



DEPARTMENT OF CITY PLANNING

RECOMMENDATION REPORT

City Planning Commission

Date: August 8, 2024
Time: After 8:30 a.m.*
Place: Los Angeles City Hall
Council Chamber, Room 340
200 North Spring Street
Los Angeles, CA 90012

And via Teleconference. Information will be provided no later than 72 hours before the meeting on the meeting agenda published at <https://planning.lacity.org/about/commissionsboards-hearings> and/or by contacting cpc@lacity.org

Public Hearing: May 14, 2024
Appeal Status: Density Bonus On-Menu Incentives and Conditional Use are Appealable to City Council. Density Bonus Off-Menu Incentive and Waivers are not Appealable.
Expiration Date: August 8, 2024
Multiple Approval: Yes

Case No.: CPC-2023-6515-CU-DB-WDI-PHP-HCA
CEQA No.: ENV-2023-6517-CE
Related Cases: N/A
Council No.: 13 – Soto-Martinez
Plan Area: Hollywood

Specific Plan: N/A
Certified NC: Hollywood Studio District
Zone: R3-1XL

Applicant: 5717 Camerford Partners, LP

Representative: Jesi Harris,
Brian Silveira & Associates

PROJECT LOCATION: 5717 – 5721 Camerford Avenue, Los Angeles, CA 90038

PROPOSED PROJECT: The project involves the demolition of existing structures and the construction, use, and maintenance of a new five-story residential building with 15 dwelling units including two (2) dwelling units reserved for Very Low Income households, with a maximum building height of 56 feet and 11 inches. The project includes 12 vehicle parking spaces provided on the ground floor and a total of 17 bicycle parking spaces (15 long-term spaces and two (2) short-term spaces). The project provides 1,711 square feet of open space, including a recreation room, roof decks, and private balconies.

REQUESTED ACTIONS:

- 1) Pursuant to CEQA Guidelines, Section 15332 (Class 32), an exemption from CEQA, and that there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies;
- 2) Pursuant to LAMC Sections 12.24 U.26, a Conditional Use to allow a 57.5 percent Density Bonus for a housing development project in which the density increase is greater than otherwise permitted by LAMC Section 12.22 A.25;
- 3) Pursuant to LAMC Section 12.22 A.25, a Density Bonus Compliance Review to permit a housing development project consisting of 15 residential units, including two (2) dwelling units set aside for Very Low Income households, and with the following On- and Off-Menu Incentives and Waivers or Modification of Development Standards:

- a. An On-Menu Incentive to permit an increase in FAR to allow a 3.10:1 in lieu of the otherwise required 3:1 FAR;
 - b. An On-Menu Incentive to allow a reduction in the required front yard to permit a twelve-foot front yard setback in lieu of the otherwise required fifteen-foot front yard;
 - c. An Off-Menu Incentive to permit an increase in height to allow a building of 56 feet and eleven-inches in lieu of the otherwise required 30 feet;
 - d. A Waiver of Development Standards to allow a reduction in the required side yard to permit a seven-foot easterly yard setback in lieu of the otherwise required eight-foot side yard; and
 - e. A Waiver of Development Standards to allow a reduction in the required side yard to permit a seven-foot westerly yard setback in lieu of the otherwise required eight-foot side yard.
- 4) Pursuant to LAMC Section 12.37 I, a Waiver of Dedications and Improvements to waive the otherwise required dedications along Camerford Avenue and the rear alley.

RECOMMENDED ACTIONS:

- 1) **Determined** based on the whole of the administrative record, the Project is exempt from CEQA pursuant to State CEQA Guidelines, Section 15332 (Class 32), and that there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies;
- 2) **Approve** a Conditional Use Permit to allow a 57.5 percent Density Bonus for a housing development project in which the density increase is greater than otherwise permitted by LAMC Section 12.22 A.25;
- 3) **Approve** a Density Bonus Compliance Review to permit a housing development project consisting of 15 residential units, including two (2) dwelling units set aside for Very Low Income households, and with the following On- and Off-Menu Incentives and Waivers or Modification of Development Standards:
 - a) An On-Menu Incentive to permit an increase in FAR to allow a 3.10:1 in lieu of the otherwise required 3:1 FAR;
 - b) An On-Menu Incentive to allow a reduction in the required front yard to permit a twelve-foot front yard setback in lieu of the otherwise required fifteen-foot front yard;
 - c) An Off-Menu Incentive to permit an increase in height to allow a building of 56 feet and eleven-inches in lieu of the otherwise required 30 feet;
 - d) A Waiver of Development Standards to allow a reduction in the required side yard to permit a seven-foot easterly yard setback in lieu of the otherwise required eight-foot side yard;
 - e) A Waiver of Development Standards to allow a reduction in the required side yard to permit a seven-foot westerly yard setback in lieu of the otherwise required eight-foot side yard; and
- 4) **Approve** a Waiver of Dedication and Improvements to waive the otherwise requested dedications along Camerford Avenue and the rear alley.

- 5) **Adopt** the attached Conditions of Approval; and
- 6) **Adopt** the attached Findings.

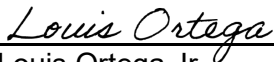
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Director of Planning



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Senior City Planner



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City Planner



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Planning Assistant

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

TABLE OF CONTENTS

Project Analysis	A-1
Project Summary	
Project Background	
Requested Entitlements	
Public Hearing	
Professional Volunteer Program	
Issues and Considerations	
Conclusion	
Conditions of Approval	C-1
Findings.....	F-1
Conditional Use Findings	
Density Bonus / Affordable Housing Incentives Compliance Findings	
Waiver of Dedication and Improvements Findings	
Environmental Findings	
Public Hearing and Communications	P-1
Exhibits:	
Exhibit A – Plans	
Exhibit B – Environmental Documents (ENV-2023-6517-CE)	
Exhibit C – Maps (Vicinity and Radius)	

PROJECT ANALYSIS

PROJECT SUMMARY

The project site consists of one (1) rectangular lot currently developed with a duplex and is surrounded by multi-family residential buildings. As shown below in Figure 1, the proposed project involves demolition of existing structures and the construction, use, and maintenance of a new residential development with 15 residential units above 12 ground level parking stalls as depicted in Figure 1 below. Of the 15 proposed units, the applicant proposes to set aside two (2) dwelling units for Very Low Income households. The proposed project is five (5) stories with a maximum building height of 56' 11" feet.

Figure 1: Rendering of the proposed project



The project proposes approximately 12,623 square feet of residential floor area, resulting in a total floor area ratio (FAR) of approximately 3.10:1. At the ground level, as depicted in Figure 2 below, the project proposes a mechanical room, a residential lobby, and bicycle parking. Vehicle parking is provided in the remainder of the ground floor; on the second level, a recreation room along with residential units line the entirety of the building exterior and fully encircle the vehicle parking area. The project proposes a total of 12 vehicle parking spaces.

Residential units are proposed at levels two through five of the project and includes a mix of one-bedroom, and two-bedroom units on every level. The project proposes 11 one-bedroom units, and four (4) two-bedroom units.

The project proposes approximately 1,711 square feet of open space. Proposed common open space is located on the roof with two (2) different rooftop deck areas. Proposed private open space consists of patios for the residential units on the second through fifth floor facing the alley and the adjacent street, Camerford Avenue on the south side. All outdoor common areas will be landscaped with planters and trees. The subject property currently has existing trees that will be removed as a result of this project, however, the project proposes to provide at least four (4) trees, including three (3) trees on-site and one (1) street tree in the public right-of-way. The project also

proposes landscaped buffer/setback areas along the northern/southern property lines (abutting adjacent residential properties). Additional landscaping including tree/planter/parkway improvements are proposed for the sidewalk along Camerford Avenue abutting the project site.

