0568	0.0568						

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	lbs/yr										M/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Vendor	3.3700e-003	0.0335	0.0472	1.0000e-004	2.6800e-003	5.0000e-004	3.1900e-003	7.7000e-004	4.6000e-004	1.2300e-003						
Worker	0.0111	0.0165	0.1714	4.4000e-004	0.0345	3.1000e-004	0.0348	9.1700e-003	2.9000e-004	9.4500e-003						
Total	0.0144	0.0500	0.2186	5.4000e-004	0.0372	8.1000e-004	0.0380	9.9400e-003	7.5000e-004	0.0107						

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	0.0243	0.5338	0.6938	9.9000e-004		0.0336	0.0336		0.0336	0.0336						
Total	0.0243	0.5338	0.6938	9.9000e-004		0.0336	0.0336		0.0336	0.0336						

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						
Vendor	3.3700e-003	0.0335	0.0472	1.0000e-004	1.8100e-003	5.0000e-004	2.3100e-003	5.5000e-004	4.6000e-004	1.0100e-003						
Worker	0.0111	0.0165	0.1714	4.4000e-004	0.0211	3.1000e-004	0.0214	5.8600e-003	2.9000e-004	6.1500e-003						
Total	0.0144	0.0500	0.2186	5.4000e-004	0.0229	8.1000e-004	0.0237	6.4100e-003	7.5000e-004	7.1600e-003						

3.6 Architectural Coating - 2018

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	0.2020					0.0000	0.0000		0.0000	0.0000						

Off-Road	6.7200e-003	0.0451	0.0417	7.0000e-005		3.3900e-003	3.3900e-003		3.3900e-003	3.3900e-003							
Total	0.2087	0.0451	0.0417	7.0000e-005		3.3900e-003	3.3900e-003		3.3900e-003	3.3900e-003							

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										M1/yr					
Hauling	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						
Worker	5.5000e-004	8.3000e-004	8.5700e-003	2.0000e-005	1.7300e-003	2.0000e-005	1.7400e-003	4.6000e-004	1.0000e-005	4.7000e-004						
Total	5.5000e-004	8.3000e-004	8.5700e-003	2.0000e-005	1.7300e-003	2.0000e-005	1.7400e-003	4.6000e-004	1.0000e-005	4.7000e-004						

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										M1/yr					
Archit. Coating	0.2020					0.0000	0.0000		0.0000	0.0000						
Off-Road	1.3400e-003	0.0305	0.0412	7.0000e-005		2.1400e-003	2.1400e-003		2.1400e-003	2.1400e-003						
Total	0.2034	0.0305	0.0412	7.0000e-005		2.1400e-003	2.1400e-003		2.1400e-003	2.1400e-003						

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						
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Worker	5.5000e-004	8.3000e-004	8.5700e-003	2.0000e-005	1.0500e-003	2.0000e-005	1.0700e-003	2.9000e-004	1.0000e-005	3.1000e-004						
Total	5.5000e-004	8.3000e-004	8.5700e-003	2.0000e-005	1.0500e-003	2.0000e-005	1.0700e-003	2.9000e-004	1.0000e-005	3.1000e-004						

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	0.1975	0.6273	2.3378	6.6600e-003	0.4434	9.5000e-003	0.4529	0.1188	8.7600e-003	0.1275						
Unmitigated	0.1975	0.6273	2.3378	6.6600e-003	0.4434	9.5000e-003	0.4529	0.1188	8.7600e-003	0.1275						

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Strip Mall	18.86	23.50	11.42	35,115	35,115
Apartments Low Rise	332.50	358.00	303.50	1,134,494	1,134,494
Total	351.36	381.50	314.92	1,169,610	1,169,610

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	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
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HRD	OBUS	UBUS	MCY	SBUS	MH
0.530902	0.057841	0.178899	0.124790	0.039063	0.006298	0.016951	0.033908	0.002496	0.003149	0.003689	0.000536	0.001678

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

Category	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
	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000						
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000						
NaturalGas Mitigated	3.6300e-003	0.0310	0.0132	2.0000e-004		2.5100e-003	2.5100e-003		2.5100e-003	2.5100e-003						
NaturalGas Unmitigated	3.6300e-003	0.0310	0.0132	2.0000e-004		2.5100e-003	2.5100e-003		2.5100e-003	2.5100e-003						

5.2 Energy by Land Use - NaturalGas

Unmitigated

	Natural Gas 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					
Strip Mall	950.3	1.0000e-005	5.0000e-005	4.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000						
Apartments Low Rise	671727	3.6200e-003	0.0310	0.0132	2.0000e-004		2.5000e-003	2.5000e-003		2.5000e-003	2.5000e-003						
Total		3.6300e-003	0.0310	0.0132	2.0000e-004		2.5000e-003	2.5000e-003		2.5000e-003	2.5000e-003						