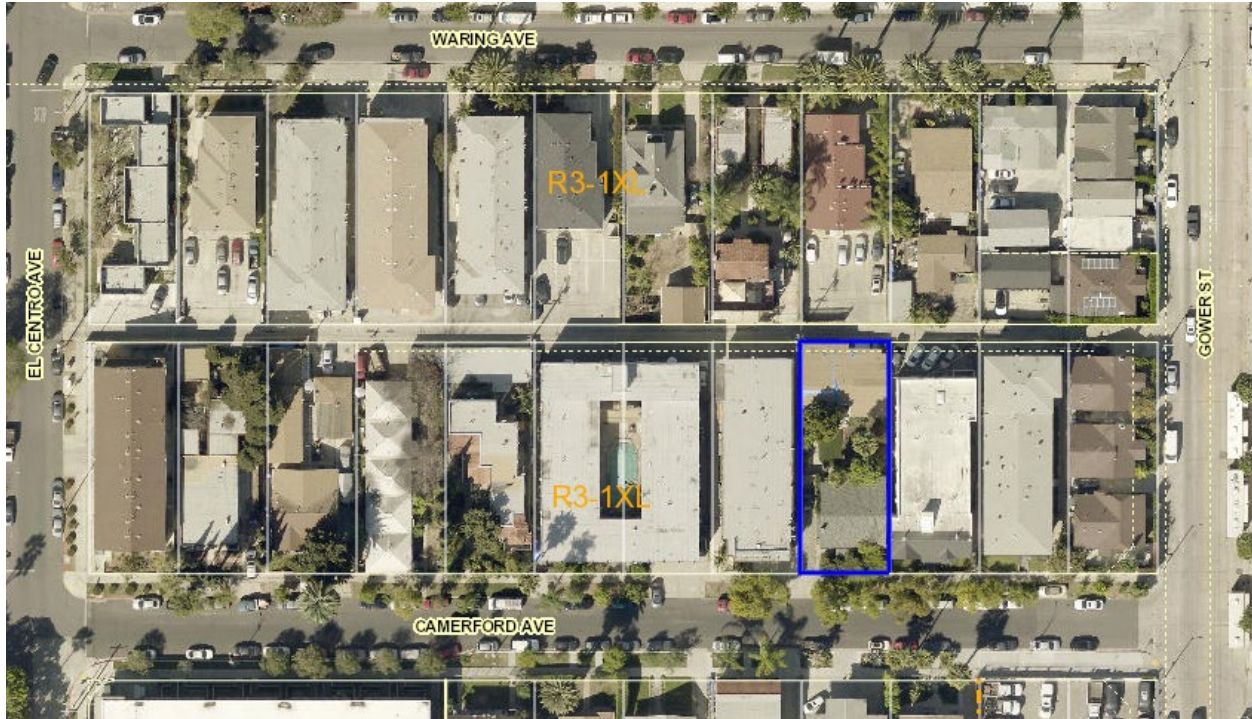
PROJECT BACKGROUND

The subject property consists of one (1) lot encompassing a total of approximately 6,504 square feet of lot area (approximately 0.15 acres). The property is located just north of the intersection of Camerford Avenue and Gower Street and has street frontages of approximately 50 feet along the northern side of Camerford Avenue and approximately 50 feet along the southern side of the rear alley. The subject property is a rectangular shaped interior lot, fronting Camerford Avenue to the south and an alley to the north.

The project site is located within the Hollywood Community Plan, which is one of 35 Community Plans which together form the land use element of the General Plan. The Community Plan designates the site for Medium Residential land uses corresponding to the R3 Zone. As depicted in Figure 2 below, the subject property is currently zoned R3-1XL and is consistent with the existing land use designation. The project is located within the State Enterprise Zone and is a designated Transit Priority Area within the City of Los Angeles. The subject property is not located within the boundaries of and is not subject to any other specific plan or community design overlay. Furthermore, the Hollywood Community Plan update will re-zone the parcel that is currently zoned R3-1-XL to [Q]R4-1VL-CPIO which will allow for an increase in the density calculations once the Community Plan becomes effective and the requisite affordable units are provided. The Hollywood Community Plan Update was adopted on May 3, 2023 and will be implemented in the near future.

The subject property is located in an established and heavily developed residential area of Hollywood, two blocks east of Vine Street. As shown in Figure 2 below, the project site is located just north of the intersection of Camerford Avenue and Gower Street, in an area developed with a variety of commercial, office, and residential uses. Immediately adjacent to the project site is a two-story multifamily building to the north, zoned R3-1XL; a two-story multifamily building to the east, zoned R3-1XL; a two-story multifamily building to the south, zoned R3-1XL; and a two-story multifamily building to the west, zoned R3-1XL.

Figure 2: Aerial view of the proposed project and surroundings



Streets

Camerford Avenue, adjoining the subject property to the north, is a Standard Local Street, with a designated right-of-way width of 60 feet and improved with asphalt roadway, concrete curb, gutter, and sidewalk.

Alley, adjoining the subject property to the north, is dedicated to a right-of-way width of 10 feet and is improved with asphalt roadway.

REQUESTED ENTITLEMENTS

The applicant is requesting a Density Bonus with incentives and waivers or modifications of development standards for the development of the project, as follows:

- a) An On-Menu Incentive to permit an increase in FAR to allow a 3.10:1 in lieu of the otherwise required 3:1 FAR;
- b) An On-Menu Incentive to allow a reduction in the required front yard to permit a twelve-foot front yard setback in lieu of the otherwise required fifteen-foot front yard;
- c) An Off-Menu Incentive to permit an increase in height to allow a building of 56 feet and eleven-inches in lieu of the otherwise required 30 feet;
- d) A Waiver of Development Standards to allow a reduction in the required side yard to permit a seven-foot easterly yard setback in lieu of the otherwise required eight-foot side yard; and
- e) A Waiver of Development Standards to allow a reduction in the required side yard to permit a seven-foot westerly yard setback in lieu of the otherwise required eight-foot side yard;

As the project proposes a density bonus of 57.5 percent, the applicant is also requesting a Conditional Use for a Density Bonus project in which the density increase is greater than the maximum 35 percent permitted pursuant to LAMC Section 12.22 A.25.

The applicant is also requesting a Waiver of Dedication and Improvements to waive the otherwise requested dedications along Camerford Avenue and the rear alley pursuant to LAMC Section 12.37-I.

Density Bonus / Affordable Housing Incentive Program

In accordance with California Government Code Section 65915 and LAMC Section 12.22 A.25, in exchange for setting aside a minimum percentage of the project's units for affordable housing, the project is eligible for a density bonus, reduction in parking, and incentives allowing for relief from development standards. The applicant has requested to utilize the provisions of City and State Density Bonus laws as follows:

Density

The subject property is zoned R3-1XL, which permits residential density at a ratio of one (1) unit per 800 square feet of lot area. The subject property has a total lot area of approximately 6,504 square feet, and as such, the permitted base density on the subject property is nine (9) units. The project proposes to develop 15 units, equal to an increase of six (6) units and a density bonus of 57.5 percent based on the base density on nine (9) units. Therefore, in order to obtain a 57.5 percent density bonus, the proposed project must set aside at least 20 percent of the base density, equal to two (2) units, for Very Low Income Households. Accordingly, the project proposes to set aside two (2) units for Very Low Income Households in exchange for the requested Density Bonus.

Pursuant to the LAMC and California Government Code Section 65915, a Housing Development Project that sets aside a certain percentage of units as affordable, either in rental or for-sale units, shall be granted a corresponding density bonus, up to a maximum of 35 percent. While these provisions are limited to 35 percent, Government Code Section 65915(f) states that "the amount of density bonus to which an applicant is entitled shall vary according to the amount by which the percentage of affordable housing units exceeds percentage established." As such, in instances where a project is seeking a density bonus increase that is more than 35 percent, the amount of required units that are set aside as affordable shall vary depending on the requested amount of density bonus. LAMC Section 12.24 U.26, which implements this provision of the State law, states that based on the base density, as a Conditional Use a project may be granted additional density increases beyond the 35 percent maximum by providing additional affordable housing units. Per this code section, Table 1 below illustrates how the maximum allowable Density Bonus increases by 2.5 percent for every additional one percent of Very Low Income units provided, based on the base density and the chart prescribed in Section 12.22 A.25 of the LAMC.

Very Low Income Units (Percentage of Base Density)	Maximum Density Bonus Permitted (Based on Base Density)
5 %*	20 %*
6 %*	22.5 %*
7 %*	25 %*
8 %*	27.5 %*
9 %*	30 %*

10 %*	32.5 %*
11 %*	35 %*
12 %	37.5 %
13 %	40 %
14 %	42.5 %
15 %	45 %
16 %	47.5 %
17%	50%
18%	52.5%
19 %	55 %
20%	57.5%

*Existing set-aside chart as listed in Section 12.22 A.25 of the LAMC

The project proposes to develop 15 units, equal to an increase of six (6) units and a density bonus of 57.5 percent based on the base density on nine (9) units. Therefore, in order to obtain a 57.5 percent density bonus, the proposed project must set aside at least 20 percent of the base density, equal to two (2) units, for Very Low Income Households. Accordingly, the project proposes to set aside two (2) units for Very Low Income Households in exchange for the requested Density Bonus.

Automobile Parking

Pursuant to Assembly Bill 2097, no minimum parking requirement shall be enforced for the proposed residential use on the project site as it is located within one-half mile of a Major Transit Stop. The Los Angeles Metro 10/48 Line at the corner of Melrose Avenue and Vine Street is identified as a Major Transit Stop and is located within one-half mile of the project site, therefore the proposed project is not required to provide any parking spaces.

The project proposes to provide 12 vehicle parking spaces, and thus meets these requirements. Separately, the project is subject to provide bicycle parking pursuant to LAMC 12.21.A.4 and is required to provide 15 long term and two (2) short term bicycle parking stalls. The project proposes to provide 15 long term and two (2) short term bicycle parking stalls, and therefore meets these requirements.