Mitigated

	Natural Gas 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 Low Rise	671727	3.6200e-003	0.0310	0.0132	2.0000e-004		2.5000e-003	2.5000e-003		2.5000e-003	2.5000e-003						
Strip Mall	950.3	1.0000e-005	5.0000e-005	4.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000						
Total		3.6300e-003	0.0310	0.0132	2.0000e-004		2.5000e-003	2.5000e-003		2.5000e-003	2.5000e-003						

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	178928				
Strip Mall	8480.03				
Total					

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	M1/yr			
Apartments Low Rise:	178928				
Strip Mall	8480.03				
Total					

6.0 Area Detail

6.1 Mitigation Measures Area

	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										M1/yr					
Mitigated	0.2200	6.0000e-003	0.5183	3.0000e-005		3.6800e-003	3.6800e-003		3.6700e-003	3.6700e-003						
Unmitigated	0.2200	6.0000e-003	0.5183	3.0000e-005		3.6800e-003	3.6800e-003		3.6700e-003	3.6700e-003						

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
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SubCategory	tons/yr								MT/yr							
Architectural Coating	0.0202					0.0000	0.0000		0.0000	0.0000						
Consumer Products	0.1827					0.0000	0.0000		0.0000	0.0000						
Hearth	1.2100e-003	0.0000	7.0000e-005	0.0000		8.4000e-004	8.4000e-004		8.3000e-004	8.3000e-004						
Landscaping	0.0159	6.0000e-003	0.5182	3.0000e-005		2.8400e-003	2.8400e-003		2.8400e-003	2.8400e-003						
Total	0.2200	6.0000e-003	0.5183	3.0000e-005		3.6800e-003	3.6800e-003		3.6700e-003	3.6700e-003						

Mitigated

SubCategory	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	0.0202					0.0000	0.0000		0.0000	0.0000						
Consumer Products	0.1827					0.0000	0.0000		0.0000	0.0000						
Hearth	1.2100e-003	0.0000	7.0000e-005	0.0000		8.4000e-004	8.4000e-004		8.3000e-004	8.3000e-004						
Landscaping	0.0159	6.0000e-003	0.5182	3.0000e-005		2.8400e-003	2.8400e-003		2.8400e-003	2.8400e-003						
Total	0.2200	6.0000e-003	0.5183	3.0000e-005		3.6800e-003	3.6800e-003		3.6700e-003	3.6700e-003						

7.0 Water Detail

7.1 Mitigation Measures Water

Category	Total CO2	CH4	N2O	CO2e
	MT/yr			

Mitigated				
Unmitigated				

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	M t/yr			
Apartments Low Rise	3.25777 2.05377				
Strip Mall	0.0414806 0.0254236				
Total					

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	M t/yr			
Apartments Low Rise	3.25777 2.05377				
Strip Mall	0.0414806 0.0254236				
Total					

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	M1/yr			
Mitigated				
Unmitigated				

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	M1/yr			
Apartments Low Rise	23				
Strip Mall	0.59				
Total					

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	M1/yr			

Apartments Low Rise	23			
Strip Mall	0.59			
Total				

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Vegetation

**2468 Glendale Boulevard Future
Los Angeles-South Coast County, Summer**

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Strip Mall	0.56	1000sqft	0.01	559.00	0
Apartments Low Rise	50.00	Dwelling Unit	0.34	50,000.00	143

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	33
Climate Zone	11			Operational Year	2019
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	1227.89	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

1.3 User Entered Comments & Non-Default Data

- Project Characteristics -
- Land Use - Developer information
- Construction Phase - Developer information
- Vehicle Trips - Overland Traffic Consultants assumptions for trip generation
- Grading - Developer information
- Demolition - Developer information
- Trips and VMT - Developer information
- Woodstoves - Conservative assumption that units will have option for gas fireplaces.
- Construction Off-road Equipment Mitigation - Assumes SCAQMD Rule 403 control efficiencies

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	CleanPavedRoadPercentReduction	0	45

tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	7.00
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstructionPhase	NumDays	5.00	45.00
tblConstructionPhase	NumDays	100.00	283.00
tblConstructionPhase	NumDays	10.00	23.00
tblConstructionPhase	NumDays	2.00	109.00
tblConstructionPhase	NumDays	1.00	20.00
tblConstructionPhase	PhaseEndDate	11/2/2018	9/1/2018
tblConstructionPhase	PhaseEndDate	8/31/2018	9/1/2018
tblConstructionPhase	PhaseStartDate	9/2/2018	7/1/2018
tblFireplaces	NumberGas	42.50	50.00
tblFireplaces	NumberNoFireplace	5.00	0.00
tblFireplaces	NumberWood	2.50	0.00
tblGrading	AcresOfGrading	0.00	0.35
tblGrading	AcresOfGrading	10.00	0.50
tblGrading	MaterialExported	0.00	5,280.00
tblLandUse	LotAcreage	3.13	0.34
tblProjectCharacteristics	OperationalYear	2014	2019
tblTripsAndVMT	HaulingTripLength	20.00	24.00
tblTripsAndVMT	HaulingTripLength	20.00	24.00

tblVehicleTrips	WD_TR	44.32	33.73
tblVehicleTrips	WD_TR	6.59	6.65
tblWoodstoves	NumberCatalytic	2.50	0.00
tblWoodstoves	NumberNoncatalytic	2.50	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					
2017	1.4566	13.2552	10.7794	0.0189	1.0000	0.8651	1.7551	0.4793	0.7959	1.1985						
2018	10.5472	13.5281	12.4898	0.0216	0.5118	0.8660	1.3778	0.1364	0.8088	0.9451						
Total	12.0038	26.7833	23.2692	0.0405	1.5118	1.7311	3.1329	0.6156	1.6047	2.1436						

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					
2017	0.4604	7.8788	10.6691	0.0189	0.4335	0.4308	0.8644	0.1967	0.4288	0.6253						
2018	9.5072	8.0215	12.6733	0.0216	0.3135	0.4894	0.8029	0.0877	0.4886	0.5763						
Total	9.9676	15.9003	23.3424	0.0405	0.7471	0.9202	1.6673	0.2844	0.9172	1.2015						

	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
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3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2017	2/1/2017	5	23	
2	Site Preparation	Site Preparation	2/2/2017	3/1/2017	5	20	
3	Grading	Grading	3/2/2017	8/1/2017	5	109	Shoring, excavation, underground utilities, export final sub
4	Building Construction	Building Construction	8/2/2017	9/1/2018	5	283	
5	Architectural Coating	Architectural Coating	7/1/2018	9/1/2018	5	45	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0.35

Acres of Paving: 0

Residential Indoor: 101,250; Residential Outdoor: 33,750; Non-Residential Indoor: 839; Non-Residential Outdoor: 280 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	4.00	226	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Site Preparation	Graders	1	8.00	174	0.41
Demolition	Rubber Tired Dozers	1	1.00	255	0.40
Grading	Rubber Tired Dozers	1	1.00	255	0.40
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37

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		4	10.00	0.00	29.00	14.70	6.90	24.00	LD_Mix	HDT_Mix	HHDT
Site Preparation		2	5.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading		4	10.00	0.00	660.00	14.70	6.90	24.00	LD_Mix	HDT_Mix	HHDT
Building Construction		5	36.00	5.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating		1	7.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

- Use Cleaner Engines for Construction Equipment
- Replace Ground Cover
- Water Exposed Area
- Clean Paved Roads

3.2 Demolition - 2017

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Biogenic CO2	NonBiogenic CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.2707	0.0000	0.2707	0.0410	0.0000	0.0410						
Off-Road	1.2049	10.4761	8.5825	0.0120		0.7266	0.7266		0.6930	0.6930						
Total	1.2049	10.4761	8.5825	0.0120	0.2707	0.7266	0.9973	0.0410	0.6930	0.7340						

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	0.0238	0.3847	0.2608	1.1200e-003	0.0264	5.7300e-003	0.0321	7.2100e-003	5.2700e-003	0.0125						
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Worker	0.0400	0.0507	0.6285	1.4500e-003	0.1118	1.0100e-003	0.1128	0.0296	9.3000e-004	0.0306						
Total	0.0639	0.4354	0.8893	2.5700e-003	0.1381	6.7400e-003	0.1449	0.0369	6.2000e-003	0.0431						

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					0.1003	0.0000	0.1003	0.0152	0.0000	0.0152						
Off-Road	0.2661	5.9808	7.9564	0.0120		0.4023	0.4023		0.4023	0.4023						
Total	0.2661	5.9808	7.9564	0.0120	0.1003	0.4023	0.5026	0.0152	0.4023	0.4175						

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	0.0238	0.3847	0.2608	1.1200e-003	0.0174	5.7300e-003	0.0231	5.0000e-003	5.2700e-003	0.0103						
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Worker	0.0400	0.0507	0.6285	1.4500e-003	0.0681	1.0100e-003	0.0691	0.0189	9.3000e-004	0.0198						

Total	0.0639	0.4354	0.8893	2.5700e-003	0.0854	6.7400e-003	0.0921	0.0239	6.2000e-003	0.0301						
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3.3 Site Preparation - 2017

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					0.0265	0.0000	0.0265	2.8600e-003	0.0000	2.8600e-003						
Off-Road	1.2694	12.6852	7.2319	9.3300e-003		0.7705	0.7705		0.7089	0.7089						
Total	1.2694	12.6852	7.2319	9.3300e-003	0.0265	0.7705	0.7970	2.8600e-003	0.7089	0.7117						

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						
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Worker	0.0200	0.0254	0.3143	7.3000e-004	0.0559	5.1000e-004	0.0564	0.0148	4.7000e-004	0.0153						
Total	0.0200	0.0254	0.3143	7.3000e-004	0.0559	5.1000e-004	0.0564	0.0148	4.7000e-004	0.0153						