Incentives

Pursuant to the LAMC and Government Code Section 65915, the applicant may request three (3) Incentives in exchange for reserving 15 percent of the base density for Very Low Income households. The proposed project will set aside two (2) units, equal to approximately 22 percent of the base number of units, for Very Low Income households. Accordingly, the applicant has requested three (3) Incentives as follows:

- a. **On-menu Incentive for a Floor Area Ratio Increase:** The subject property is zoned R3-1XL, which limits the Floor Area Ratio to 3:1 which is a maximum of 12,657 square feet for the project site. The project is requesting a four (4) percent increase to allow a Floor Area Ratio of 3.10:1 and a maximum of 13,079 square feet. Accordingly, the applicant is requesting an On-menu Incentive to permit the additional floor area increase. The increase in FAR would allow for a larger construction envelope to provide the affordable units.

- b. **On-menu Incentive for a decrease in Front Yard Setback:** The subject property is zoned R3-1XL, which requires a fifteen-foot front yard setback pursuant to LAMC 12.10.C.3. The project proposes to provide a front yard setback of twelve feet. Accordingly, the applicant is requesting an On-menu Incentive for a 20 percent decrease in the required front yard setback. The decrease in required front yard would allow for a larger construction envelope to provide the affordable units.
- c. **Off-menu Incentive for a Height Increase:** The subject property is zoned R3-1XL, which limits residential structures to a maximum height of 30 feet. The project is requesting a 26-foot eleven-inches height increase to provide the affordable dwelling units with a taller building envelope. Accordingly, the applicant is requesting an Off-Menu incentive to permit the additional building height increase. The increase to the maximum building of 56 feet eleven inches would allow for a larger construction envelope to provide the affordable units.

Waiver of Development Standards

Pursuant to Government Code Section 65915(e)(1) and Section 12.25 A.25(g) of the LAMC, a project that provides at least 15 percent of the base density for Very Low Income households qualifies for three (3) Incentives, and may also request other “waiver(s) or reduction(s) of development standards that will have the effect of physically precluding the construction of a development meeting the [affordable set-aside percentage] criteria...at the densities or with the concessions or incentives permitted under [State Density Bonus Law]”. In addition to the three (3) requested Incentives, the applicant is also requesting two (2) Waiver of Development Standards, as follows:

- a. **Waiver of Development Standard for a decrease in Side Yard Setback:** The subject property is zoned R3-1XL, which requires an eight-foot setback pursuant to LAMC 12.10.C.3. The project proposes an easterly side yard setback of seven (7) feet. Accordingly, the applicant is requesting a Waiver of Development Standard for a 12 percent decrease in the required side yard setbacks. The requirement for required side yard would preclude the construction of the development at the approved density or with the concessions or incentives granted as part of the project.
- b. **Waiver of Development Standard for a decrease in Side Yard Setback:** The subject property is zoned R3-1XL, which requires an eight-foot setback pursuant to LAMC 12.10.C.3. The project proposes a westerly side yard setback of seven (7) feet. Accordingly, the applicant is requesting a Waiver of Development Standard for a 12 percent decrease in the required side yard setbacks. The requirement for required side yard would preclude the construction of the development at the approved density or with the concessions or incentives granted as part of the project.

Housing Replacement

The Housing Crisis Act of 2019 prohibits the approval of any proposed housing development project on a site that will require the demolition of existing residential dwelling units or occupied or vacant “Protected Units” unless the project replaces those units. The replacement requirements are applicable to those proposed housing development projects that submit a complete application pursuant to California Government Code Section 65943 to the Department of City Planning on or after January 1, 2020.

California Government Code Section 66300 et seq., prohibits the approval of any proposed housing development project on a site that will require demolition of existing dwelling units or occupied or vacant “Protected Units” unless the project replaces those units. The project shall provide at least as many residential dwelling units as the greatest number of residential dwelling

units that existed on the property within the past five (5) years. Additionally, the project must also replace all existing or demolished “Protected Units”.

Pursuant to the Determination made by the Los Angeles Housing Department (LAHD) dated May 9, 2023, these requirements apply to the subject property, which has been developed with residential uses in the last five (5) years. Based on the SB 8 Determination, there were two (2) units that existed on the property within the last five (5) years. Both are RSO units and are subject to replacement pursuant to the requirements of California Government Code Section 66300 as “protected units”. The project will set aside two (2) units for Very Low Income households and will comply with all other applicable requirements to the satisfaction of LAHD.

Relevant Cases on the Project Site

There are no relevant cases on the subject site.

Other Relevant Cases Within 1,000 Feet of the Project Site

The following relevant planning cases were identified within 1,000 feet of the project site:

Case No. CPC-2023-6389-CU-DB-WDI-PHP-HCA – The applicant is requesting a Conditional Use, Density Bonus, and Waiver of Dedication and improvements for the construction use and maintenance of a five-story multi-family residential building with 35 dwelling units, reserving Seven (7) units for Very Low Income Households, in the R3-1XL Zone at 5720 – 5728 West Waring Avenue. No determination has been made.

Case No. DIR-2019-3050-DB – On February 3, 2020, the Director of Planning approved a Density Bonus for the construction, use, and maintenance of a four-story multi-family residential building with 36 dwelling units, reserving four (4) units for Very Low Income and one (1) for Low Income households, in the R3-1XL Zone, at 5801 – 5811 West Camerford Avenue.

Case No. CPC-2016-4316-DB – On May 23, 2017, the City Planning Commission approved a Density Bonus for the construction, use, and maintenance of a two to five story 43,078 square-foot mixed-use building with 52 residential dwelling units and approximately 5,500 square feet of commercial area, reserving five (5) units for Very Low Income Households, in the C2-1VL and R3-1 Zones, at 5570 West Melrose Avenue.

Case No. DIR-2015-635-DB – On July 13, 2015, the Director of Planning approved a Density Bonus for the construction, use, and maintenance of a three-story multi-family residential building with 34 dwelling units, reserving three (3) units for Very Low Income, in the R3-1XL Zone, at 5817 – 5829 Camerford Avenue.

PUBLIC HEARING

A public hearing on this matter was held by the Hearing Officer on Tuesday, May 14, 2024, via Zoom teleconference. Comments from both public hearings are documented in Public Hearing and Communications, Page P-1.

PROFESSIONAL VOLUNTEER PROGRAM

The proposed project was reviewed by the Urban Design Studio’s Professional Volunteer Program (PVP) on January 2, 2024. The resulting comments and suggestions detailed in the following section, Issues and Considerations, include discussions, questions, and recommendations regarding various design and layout aspects of the project.

ISSUES AND CONSIDERATIONS

The following includes a discussion of issues and considerations related to the project. These discussion points were either identified during the design review process with the Urban Design Studio's Professional Volunteer's Program (PVP), at the public hearing held on May 14, 2024, or in discussions with the applicant.

Professional Volunteer's Program (PVP)

The proposed project was reviewed by PVP on January 2, 2024. The following includes comments provided by PVP;

- Plan Set Revisions.
Provide more detail in plans. Difficult to understand conditions at garage entry from street, with interior walls shown at same lineweight, transformer-protecting bollards not on plan, etc.

Applicant Response – Applicant addressed the comments in an updated plan set submitted on March 29, 2024.

- Building and Site Layout.
Please address any potential security concerns with the elevator's location in the parking.

Applicant Response – While the rear parking area will be open to the alley, those parking in the garage will still have to walk around to the east side of the building, and access the building via the locked door near the stairwell or the locked door near the elevator. See sheet A1.10 and A2.10.

The accessible parking spot in front will have a hard time with turning to back out and multi-family projects can't have a layout that requires backing into street.

Applicant Response – According to LADBS, P/ZC 2023-001, "Parking Design", Figure 7, page 18, it needs 12' clear of obstruction to turn 90° in parking garage with less than 25 cars.

Please contact DWP to check if you can eliminate the transformer based on the small amount of units, to free up more space for the frontage and provide design flexibility (openings behind the transformer etc.)

Applicant Response – Per electrical calculation, recommended service size is 800 amps @ 120/208V, 3PH, 4W

The open front stair is a very interesting element but please ensure you provide adequate headroom above the stairs (6'-10" clearance may be too low)

Applicant Response – We are at the minimum since there is height clearance for ADA parking and loading zone (8'-2" min) as shown in the sections.

Consider adding more landscaping in the front setback

Applicant Response – We have already maximized planter box area (Planting, landscaping) for LID as much as we can in the front.

CONCLUSION

Based on evaluation of the project and information submitted, input from the public, and the proposed project's compliance with the General Plan, Los Angeles City Planning recommends the City Planning Commission find, based on its independent judgment, after consideration of the entire administrative record, that the project is categorically exempt from CEQA, and approve the requested Conditional Use, Density Bonus with the requested On-menu and Off-Menu Incentives, Waivers of Development Standards, and the Waiver of Dedications and Improvements.