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					9.8200e-003	0.0000	9.8200e-003	1.0600e-003	0.0000	1.0600e-003						
Off-Road	0.2270	4.6535	6.9975	9.3300e-003		0.2625	0.2625		0.2625	0.2625						
Total	0.2270	4.6535	6.9975	9.3300e-003	9.8200e-003	0.2625	0.2723	1.0600e-003	0.2625	0.2635						

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						
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Worker	0.0200	0.0254	0.3143	7.3000e-004	0.0340	5.1000e-004	0.0345	9.4600e-003	4.7000e-004	9.9200e-003						
Total	0.0200	0.0254	0.3143	7.3000e-004	0.0340	5.1000e-004	0.0345	9.4600e-003	4.7000e-004	9.9200e-003						

3.4 Grading - 2017

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					0.7616	0.0000	0.7616	0.4150	0.0000	0.4150						
Off-Road	1.2049	10.4761	8.5825	0.0120		0.7266	0.7266		0.6930	0.6930						

Total	1.2049	10.4761	8.5825	0.0120	0.7816	0.7266	1.4882	0.4150	0.6930	1.1080						
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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	NH3- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1144	1.8473	1.2525	5.4000e-003	0.1265	0.0275	0.1540	0.0346	0.0253	0.0599						
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Worker	0.0400	0.0507	0.6285	1.4500e-003	0.1118	1.0100e-003	0.1128	0.0296	9.3000e-004	0.0306						
Total	0.1545	1.8980	1.8811	6.8500e-003	0.2383	0.0285	0.2668	0.0643	0.0262	0.0905						

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	NH3- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.2822	0.0000	0.2822	0.1538	0.0000	0.1538						
Off-Road	0.2661	5.9808	7.9564	0.0120		0.4023	0.4023		0.4023	0.4023						
Total	0.2661	5.9808	7.9564	0.0120	0.2822	0.4023	0.6845	0.1538	0.4023	0.5561						

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	0.1144	1.8473	1.2525	5.4000e-003	0.0833	0.0275	0.1108	0.0240	0.0253	0.0493						
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Worker	0.0400	0.0507	0.6285	1.4500e-003	0.0681	1.0100e-003	0.0691	0.0189	9.3000e-004	0.0198						
Total	0.1545	1.8980	1.8811	6.8500e-003	0.1514	0.0285	0.1799	0.0429	0.0262	0.0692						

3.5 Building Construction - 2017

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	1.2740	12.6738	8.0395	0.0113		0.8553	0.8553		0.7869	0.7869						
Total	1.2740	12.6738	8.0395	0.0113		0.8553	0.8553		0.7869	0.7869						

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						
Vendor	0.0385	0.3989	0.4773	1.1000e-003	0.0312	6.0900e-003	0.0373	8.8800e-003	5.6000e-003	0.0145						
Worker	0.1441	0.1825	2.2627	5.2300e-003	0.4024	3.6500e-003	0.4060	0.1067	3.3600e-003	0.1101						

Total	0.1826	0.5814	2.7399	6.3300e-003	0.4336	9.7400e-003	0.4433	0.1156	8.9600e-003	0.1246						
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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	0.2778	6.1000	7.9292	0.0113		0.3843	0.3843		0.3843	0.3843						
Total	0.2778	6.1000	7.9292	0.0113		0.3843	0.3843		0.3843	0.3843						

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						
Vendor	0.0385	0.3989	0.4773	1.1000e-003	0.0209	6.0900e-003	0.0270	6.3600e-003	5.6000e-003	0.0120						
Worker	0.1441	0.1825	2.2627	5.2300e-003	0.2450	3.6500e-003	0.2486	0.0681	3.3600e-003	0.0714						
Total	0.1826	0.5814	2.7399	6.3300e-003	0.2659	9.7400e-003	0.2757	0.0744	8.9600e-003	0.0834						

3.5 Building Construction - 2018

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	1.0786	10.9578	7.7239	0.0113		0.7055	0.7055		0.6491	0.6491						
Total	1.0786	10.9578	7.7239	0.0113		0.7055	0.7055		0.6491	0.6491						

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						
Vendor	0.0363	0.3667	0.4559	1.1000e-003	0.0312	5.7400e-003	0.0369	8.8800e-003	5.2800e-003	0.0142						
Worker	0.1297	0.1657	2.0560	5.2300e-003	0.4024	3.5300e-003	0.4059	0.1067	3.2700e-003	0.1100						
Total	0.1660	0.5324	2.5119	6.3300e-003	0.4336	9.2700e-003	0.4429	0.1156	8.5500e-003	0.1241						

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	0.2778	6.1000	7.9292	0.0113		0.3843	0.3843		0.3843	0.3843						
Total	0.2778	6.1000	7.9292	0.0113		0.3843	0.3843		0.3843	0.3843						

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						
Vendor	0.0363	0.3667	0.4559	1.1000e-003	0.0209	5.7400e-003	0.0267	6.3600e-003	5.2800e-003	0.0116						
Worker	0.1297	0.1657	2.0560	5.2300e-003	0.2450	3.5300e-003	0.2485	0.0681	3.2700e-003	0.0713						
Total	0.1660	0.5324	2.5119	6.3300e-003	0.2659	9.2700e-003	0.2752	0.0744	8.5500e-003	0.0830						

3.6 Architectural Coating - 2018

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	8.9788					0.0000	0.0000		0.0000	0.0000						
Off-Road	0.2986	2.0058	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506						
Total	9.2774	2.0058	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506						

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						
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Worker	0.0252	0.0322	0.3998	1.0200e-003	0.0782	6.9000e-004	0.0789	0.0208	6.4000e-004	0.0214						
Total	0.0252	0.0322	0.3998	1.0200e-003	0.0782	6.9000e-004	0.0789	0.0208	6.4000e-004	0.0214						

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	8.9788					0.0000	0.0000		0.0000	0.0000						
Off-Road	0.0594	1.3570	1.8324	2.9700e-003		0.0951	0.0951		0.0951	0.0951						
Total	9.0382	1.3570	1.8324	2.9700e-003		0.0951	0.0951		0.0951	0.0951						

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						
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000						
Worker	0.0252	0.0322	0.3998	1.0200e-003	0.0476	6.9000e-004	0.0483	0.0132	6.4000e-004	0.0139						

Total	0.0252	0.0322	0.3998	1.0200e-003	0.0476	6.9000e-004	0.0483	0.0132	6.4000e-004	0.0139						
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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	1.1877	3.4848	13.8740	0.0411	2.6935	0.0566	2.7501	0.7203	0.0522	0.7725						
Unmitigated	1.1877	3.4848	13.8740	0.0411	2.6935	0.0566	2.7501	0.7203	0.0522	0.7725						

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Strip Mall	18.86	23.50	11.42	35,115	35,115
Apartments Low Rise	332.50	358.00	303.50	1,134,494	1,134,494
Total	351.36	381.50	314.92	1,169,610	1,169,610

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	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
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3

LDA	LD11	LD12	MDV	LHD1	LHD2	MRD	RHD	OBUS	UBUS	MCY	SBUS	MH
0.530902	0.057841	0.178699	0.124790	0.039063	0.006298	0.016951	0.033908	0.002496	0.003149	0.003689	0.000536	0.001678

5.0 Energy Detail

4.4 Fleet Mix

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:	0.0199	0.1699	0.0724	1.0800e-003		0.0137	0.0137		0.0137	0.0137						
NaturalGas Unmitigated	0.0199	0.1699	0.0724	1.0800e-003		0.0137	0.0137		0.0137	0.0137						

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 Low Rise:	1840.35	0.0199	0.1696	0.0722	1.0800e-003		0.0137	0.0137		0.0137	0.0137						
Strip Mall	2.60356	3.0000e-005	2.6000e-004	2.1000e-004	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005						
Total		0.0199	0.1699	0.0724	1.0800e-003		0.0137	0.0137		0.0137	0.0137						

Mitigated

	Natural Gas 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 Low Rise:	1.84035	0.0199	0.1696	0.0722	1.0800e-003		0.0137	0.0137		0.0137	0.0137						
Strip Mall	0.00260356	3.0000e-005	2.6000e-004	2.1000e-004	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005						
Total		0.0199	0.1699	0.0724	1.0800e-003		0.0137	0.0137		0.0137	0.0137						

6.0 Area Detail

6.1 Mitigation Measures Area

	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	1.3357	0.0480	4.1508	2.2000e-004		0.0898	0.0898		0.0891	0.0891						
Unmitigated	1.3357	0.0480	4.1508	2.2000e-004		0.0898	0.0898		0.0891	0.0891						

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	0.1107					0.0000	0.0000		0.0000	0.0000						
Consumer Products	1.0011					0.0000	0.0000		0.0000	0.0000						

Hearth	0.0971	0.0000	5.2900e-003	0.0000		0.0671	0.0671		0.0664	0.0664						
Landscaping	0.1269	0.0480	4.1456	2.2000e-004		0.0227	0.0227		0.0227	0.0227						
Total	1.3357	0.0480	4.1508	2.2000e-004		0.0898	0.0898		0.0891	0.0891						

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Biogenic CO2	Non-Biogenic CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.1107					0.0000	0.0000		0.0000	0.0000						
Consumer Products	1.0011					0.0000	0.0000		0.0000	0.0000						
Hearth	0.0971	0.0000	5.2900e-003	0.0000		0.0671	0.0671		0.0664	0.0664						
Landscaping	0.1269	0.0480	4.1456	2.2000e-004		0.0227	0.0227		0.0227	0.0227						
Total	1.3357	0.0480	4.1508	2.2000e-004		0.0898	0.0898		0.0891	0.0891						

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
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10.0 Vegetation

EXHIBIT D

Received
3/7/17**CITY OF LOS ANGELES**
INTER-DEPARTMENTAL CORRESPONDENCE2468 N Glendale Bl
DOT Case No. CEN 16-44349

Date: January 12, 2017

To: Karen Hoo, City Planner
Department of City Planning

From: 
Wes Pringle, Transportation Engineer
Department of Transportation

Subject: **REVISED TRANSPORTATION IMPACT ANALYSIS FOR THE PROPOSED DEVELOPMENT LOCATED AT 2468 NORTH GLENDALE BOULEVARD (ENV-2016-2864-CE/CPC-2016-2863-DB)**

A transportation impact analysis dated June 6, 2106 for a mixed-use project at 2468 North Glendale Boulevard was submitted to the Department of Transportation (DOT) and a corresponding DOT assessment report was issued to the Department of City Planning on July 14, 2016. Since then, the project has been modified and will no longer include a retail component which effectively changes the project from a mixed-use to a residential project providing 50 apartment units.