CONDITIONS OF APPROVAL

Pursuant to Sections 12.24 U.26, 12.22 A.25, and 12.37 I of the Los Angeles Municipal Code, the following conditions are hereby imposed upon the use of the subject property:

Development Conditions

1. **Site Development.** Except as modified herein, the project shall be in substantial conformance with the architectural plans, landscape plan, renderings, and materials submitted by the applicant, dated March 29, 2024, stamped "Exhibit A", and attached to the subject case file. Minor deviation may be allowed in order to comply with the provisions of the LAMC or the project conditions. Changes beyond minor deviations required by other City Departments or the LAMC may not be made without prior review by the Department of City Planning, Expedited Processing Section, and written approval by the Director of City Planning. Each change shall be identified and justified in writing.
2. **Residential Density.** The project shall be limited to a maximum density of 15 dwelling units, including affordable units.
3. **Affordable Units:** A minimum of two (2) units, equal to a minimum of 22 percent of the base density, shall be reserved as Very Low Income units, as defined by the State Density Bonus Law per Government Code Section 65915(c)(2), to meet the requirements of the requests herein. In the event of deviations to the requests that change this number of restricted affordable units, the composition/typology of units, and/or vehicle parking numbers, such changes shall be consistent with LAMC Section 12.22 A.25.
4. **Housing Requirements.** Prior to issuance of a building permit, the owner shall execute a covenant to the satisfaction of the Los Angeles Housing Department (LAHD) to make 22 percent of the site's base density units available to Very Low Income households. Enforcement of the terms of said covenant shall be the responsibility of LAHD. The applicant will present a copy of the recorded covenant to Los Angeles 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 LAHD. Refer to the Density Bonus Legislation Background Section of this determination.
5. **Incentives:**
 - a) **Floor Area.** The project shall be permitted a maximum FAR of 3.10:1 in lieu of the otherwise permitted 3:1.
 - b) **Front Yard Setback.** The project shall be permitted a 12-foot front yard setback in lieu of the required front yard setback pursuant to LAMC Section 12.10.C.3.
 - c) **Building Height.** The project shall be permitted a maximum building height of 56' 11 inches in lieu of the otherwise permitted 30 feet.
6. **Waiver of Development Standards:**
 - a) **Side Yard Setback.** The project shall be permitted a seven-foot easterly side yard setback in lieu of the required side yard pursuant to LAMC Section 12.10.C.3.

- b) **Side Yard Setback.** The project shall be permitted a seven-foot westerly side yard setback in lieu of the required side yard pursuant to LAMC Section 12.10.C.3.
7. **Parking:**
- a) Automobile parking shall be provided consistent with the provisions of Assembly Bill (AB) 2097, Section 65915 of the California Government Code, and/or the LAMC.
- b) In the event that the composition of residential units (i.e. the number of bedrooms) changes, or the applicant selects a different Parking Option as provided by State Density Bonus law and the LAMC 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 by Section 65915 of the California Government Code and/or LAMC Section 12.22 A.25.
- c) **Bicycle Parking.** Residential bicycle parking shall be provided consistent with LAMC 12.21 A.16.
- d) **Unbundling.** Required parking may be sold or rented separately from the units, with the exception of all Restricted Affordable units which shall include any required parking in the base rent or sales price, as verified by LAHD.
- e) All vehicular parking shall provide electric vehicle charging spaces and electric vehicle charging stations in compliance with the regulations outlined in Sections 99.04.106 and 99.05.106 of Article 9, Chapter IX of the LAMC.
8. **Open Space.** The applicant shall be required to provide open space pursuant to LAMC Section 12.21-G.
9. **Signage.** On-site signs shall comply with the Municipal Code. Signage rights are not part of this approval.
10. **Lighting.** Outdoor lighting shall be designed and installed with shielding, such that the light source does not illuminate adjacent residential properties or the public right-of-way, nor the above night skies.
11. **Trash.** Trash receptacles shall be stored within a fully enclosed portion of the building at all times. Trash/recycling containers shall be locked when not in use and shall not be placed in or block access to required parking.
12. **Solar Energy Infrastructure.** 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. **Maintenance.** The subject property, including any trash storage areas, associated parking facilities, sidewalks, driveways, yard areas, parkways, and exterior walls along the property lines, shall be maintained in an attractive condition and shall be kept free of trash and debris.

14. **Mechanical Equipment.** All mechanical equipment on the roof shall be screened from view. The transformer, if located in the front yard, shall be screened with Landscaping and/or materials consistent with the building façade on all exposed sides to the satisfaction of LADWP.
15. **Landscaping:**
 - a) All open areas not used for buildings, driveways, parking areas, or walkways shall be attractively landscaped and maintained in accordance with a landscape plan and an automatic irrigation plan, prepared by a licensed Landscape Architect and to the satisfaction of the Department of City Planning.
 - b) The project shall plant a minimum of four (4) trees on-site and in the public right-of-way, as depicted on the plans in Exhibit A.
16. **Waiver of Dedication and Improvements**
 - a) **Waiver of Dedication.** No dedication shall be required along Camerford Avenue or the rear alley.
 - b) **Improvements.** All improvements otherwise required by the Bureau of Engineering or other agencies shall be provided.

Administrative Conditions

17. **Approvals, Verification and Submittals.** Copies of any approvals, guarantees or verification of consultations, reviews or approval, plans, etc., as may be required by the subject conditions, shall be provided to the Department of City Planning for placement in the subject file.
18. **Building Plans.** A copy of the first page of this grant and all Conditions and/or any subsequent appeal of this grant and its resultant Conditions and/or letters of clarification shall be printed on the building plans submitted to the Development Services Center and the Department of Building and Safety for purposes of having a building permit issued.
19. **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.
20. **Final Plans.** Prior to the issuance of any building permits for the project by the Department of Building and Safety, the applicant shall submit all final construction plans that are awaiting issuance of a building permit by the Department of Building and Safety for final review and approval by the Department of City Planning. All plans that are awaiting issuance of a building permit by the Department of Building and Safety shall be stamped by Department of city Planning staff "Final Plans". A copy of the Final Plans, supplied by the applicant, shall be retained in the subject case file.
21. **Code Compliance.** All area, height and use regulations of the zone classification of the subject property shall be complied with, except wherein these conditions explicitly allow otherwise.

22. **Covenant.** Prior to the issuance of any permits relative to this matter, an agreement concerning all the information contained in these conditions shall be recorded in the County Recorder's Office. The agreement shall run with the land and shall be binding on any subsequent property owners, heirs, or assign. The agreement must be submitted to the Department of City Planning for approval before being recorded. After recordation, a copy bearing the Recorder's number and date shall be provided to the Department of City Planning for attachment to the file.
23. **Corrective Conditions.** The authorized use shall be conducted at all times with due regard for the character of the surrounding district, and the right is reserved to the City Planning Commission, or the Director pursuant to Section 12.27.1 of the Municipal Code, to impose additional corrective conditions, if, in the Commission's or Director's opinion, such conditions are proven necessary for the protection of persons in the neighborhood or occupants of adjacent property.
24. **Definition.** Any agencies, public officials or legislation referenced in these conditions shall mean those agencies, public offices, legislation or their successors, designees, or amendment to any legislation.
25. **Enforcement.** Compliance with these conditions and the intent of these conditions shall be to the satisfaction of the Department of City Planning and any designated agency, or the agency's successor and in accordance with any stated laws or regulations, or any amendments thereto.
26. **Expedited Processing Section.** Prior to the clearance of any conditions, the applicant shall show proof that all fees have been paid to the Department of City Planning, Expedited Processing Section.
27. **Indemnification and Reimbursement of Litigation Costs**

Applicant shall do all of the following:

- a. Defend, indemnify and hold harmless the City from any and all actions against the City relating to or arising out of, in whole or in part, the City's processing and approval of this entitlement, including but not limited to, an action to attack, challenge, set aside, void, or otherwise modify or annul the approval of the entitlement, the environmental review of the entitlement, or the approval of subsequent permit decisions, or to claim personal property damage, including from inverse condemnation or any other constitutional claim.
- b. Reimburse the City for any and all costs incurred in defense of an action related to or arising out of, in whole or in part, the City's processing and approval of the entitlement, including but not limited to payment of all court costs and attorney's fees, costs of any judgments or awards against the City (including an award of attorney's fees), damages, and/or settlement costs.
- c. Submit an initial deposit for the City's litigation costs to the City within 10 days' notice of the City tendering defense to the Applicant and requesting a deposit. The initial deposit shall be in an amount set by the City Attorney's Office, in its sole discretion, based on the nature and scope of action, but in no event shall the initial deposit be less than \$50,000. The City's failure to notice or collect the deposit does

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

- d. Submit supplemental deposits upon notice by the City. Supplemental deposits may be required in an increased amount from the initial deposit if found necessary by the City to protect the City's interests. The City's failure to notice or collect the deposit does not relieve the Applicant from responsibility to reimburse the City pursuant to the requirement in paragraph (ii).
- e. If the City determines it necessary to protect the City's interest, execute an indemnity and reimbursement agreement with the City under terms consistent with the requirements of this condition.

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

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

For purposes of this condition, the following definitions apply:

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

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

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

FINDINGS

Conditional Use Findings

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

The proposed project consists of the construction of a new five-story residential building with 15 residential units including two (2) units reserved for Very Low Income households. The project site is located along Camerford Avenue, north of the intersection with Gower Street. The subject site is one (1) lot that is currently developed with a duplex, the project site is an appropriate location for new additional housing units, given its location along two local streets in a heavily urbanized area of the City close to jobs, services, and transit. The project will improve the existing site by replacing the existing duplex with a modern residential building with extensive glazing and varied architectural features. In particular, the proposed project will incorporate new, varied, and attractive building materials along the facades and plant new trees and planters along the street frontage, which will significantly enhance the street frontages and enhance the pedestrian experience. Therefore, the project will help alleviate the city's housing shortage and enhance the physical environment.

In addition, as a Density Bonus development, the project will provide much needed housing to the area, as well as provide restricted affordable housing units which will serve segments of the population from across the region. The requested increase in residential density directly enables and supports the provision of additional restricted affordable housing units. Therefore, the project will provide an essential and beneficial service to the community, City, and entire region.

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

The project site is located along Camerford Avenue just north of the intersection with Gower Street; both thoroughfares are developed with a variety of commercial, office, and residential uses in this area. The intersection of Camerford Avenue and Gower Street includes multiple two-story multifamily buildings, and new multi-story residential complexes proposed nearby. The proposed project consists of the construction of a new five-story residential building with 15 residential units on one (1) parcel that is currently developed with a duplex. As such, the proposed project is a desirable use and development in this location, as it will be comparable in size and nature to other developments along the major roadways.

The subject property is designated for Medium Residential land uses corresponding to the R3 Zone. The subject property is currently zoned R3-1XL and is consistent with the existing land use designation. As a new residential building, the project will provide a modern and more attractive site which also provides much needed housing in the area. The project is located within the State Enterprise Zone and is a designated Transit Priority Area within the City of Los Angeles. The subject property is not located within the boundaries of and is not subject to any other specific plan or community design overlay. With multifamily residential units, the project's proposed use is appropriate and desirable for its location in a heavily urbanized and centrally located area developed with a variety of other residential and commercial uses and will be compatible with surrounding properties and the surrounding area. The proposed density, height, and FAR, are permissible by the underlying zone and the provisions of Density Bonus law. The proposed building will be similar in scale to existing

developments in the area and represents an appropriate and desirable transition between the Paramount Studios development along Camerford Avenue and Gower Street and multifamily residential buildings in the area. The proposed building's active and transparent façade along Camerford Avenue will complement the residential uses, while landscaped buffer areas provide additional setbacks and minimize potential impacts on adjacent properties. Therefore, the project's location, size, height, operations, and other significant features will be compatible with and will not adversely affect adjacent properties, the surrounding neighborhood, or the public health, welfare, and safety.

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

The project site is located within the Hollywood Community Plan, which is one of 35 Community Plans which together form the land use element of the General Plan. The Community Plan designates the site for Medium Residential land uses corresponding to the R3 Zone. The subject property is currently zoned R3-1XL and is consistent with the existing land use designation. The subject property is not located within the boundaries of and is not subject to any other specific plan or community design overlay. The project is also located within the State Enterprise Zone and is a designated Transit Priority Area within the City of Los Angeles.

The project proposes a residential development on a site designated for such uses. The requests herein, enables the provision of affordable housing units. The proposed project is consistent with the requirements of the underlying zone. The requested Incentives are permissible by the provisions of Density Bonus law, and the project will comply with all other applicable provisions of the zoning code.

The project is also consistent with the following Objectives of the Hollywood Community Plan:

Objective 1: "To make provision for the housing required to satisfy the varying needs and desires of all economic segments of the Community, maximizing the opportunity for individual choice."

Objective 6: "To make provision for a circulation system coordinated with land uses and densities and adequate to accommodate traffic; and to encourage the expansion and improvement of public transportation service."

The project is further consistent with other elements of the General Plan, including the Framework Element, the Housing Element, and the Mobility Element. The Framework Element was adopted by the City of Los Angeles in December 1996 and re-adopted in August 2001. The Framework Element provides guidance regarding policy issues for the entire City of Los Angeles, including the project site. The Framework Element also sets forth a Citywide comprehensive long-range growth strategy and defines Citywide policies regarding such issues as land use, housing, urban form, neighborhood design, open space, economic development, transportation, infrastructure, and public services. The project supports the following goal and objective of the Framework Element:

GOAL 4A: "AN EQUITABLE DISTRIBUTION OF HOUSING OPPORTUNITIES BY TYPE AND COST ACCESSIBLE TO ALL RESIDENTS OF THE CITY."

Objective 4.1: "Plan the capacity for and develop incentives to encourage production of an adequate supply of housing units of various types within each City sub-region to meet the projected housing needs by income level of the future population..."

The Housing Element of the General Plan provides land use policies and programs that encourage development of affordable housing across the City. The project also supports the following goals, objectives, and policies of the Housing Element:

GOAL 1: “A City where housing production results in an ample supply of housing to create more equitable and affordable options that meet existing and project needs.”

Objective 1.2: “Facilitate the production of housing, especially projects that include Affordable Housing.”

GOAL 3: “A City in which housing creates healthy, livable, sustainable, and resilient communities that improved the lives of all Angelenos.”

Policy 3.1.3: “Develop and implement design standards that promote quality residential development.”

Policy 3.1.7: “Promote complete neighborhoods by planning for housing that includes open space, and other amenities.”

The Mobility Element of the General Plan, also known as Mobility Plan 2035, provides policies with the ultimate goal of developing a balanced transportation network for all users. The project supports the following policies of the Mobility Element:

Policy 3.3: “Promote equitable land use decisions that result in fewer vehicle trips by providing greater proximity and access to jobs, destinations, and other neighborhood services.”

Policy 5.2: “Support ways to reduce vehicle miles traveled (VMT) per capita.”

Policy 5.4: “Continue to encourage the adoption of low and zero emission fuel sources, new mobility technologies, and supporting infrastructure.”

The project proposes a new multi-family development that will provide much-needed housing, including affordable housing. Accordingly, the project fulfills the Community Plan, Framework Element, and Housing Element goals, objectives, and policies of providing quality housing for all persons in the community, including those at all income levels. The project utilizes development incentives and waivers to provide a higher number of residential units than would otherwise be permitted, thereby facilitating the creation of a higher number of affordable units and addressing the need for affordable housing in the City. Additionally, the project is a Density Bonus development located near two major arterial roadways in the region that is well-served by public transportation. Thus, by locating higher-density development along major transit corridors the project will contribute towards the creation of sustainable neighborhoods and a reduction in vehicle trips and VMT. The project will further promote mobility and sustainable environments by providing active and transparent building facades, public amenities such as a ground floor lobby, and incorporating landscaping, all of which will significantly improve pedestrian movement and the quality of the streetscape in the area. The proposed improvements represent a significant improvement over the existing site conditions and help realize the City’s goals, including the creation of attractive streetscapes and affordable housing (as detailed in the Hollywood Community Plan).

In addition, the project has been conditioned to include automobile parking spaces both ready for immediate use by electric vehicles (e.g. with electric vehicle chargers installed) and capable of supporting electric vehicles in the future. The project has also been conditioned to provide solar infrastructure. Together, these conditions further support applicable policies in

the Health and Wellness Element, Air Quality Element, and Mobility Element of the General Plan by reducing the level of pollution/greenhouse gas emissions, ensuring new development is compatible with alternative fuel vehicles, and encouraging the adoption of low emission fuel sources and supporting green infrastructure. These conditions also support good planning practice by promoting overall sustainability and providing additional benefits and conveniences for residents, workers, and visitors.

The project contributes to and furthers the relevant goals, objectives, and policies of the plans that govern land use and development in the City. In addition, the project does not substantially conflict with any applicable plan or other regulation. Therefore, the project substantially conforms with the purpose, intent, and provisions of the General Plan, the applicable Community Plan, and the applicable specific plan.

In addition to the above findings set forth in Section 12.24 E of the LAMC, the City Planning Commission shall find that:

4. The project is consistent with and implements the affordable housing provisions of the Housing Element of the General Plan.

The City's Housing Element for 2021-2029 was adopted by the City Council on November 24, 2021, and is the City's blueprint for meeting housing and growth challenges. The Housing Element identifies the City's housing conditions and needs, reiterates goals, objectives, and policies that are the foundation of the City's housing and growth strategy, and provides the array of City programs to create sustainable, mixed- income neighborhoods across the City. The project supports the following goals and objectives of the Housing Element:

GOAL 1: "A City where housing production results in an ample supply of housing to create more equitable and affordable options that meet existing and projected needs"

Objective 1.2: "Facilitate the production of housing, especially projects that include Affordable Housing."

GOAL 3: "A City in which housing creates healthy, livable, sustainable, and resilient communities that improve the lives of all Angelenos."

Policy 3.1.3: "Develop and implement design standards that promote quality residential development."

Policy 3.1.7: "Promote complete neighborhoods by planning for housing that includes open space, and other amenities."

The project proposes a new residential development with 15 housing units, with two (2) units set aside for Very Low Income households. Accordingly, the project fulfills the Housing Element goal of providing quality housing for all persons in the community. The project utilizes development incentives to provide a higher number of residential units than would otherwise be permitted, thereby facilitating the creation of a higher number of affordable units and addressing the need for affordable housing in the City. By providing housing in general and also affordable housing for Very Low Income households, the project directly supports the goals, objectives, and policies of the Housing Element that relate to the provision of affordable housing. Therefore, the project is consistent with and implements the affordable housing provisions of the Housing Element of the General Plan.