Overland Traffic Consultants, Inc. has prepared and submitted a revised transportation impact analysis dated October 10, 2016. The original project was estimated to generate 216 net new daily trips, 24 net new trips in the a.m. peak hour, and 22 net new trips in the p.m. peak hour. The revised project is expected to generate fewer trips overall with 198 net new daily trips, 23 net new trips in the a.m. peak hour, and 20 net new trips in the p.m. peak hour. The previous transportation analysis determined that none of the three analyzed intersections would be significantly impacted by project related traffic. The revised project is also not expected to result in any significant traffic impacts since the revised project proposal would reduce the overall trip generation of the project.

DOT concurs with the results of the revised analysis that the project's expected impacts would be less than significant. All of the project requirements that are identified in DOT's July 14, 2016 letter (attached for reference) shall remain in effect.

If you have any questions, please contact Eileen Hunt of my staff at (213) 972-8481.

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c: Chris Robertson, Council District No. 13
Carl Mills, BOE Development Services
Jeannie Shen, Hollywood-Wilshire District, DOT
Taimour Tanavoli, Case Management, DOT
Liz Culhane, Overland Traffic Consultants, Inc.

CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

2468 N. Glendale Bl
DOT Case No. CEN 16-44349

Date: July 14, 2016

To: Karen Hoo, City Planner
Department of City Planning

From: 
Wes Pringle, Transportation Engineer
Department of Transportation

Subject: **TRAFFIC ANALYSIS FOR THE PROPOSED MIXED-USE PROJECT AT
2468 NORTH GLENDALE BOULEVARD**

The Department of Transportation (DOT) has reviewed the technical memorandum prepared by Overland Traffic consultants, Inc., dated June 6, 2016 and submitted to DOT on June 28, 2016, for the proposed mixed-use project located at 2468 North Glendale Boulevard in the Silver Lake - Echo Park Community Planning Area of the City of Los Angeles. In order to evaluate the effects of the project's traffic on the available transportation infrastructure, the significance of the project's traffic impacts is measured in terms of change to the volume-to-capacity (V/C) ratio between the "future no project" and the "future with project" scenarios. This change in the V/C ratio is compared to established threshold standards to assess the project-related traffic impacts. Based on DOT's traffic impact criteria¹, the traffic study included the analysis of three intersections and determined that none of the study intersections would be significantly impacted by project-related traffic. The results of the traffic impact analysis, which accounted for other known development projects in evaluating potential cumulative impacts and adequately evaluated the project's traffic impacts on the surrounding community, are summarized in **Attachment 1**.

DISCUSSION AND FINDINGS

A. Project Description

The project proposes to construct a 50-unit residential apartment and 559 square feet of retail space development on a site that is currently occupied by a 6,325 square foot retail center. The development will provide 50 vehicle parking spaces and 55 bicycle parking spaces. Vehicular access to the development will be provided via a two-way driveway off Glendale Boulevard. The project is expected to be completed by 2019.

B. Trip Generation

The project is estimated to generate a net increase of approximately 216 daily trips, 24 trips during the a.m. peak hour and 22 trips during the p.m. peak hour. The trip generation estimates (see **Attachment 2**) are based on formulas published by the Institute of Transportation Engineers (ITE) Trip Generation, 9th Edition, 2012.

¹ Per DOT's Traffic Study Policies and Procedures, a significant impact is identified as an increase in the Critical Movement Analysis (CMA) value, due to project related traffic, of 0.01 or more when the final ("with project") Level of Service (LOS) is LOS E or F; an increase of 0.020 or more when the final LOS is LOS D; or an increase of 0.040 or more when the final LOS is LOS C.

PROJECT REQUIREMENTS

A. Construction Impacts

DOT recommends that a construction work site traffic control plan be submitted to DOT for review and approval prior to the start of any construction work. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. DOT also recommends that all construction related traffic be restricted to off-peak hours.

B. Highway Dedication and Street Widening Requirements

On August 11, 2015, the City Council adopted the Mobility Plan 2035 which represents the new Mobility Element of the General Plan. A key feature of the updated plan is to revise street standards in an effort to provide a more enhanced balance between traffic flow and other important street functions including transit routes and stops, pedestrian environments, bicycle routes, building design and site access, etc. Per the new Mobility Element, **Glendale Boulevard** has been designated as an Avenue II (Secondary highway) which would require a 28-foot half-width roadway within a 43-foot half-width right-of-way. The applicant should check with BOE's Land Development Group to determine if there are any other applicable highway dedication, street widening and/or sidewalk requirements for this project.