5. The project contains the requisite number of Restricted Affordable Units, based on the number of units permitted by the maximum allowable density on the date of application.

The subject property is zoned R3-1XL, which permits residential density at a ratio of one (1) unit per 800 square feet of lot area. The subject property has a total lot area of approximately 6,504 square feet including half of the alley and as such, the permitted base density on the subject property is nine (9) units.

Pursuant to the LAMC and California Government Code Section 65915, a Housing Development Project that sets aside a certain percentage of units as affordable, either in rental or for-sale units, shall be granted a corresponding density bonus, up to a maximum of 35 percent. While these provisions are limited to 35 percent, Government Code Section 65915(f) states that “the amount of density bonus to which an applicant is entitled shall vary according to the amount by which the percentage of affordable housing units exceeds percentage established.” As such, in instances where a project is seeking a density bonus increase that is more than 35 percent, the amount of required units that are set aside as affordable shall vary depending on the requested amount of density bonus. LAMC Section 12.24 U.26, which implements this provision of the State law, states that based on the base density, as a Conditional Use a project may be granted additional density increases beyond the 35 percent maximum by providing additional affordable housing units. Per this code section, Table 1 below illustrates how the maximum allowable Density Bonus increases by 2.5 percent for every additional one percent of Very Low Income units provided, based on the base density and the chart prescribed in Section 12.22 A.25 of the LAMC.

Table 1: Density Bonus Percentages

Very Low Income Units (Percentage of Base Density)	Maximum Density Bonus Permitted (Based on Base Density)
5 %*	20 %*
6 %*	22.5 %*
7 %*	25 %*
8 %*	27.5 %*
9 %*	30 %*
10 %*	32.5 %*
11 %*	35 %*
12 %	37.5 %
13 %	40 %
14 %	42.5 %
15 %	45 %
16 %	47.5 %
17%	50%
18%	52.5%
19%	55%
20 %	57.5 %

*Existing set-aside chart as listed in Section 12.22 A.25 of the LAMC

The project proposes to develop 15 units, equal to an increase of six (6) units and a density bonus of 57.5 percent based on the base density of nine (9) units. Therefore, in order to obtain a 57.5 percent density bonus, the proposed project must set aside at least 20 percent of the base density, equal to two (2) units, for Very Low Income Households. Accordingly, the project proposes to set aside two (2) units for Very Low Income Households in exchange for the requested Density Bonus.

6. The project meets any applicable dwelling unit replacement requirements of the California Government Code Section 65915(c)(3).

The project proposes the construction, use, and maintenance of a five-story 15-unit residential building. As the project site was previously developed with residential uses, there are applicable replacement dwelling unit requirements. Per the SB 8 Determination dated May 9, 2023, there were two (2) units that existed on the property within the last five years. The two (2) units were RSO units, and are therefore subject to replacement pursuant to the requirements of California Government Code Section 66300 as “protected units”. The project will comply with all applicable requirements to the satisfaction of LAHD. Additionally, the project will meet any applicable dwelling unit replacement requirements of the California Government Code Section 65915(c)(3).

7. The project’s Restricted Affordable Units are subject to a recorded affordability restriction of 55 years from the issuance of the Certificate of Occupancy, recorded in a covenant acceptable to the Housing and Community Investment Department, and subject to fees as set forth in Section 19.14 of the LAMC.

The proposed project has been conditioned to record a covenant for affordability restriction for a period of 55 years from the issuance of the Certificate of Occupancy, to the satisfaction of the Los Angeles Housing Department, and subject to fees as set forth in Section 19.14 of the LAMC.

8. The project addresses the policies and standards contained in the City Planning Commission’s Affordable Housing Incentives Guidelines.

The City Planning Commission approved the Affordable Housing Incentives Guidelines (under Case No. CPC-2005-1101-CA) on June 9, 2005. The Guidelines were subsequently approved by the City Council on February 20, 2008, as a component of the City of Los Angeles Density Bonus Ordinance. The Guidelines describe the density bonus provisions and qualifying criteria, incentives available, design standards, and the procedures through which projects may apply for a density bonus and incentives. LAHD utilizes these Guidelines in the preparation of Housing Covenants for Affordable Housing Projects. The Guidelines prescribe that the design and location of affordable units be comparable to the market rate units, the equal distribution of amenities, LAHD monitoring requirements, affordability levels, and procedures for obtaining LAHD sign-offs for building permits.

The project will result in 15 new dwelling units, with two (2) units set aside as affordable units for Very Low Income households. All residents of the proposed project will have access to all common and open space amenities within the building. The restricted units will comply with affordability requirements in the Guidelines set for the by LAHD in conformance with US Department of Housing and Urban Development (HUD). Additionally, as part of the building permit process, the applicant will execute a covenant to the satisfaction of LAHD who will ensure compliance with the Guidelines. Therefore, the project will address the policies and standards contained in the Guidelines.

Density Bonus / Affordable Housing Incentives Findings

9. Pursuant to Section 12.22 A.25(g) of the LAMC and Section 65915 of the California Government Code, the Director **shall approve** a density bonus and requested incentive(s) unless the Director of Planning finds that¹:
- a. ***The Incentive does not result in identifiable and actual cost reductions to provide for affordable housing costs as defined in California Health and Safety Code Section 50052.5 or Section 50053 for rents for the affordable units.***

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

Floor Area Ratio (On-Menu Incentive)

The subject property is zoned R3-1XL. Pursuant to LAMC Section 12.22-A.25(g)(3), the project is requesting an On-Menu Incentive for an increase in the FAR of the project site. The R3 zone in Height District 1XL generally permits a 3:1 FAR. In this case, the project has requested an On-Menu Incentive to allow an increase in the FAR for the entire project site for a FAR of 3.10:1 which would allow for a larger construction envelope to provide the affordable units. The ability to develop larger building or more units will increase the revenues from the market-rate floor area, which will lower the marginal cost of developing and operating the affordable units. The additional floor area will allow certain fixed costs involved in the construction to be spread over more floor area thereby reducing the per square foot build cost of the development.

Setbacks (On-Menu Incentive)

The subject property is zoned R3-1XL. Pursuant to LAMC Section 12.22-A.25(g)(3), the project is requesting one (1) On-Menu Incentives for a yard reduction. The incentive is to permit a twelve-foot front yard setback in lieu of the fifteen-foot required by the underlying zone. This reduction enables the project to expand the building envelope by utilizing more space for building floor area and provide additional floor space and residential units, thus enabling the provision of more dwelling units. The ability to develop larger building or more units will increase the revenues from the market-rate floor area, which will lower the marginal cost of developing and operating the affordable units.

Building Height (Off-Menu Incentive)

The subject property is zoned R3-1XL. Pursuant to LAMC Section 12.22-A.25(g)(3), the project is requesting an Off-Menu Incentive for an increase in the building height of the project. The R3 zone in Height District 1XL generally permits a building height of 30 feet. In this case, the project has requested an Off-Menu Incentive to allow an increase in the building height for the entire project site for a maximum height of 56 feet and 11-inches which would allow for a

¹ Pursuant to LAMC Section 12.22 A.25(g)(3), the City Planning Commission is considered the decision-maker for Off-menu density bonus requests. The findings referenced in LAMC Section 12.22 A.25(g)(2)(i)(c) apply to Off-menu requests.

larger construction envelope to provide the affordable units. The additional building height will enable the provision of more dwelling units including the two (2) affordable units.

The project provides 22 percent of the base units for Very Low Income households to qualify for Density Bonus and the requested incentives. The request will allow the developer to expand the building envelope so the affordable units can be constructed, and the overall space dedicated to residential uses is increased. The reduction in setbacks, increase in FAR and building height will allow for the construction of additional market rate floor area whose rents will subsidize the construction and operational costs of the affordable units. Therefore, these incentives support the applicant's decision to set aside two (2) dwelling units for Very Low Income households for 55 years.

- b. *The Incentive(s) will have a Specific Adverse Impact upon public health and safety or the physical environment or 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 to Very Low, Low and Moderate Income households. Inconsistency with the zoning ordinance or general plan land use designation shall not constitute a specific adverse impact upon the public health or safety (Government Code Section 65915(d)(1)(B) and 65589.5(d)).***

There is no substantial evidence in the record that the proposed Incentives will have a specific adverse impact upon public health and safety or the physical environment, or any real property that is listed in the California Register of Historical Resources. A "specific adverse impact" is defined as "a significant, quantifiable, direct and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete" (LAMC Section 12.22 A.25(b)). As required by Section 12.22-A,25(e)(2), the project meets the eligibility criterion that is required for density bonus projects. The record does not identify a public health and safety standard in relation to this finding. There are no historic resources on the subject property, and although there are historic resources nearby, the project will not adversely affect any other properties and will not result in any change to any existing historic resource. Potential environmental impacts, including impacts to historic resources, have been fully analyzed in the Categorical Exemption (CE) prepared for the project; the CE, did not find any significant environmental impacts as a result of the project. The property is not located on a substandard street in a Hillside area and is not located in a Liquefaction Zone, a Special Grading Area, a Very High Fire Hazard Severity Zone, a Methane Zone, or any other special hazard area. Therefore, there is no substantial evidence that the proposed project, and thus the requested Incentives, will have a specific adverse impact on the physical environment, on public health and safety or the physical environment, or on any Historical Resource. Based on the above, there is no basis to deny the requested Incentives.

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

A Density Bonus project may request other "waiver[s] or reduction[s] of development standards that will have the effect of physically precluding the construction of a development meeting the [affordable set-aside percentage] criteria of subdivision (b) at the densities or with the concessions or incentives permitted under [State Density Bonus Law]" (Government Code Section 65915(e)(1)).

Pursuant to LAMC Section 12.10C.3, the underlying zone requires the project to provide a side yard setback of eight feet. The project includes two (2) waivers of development standards to allow a reduction in the required side yard to permit a seven-foot side yard setback in lieu of the otherwise required eight-foot side yard.

As proposed, the granting of these waivers will allow for the development of the proposed residential building with the inclusion of the affordable residential units because the quantity of units allowed under the density bonus yard reductions and floor area ratio increase granted under the Incentives allows for the development of the affordable units. As presented by the applicant, without the requested yard waivers, the floor area located within those yards would be physically precluded from the Project preventing the construction of the proposed floor area and units described in the plans.

d. The Incentives are contrary to State/federal law.

There is no substantial evidence in the record indicating that the requested Incentives are contrary to any State or federal laws.

Waiver of Dedication and Improvement Findings

10. The dedication or improvement requirement is physically impractical.

The proposed project involves the construction, use, and maintenance of a new five-story residential building with 15 dwelling units. Currently, the public right-of-way along Camerford Avenue adjacent to the Project site maintains a 15-foot public sidewalk.

The existing residential corridor along Camerford Avenue has a uniform nature and all buildings along the block maintain a 15-foot setback which implies that the street widening dedication will likely go unrealized. The nearby structures were constructed in years ranging from the 1910s to the 1980s and represent a diverse cluster of residential development. The existing Paramount Studios remains an integral and useful building to the surrounding neighborhood. The dedications along Camerford would likely go unrealized as the studios create a dead end at Camerford Avenue and Gower Street. As such, given the intensity and usefulness of the established developments in the vicinity of the subject site, there is no evidence that all nearby parcels would accomplish the 15-foot street dedication to improve the half roadway width to 30 feet.

Requiring the dedication would reduce the overall lot area and therefore reduce the footprint and size of the proposed building. The abutting properties are unlikely to have an opportunity to observe this require dedication for street expansion, the dedication will only be reserved for a small stretch of land directly adjacent to the Project site. The existing sidewalk will be improved in compliance with the LAMC, and the proposed landscaping will drastically improve the pedestrian ease of travel. Furthermore, City agencies have recently expressed the intention to reform the WDI process to provide relief to projects such as the proposed project. The Public Works and Planning and Land Use Committee of the City Council submitted motions recommending reform to include the following objectives: 1) Preserve consistent roadway widths and curb lines and 2) Prioritize consistent pedestrian experience with no or minimal sidewalk meandering (City Council Agenda Item 11, March 3, 2023). The project as currently planned would preserve consistent road widths, curb lines, and sidewalks, while a dedication would require the disruption of all three.

The requested Waiver of Dedication along Camerford Avenue and the rear alley will facilitate the construction of the project. The dedications are likely to go unfulfilled collectively in the

future as these lots have no immediate need or opportunity to fulfill this dedication. The Project will provide improvements for the adjacent sidewalk along Camerford Avenue and the rear alley. Therefore, the dedication requirement is physically impractical.

Environmental Findings

- 11. Flood Insurance.** The National Flood Insurance Program rate maps, which are a part of the Flood Hazard Management Specific Plan adopted by the City Council by Ordinance No. 172,081, have been reviewed and it has been determined that this project is located outside of a flood zone.
- 12.** The proposed project qualifies for a Class 32 Categorical Exemption because it conforms to the definition of “In-fill Projects”. 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 five established conditions and if it is not subject to an Exception that would disqualify it. The Categorical Exemption document attached to the subject case file provides the full analysis and justification for project conformance with the definition of a Class 32 Categorical Exemption.

PUBLIC HEARING AND COMMUNICATIONS

An official virtual (online) public hearing was conducted on Tuesday, May 14, 2024, at approximately 10:00 a.m. via Zoom teleconference.

1. Attendees

The hearing was attended by approximately 10 people, consisting of the applicant's team, including the representative. Many of the attendees were members of the public. One representative from Council District 13 was present.

2. Testimony

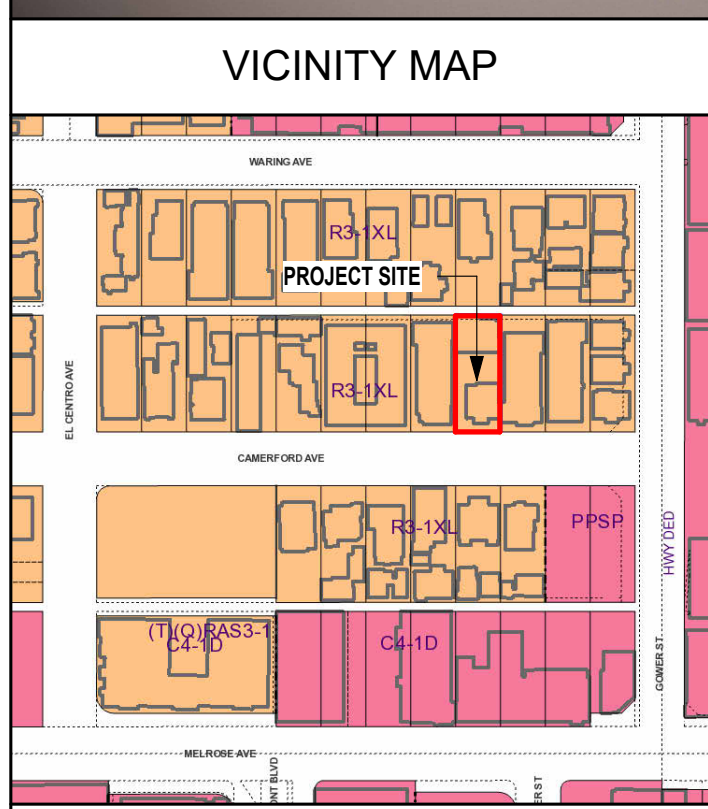
- a. The Hearing Officer began the hearing by discussing format and logistics and introduced the project.
- b. Mr. Kevin Scott representative for the applicant's team, presented the project. Mr. Scott described the project, its various design features and development standards, and specific features that have been discussed during the planning process.
- c. One member of the public spoke on the project. Britney D stated that, the parking ratio for this project is good. Wanted to emphasize an aging population and not everything is currently bikeable/walkable. The project is gentrifying areas of the City when vacant units are located on Melrose Avenue.
- d. The hearing officer did not have any questions for the project team and the project team did not have responses to the speaker.
- e. With no other questions or speakers, the Hearing Officer closed the hearing and informed the audience that the project would be considered by the City Planning Commission on Thursday August 8, 2024.

Response to Comments

The comments made at the public hearings and otherwise received have been addressed in the Issues and Considerations section of the staff report.

EXHIBIT A – Project Plans

5717 CAMERFORD AVE



VICINITY MAP		CODE	
BUILDING CODE:	2022 LABC, (TITLE 24, PART 2.5) BASED ON THE 2018 IRC (INCLUDES ACCESSIBILITY)	ZONING CODE AREA:	12,623 SF
STRUCTURAL:	2022 LABC, VOL 2 (TITLE 24, PART 2, VOL 2) BASED ON THE 2018 IBC WITH ASCE 7-16	BUILDING CODE AREA:	17,623 SF
MECHANICAL CODE:	2022 CA MECHANICAL CODE, (TITLE 24, PART 4) BASED ON THE 2018 UNIFORM MECHANICAL CODE	SCHOOL FEE AREA FAR:	13,453 SF
PLUMBING CODE:	2022 CA PLUMBING CODE (TITLE 24, PART 5) BASED ON THE 2018 UNIFORM PLUMBING CODE		3:1
ELECTRICAL CODE:	2022 CA ELECTRICAL CODE (TITLE 24, PART 3) BASED ON THE 2017 NATIONAL ELECTRIC CODE		
ENERGY CODE:	2022 CA ENERGY CODE (TITLE 24, PART 6) 2020 L.A. CITY GREEN BUILDING CODE		