C. Parking Requirements

The project would provide 50 automobile and 55 bicycle parking spaces. The applicant should check with the Department of Building and Safety on the number of code-required parking spaces needed for the project.

D. Driveway Access and Circulation

The conceptual site plan (illustrated in **Attachment 3**) for the project is acceptable to DOT. However, the review of this study does not constitute approval of the dimensions for any new proposed driveways. This requires separate review and approval and should be coordinated with DOT's Citywide Planning Coordination Section (201 N. Figueroa Street, 5th Floor, Room 550, at 213-482-7024). In order to minimize and prevent last minute building design changes, the applicant should contact DOT for driveway width and internal circulation requirements prior to the commencement of building or parking layout design. All new driveways should be Case 2 driveways.

E. Development Review Fees

An ordinance adding Section 19.15 to the Los Angeles Municipal Code relative to application fees paid to DOT for permit issuance activities was adopted by the Los Angeles City Council in 2009 and updated in 2014. Ordinance No. 183270 identifies specific fees for traffic study review, condition clearance, and permit issuance. The applicant shall comply with any applicable fees per this ordinance.

If you have any questions, please contact Vicente Cordero at (818) 374-4697.

Attachments

L:\Letters\2016\CEN16-44349_2468 N Glendale BI mixed-use_tech memo.docx

c: Amy Ablakat, Council District No. 13
Carl Mills, BOE Development Services
Mehrddad Moshksar, Central District, DOT
Taimour Tanavoli, Case Management Office, DOT
Liz Culhane, Overland Traffic Consultants, Inc.

**ATTACHMENT 1
2468 N. Glendale Blvd.**

Overland Traffic Consultants, Inc.

**Table 5
Existing and Existing + Project Summary Operating Conditions**

No.	Intersection	Peak Hour	Existing		Existing + Project			Significant Impact
			CMA	LOS	CMA	LOS	Impact	
1	Fletcher Drive & Riverside Boulevard	AM	0.915	E	0.918	E	+ 0.003	NO
		PM	1.025	F	1.026	F	+ 0.001	NO
2	Glendale Bl/Silver Ridge & Glendale Bl/Fletcher Dr	AM	0.779	C	0.784	C	+ 0.005	NO
		PM	0.766	C	0.771	C	+ 0.005	NO
3	Glendale Boulevard & Silver Lake Boulevard	AM	0.739	C	0.741	C	+ 0.002	NO
		PM	0.642	B	0.643	B	+ 0.001	NO

**Table 6
Future Conditions Without and With Project Operating Conditions**

No.	Intersection	Peak Hour	Future (2019) Without Project		Future (2019) With Project			Significant Impact
			CMA	LOS	CMA	LOS	IMPACT	
1	Fletcher Drive & Riverside Boulevard	AM	0.963	E	0.965	E	+ 0.002	NO
		PM	1.073	F	1.075	F	+ 0.002	NO
2	Glendale Bl/Silver Ridge & Glendale Bl/Fletcher Dr	AM	0.814	D	0.819	D	+ 0.005	NO
		PM	0.800	D	0.804	D	+ 0.004	NO
3	Glendale Boulevard & Silver Lake Boulevard	AM	0.766	C	0.769	C	+ 0.003	NO
		PM	0.665	B	0.667	B	+ 0.002	NO

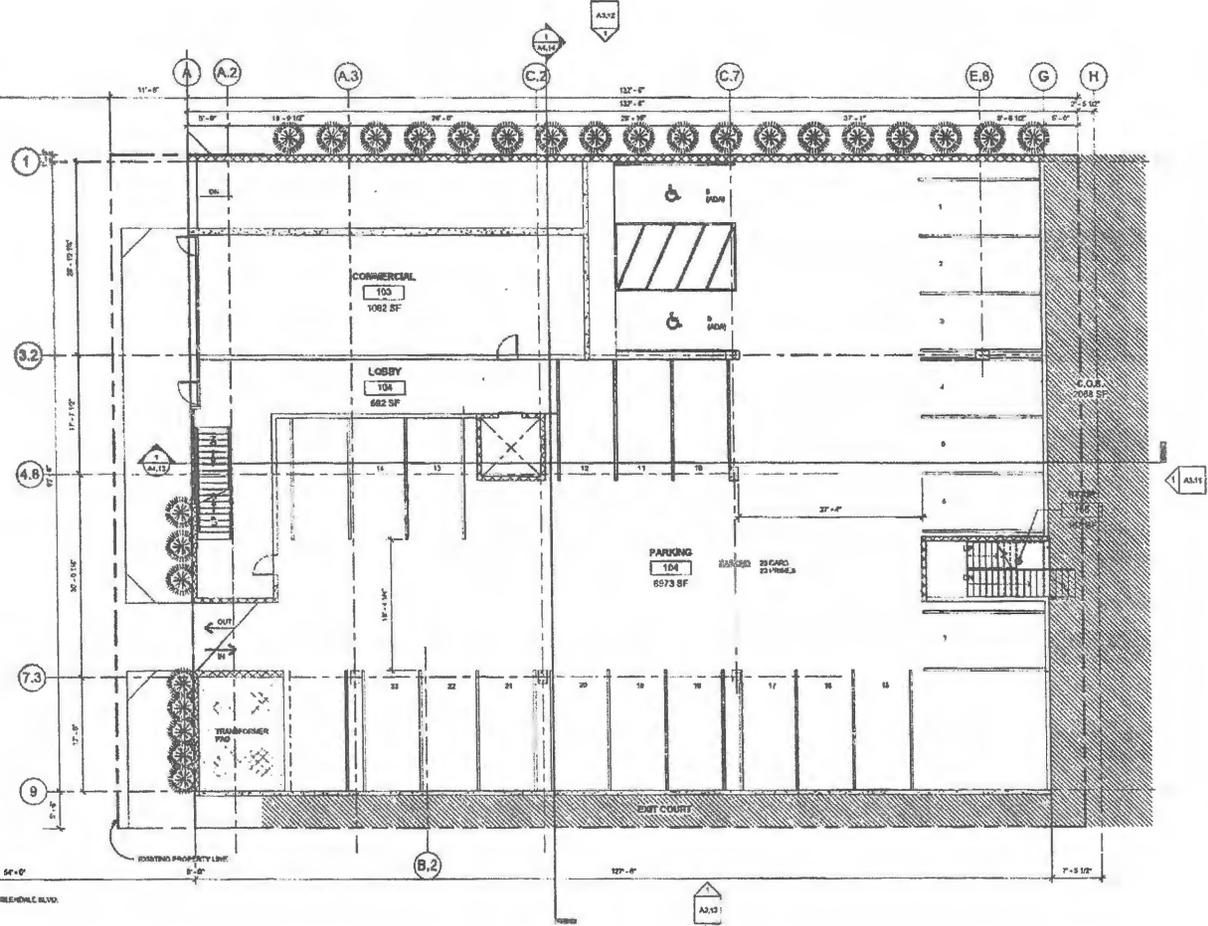
**ATTACHMENT 2
2468 N. Glendale Blvd.**

Table 2
Project Trip Generation

Description	Size	Daily Traffic	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
PROPOSED								
Apartment	50 units	333	26	5	21	31	20	11
Retail	559 sf	24	1	1	(0)	2	1	1
Internal Trips	5%	(1)	(0)	(0)	0	(0)	(0)	(0)
Pass-By Trips	20%	(5)	(0)	(0)	0	(0)	(0)	(0)
Subtotal Retail		18	1	1	(0)	2	1	1
TOTAL Proposed		351	27	6	21	33	21	12
REMOVAL OF EXISTING								
Retail	6,325 sf	270	6	4	2	23	11	12
Pass-By Trips	50%	-135	-3	-2	-1	-12	-6	-6
Subtotal Retail		135	3	2	1	11	5	6
Total Existing		135	3	2	1	11	5	6
NET Project		216	24	4	20	22	16	6

**ATTACHMENT 3
2468 N. Glendale Blvd.**

GLENDALE BLVD



- PLAN NOTES**
1. WEEP SCREED FOR STUCCO AT THE FOUNDATION PLATE LINE. MIN. 2" THICK GRAB OR 2" ABOVE FINISH FLOOR.
 2. 6" 7" MINIMUM HEIGHT FOR DISABLED ACCESS VISIBLE CLEARANCE TO ACCESSIBLE RAMPING SYSTEM.
 3. EXTERIOR WALLS CONSTRUCTED TO PROVIDE A MINIMUM 2" MINIMUM OF INSULATION.
 4. FOR TYPICAL ROOFING AND FLASHING DETAILS, SEE 1-11 HOLD AND 1-12 HOLD.

LEGEND

	DOOR TYPE SEE SHEET A2.20
	WINDOW TYPE SEE SHEET A2.20
	STONEFRONT TYPE REFER TO A2.21
	WALL TYPE 500 REFER TO A2.10
	1-HOUR FIRE BARRIER
	2-HOUR FIRE BARRIER
	WOOD STUD WALL
	CMU WALL
	CONCRETE WALL

NOTE:
 • SEE STRUCTURAL DRAWINGS FOR REQUIRED WALL THICKNESS, REINFORCEMENT, AND PLYWOOD THICKNESS. CONSULT STRUCTURAL DRAWINGS TO CLARIFY.
 • WALL TYPES TYPICAL THROUGHOUT UNLESS NOTED OTHERWISE.

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

DATE		
REVISIONS		
BY		
DATE		
GLENDALE APARTMENTS		
The Albert GROUP		
PROJECT NUMBER: 10000		
PROJECT NAME: GLENDALE APARTMENTS		
SHEET NUMBER: A2.21		