PROJECT DIRECTORY		ON- & OFF-MENU INCENTIVES	
OWNER	LAND SURVEYOR	1. CODE SECTION WHICH AUTHORIZES RELIEF: 12.24 U 26	
NAME: 5717 CAMERFORD PARTNERS, LP, A CALIFORNIA CORPORATION ADDRESS: 5717 CAMERFORD AVE LOS ANGELES, CA 90038 PHONE #: 310-233-3700	NAME: PACIFIC LAND CONSULTANTS, INC. ADDRESS: 28441 HIGHRIDGE RD. SUITE 230 ROLLING HILLS ESTATE, CA 90274 PHONE #: 310-544-8689	A CONDITIONAL USE PERMIT PURSUANT TO LAMC 12.24. U 26 TO PERMIT A DENSITY BONUS FOR A PROJECT FOR WHICH THE DENSITY INCREASE IS GREATER THAN THE MAXIMUM 35% PERMITTED IN LAMC SECTION 12.22 A 25; IN CONJUNCTION WITH THE CONSTRUCTION, USE, AND MAINTENANCE OF 15 FOR-RENT UNITS IN LIEU OF THE 9 DWELLING UNITS OTHERWISE PERMITTED BY LAMC 12.22 A 25; WITH 3 DWELLING UNITS RESERVED FOR VERY LOW INCOME HOUSEHOLDS; AND PURSUANT TO LAMC SECTION 12.24 F:	
ARCHITECT	SOIL ENGINEER	<ul style="list-style-type: none"> • FROM MENU OF INCENTIVES (12.22 A 25): • ON-MENU INCENTIVES: <ul style="list-style-type: none"> ◦ PERMIT A 4% INCREASE IN THE ALLOWABLE FLOOR AREA RATIO TO ALLOW A FLOOR AREA RATIO OF 3.10:1 IN LIEU OF THE 3.0:1 FAR PERMITTED IN THE R3-1XL ZONE PURSUANT TO LAMC 12.21.1.A.1. ◦ PERMIT A 20% DECREASE IN REQUIRED FRONT YARD SETBACK TO ALLOW A 12-FOOT FRONT YARD SETBACK IN LIEU OF THE 15 FEET REQUIRED BY THE R3-1XL ZONE PURSUANT TO LAMC 12.10.C.2. • OFF-MENU INCENTIVES: <ul style="list-style-type: none"> ◦ PERMIT A 26-FOOT AND 11-INCH INCREASE IN BUILDING HEIGHT TO ALLOW UP TO 56 FEET-11 INCHES IN LIEU OF THE MAXIMUM 50 FEET ALLOWED IN THE R3-1XL ZONE PURSUANT TO LAMC 12.10.C.1. • WAIVERS OF DEVELOPMENT STANDARDS: <ul style="list-style-type: none"> ◦ PERMIT A 12.5% DECREASE IN REQUIRED WEST SIDE YARD SETBACKS TO ALLOW A 7-FOOT SIDE YARD SETBACK IN LIEU OF THE 8 FEET REQUIRED BY THE R3-1XL ZONE PURSUANT TO LAMC 12.10.C.2. ◦ PERMIT A 12.5% DECREASE IN REQUIRED EAST SIDE YARD SETBACKS TO ALLOW A 7-FOOT SIDE YARD SETBACK IN LIEU OF THE 8 FEET REQUIRED BY THE R3-1XL ZONE PURSUANT TO LAMC 12.10.C.2. 	
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STRUCTURAL ENGINEER	CIVIL ENGINEER		
NAME: ANDY ALEXANDER & ASSOCIATES ADDRESS: 1615 GRAMERCY AVE TORRANCE, CA 90501 PHONE #: 209-595-9876	NAME: OBANO AND ASSOCIATES, INC. ADDRESS: 3101 OCEAN PARK BLVD, SUITE 100 Pmb 122 SANTA MONICA, CA 90405 PHONE #: 810-821-7555		
	MEP ENGINEER		
	NAME: A & N DESIGN GROUP, INC. ADDRESS: 21550 OXNARD ST, SUITE 300 WOODLAND HILLS, CA 91367 PHONE #: 818-288-4361		

PROJECT INFORMATION		F.A.R. PROVIDED VS. ALLOWED	
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TRACT:	EL CENTRO	BUILDABLE AREA:	4,219 SF
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LOT:	8	F.A.R. PROVIDED:	3:1
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METHANE:	METHANE BUFFER ZONE	TOTAL ALLOWED:	12,657 SF
VERY HIGH FIRE HAZARD SEVERITY ZONE:	NO	RESIDENTIAL DENSITY PROVIDED VS. ALLOWED	
FIRE DISTRICT NO. 1:	NO	PROVIDED	ALLOWED
BUILDING HEIGHT:	54' - 5"	DWELLING UNITS	15 UNITS
ZONING HEIGHT:	56' - 11"	6,504.3 SF / 15 = 433.62	R4 DENSITY
ZONING CODE AREA:	12,623 SF	6,504.3 SF / 800 SF (PER R3) = 8.13	9 UNITS
BUILDING CODE AREA:	17,623 SF	MARKET RATE:	12 UNITS
SCHOOL FEE AREA:	13,453 SF	VERY LOW INCOME (13.3 %):	2 UNITS
FAR:	3:1	TOTAL PROVIDED:	15 UNITS
PARKING PROVIDED:	6 STANDARD + 6 COMPACT	PARKING PROVIDED VS. REQUIRED	
OCCUPANCY GROUP:	R2 & S2	PROVIDED	REQUIRED
CONSTRUCTION TYPE:	I-A & V-A	TENANT PARKING:	STANDARD: 6 SPACES
FIRE SPRINKLER:	NFPA-13 REQ'D (PERMIT TO BE SECURED PRIOR TO INSTALLTION). THE SPRINKLER SYSTEM SHALL BE APPROVED BY PLUMBING DIVISION PRIOR TO INSTALLATION.	COMPACT:	6 SPACES
FIRE ALARM:	MANUAL ALARM SYSTEM	GUEST:	NOT REQUIRED/ NOT PROVIDED
		TOTAL PROVIDED:	12 SPACES
		TOTAL REQUIRED:	17 SPACES
		BICYCLE PARKING PROVIDED VS. REQUIRED	
		PROVIDED	REQUIRED
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		SHORT TERM BICYCLE PARKING:	2 SPACES
		BICYCLE REPLACEMENT IS NOT REQUIRED PER AB 2097 (SEE A0.03 FOR ZIMAS INFORMATION)	
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		OPEN SPACE PROVIDED VS. REQUIRED	
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		COMMON OPEN SPACE:	1,411 SF
		LAMC 12.21. G.2. (a)(4) (iii)	
		PRIVATE OPEN SPACE TOWARDS CALCULATION BASED ON ZONING CODE 12.21 G:	300 SF
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		YARD SETBACKS PROVIDED VS. REQUIRED	
		YARD	PROVIDED
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		NORTH SIDE YARD	7' - 0" @ ALL LEVELS
		SOUTH SIDE YARD	7' - 0" @ ALL LEVELS
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BLOCK:	13	(F.A.R.) x 4,219 SF = 12,623 SF	
LOT:	8	F.A.R. PROVIDED:	3:1
ZONING:	R3-1XL	(3) x 4,219 SF = 12,657 SF	
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FIRE DISTRICT NO. 1:	NO	PROVIDED	ALLOWED
BUILDING HEIGHT:	54' - 5"	DWELLING UNITS	15 UNITS
ZONING HEIGHT:	56' - 11"	6,504.3 SF / 15 = 433.62	R4 DENSITY
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		BICYCLE REPLACEMENT IS NOT REQUIRED PER AB 2097 (SEE A0.03 FOR ZIMAS INFORMATION)	
		LONG TERM BICYCLE PARKING:	RESIDENTIAL: 1 / UNIT
		SHORT TERM BICYCLE PARKING:	RESIDENTIAL: 1 / 10 UNITS (MIN. 2)
		TOTAL LONG TERM PROVIDED:	15 SPACES
		TOTAL LONG TERM REQUIRED:	15 SPACES
		TOTAL SHORT TERM PROVIDED:	2 SPACES
		TOTAL SHORT TERM REQUIRED:	2 SPACES
		OPEN SPACE PROVIDED VS. REQUIRED	
		PROVIDED	REQUIRED
		COMMON OPEN SPACE:	1,411 SF
		LAMC 12.21. G.	

EV PARKING

REQUIRED EV:

(BASED ON THE 12 PROVIDED SPACES)

30% OF THE TOTAL TO BE EV SPACES

12 x 30% = 3.6 → 4

10% OF THE TOTAL NUMBER TO BE EVCS

12 x 10% = 1.2 → 1

PROVIDED EV SPACES:

EVSE = 3 SPACES (9'x18' STALLS)

EVCS = 1 SPACE (9'x18' STALL W/ 8' WIDE AISLE)

DEFINITIONS:

EVSE: ELECTRIC VEHICLE SUPPLY EQUIPMENT

EVCS: ELECTRIC VEHICLE CHARGING STATION

KEYNOTE LEGEND

- ① LONG TERM BICYCLE PARKING WALL MOUNTED *SEE 7/A0.11C & A0.05 C FOR DETAIL TOTAL: 15 SPACES
- ② SHORT TERM BICYCLE PARKING *SEE 2/A0.20 FOR DETAIL TOTAL: 4 RACKS X 2 = 8
- ③ STANDARD PARKING SPACE
- ④ COMPACT PARKING SPACE
- ⑤ ADA PARKING SPACE WITH 8' LOADING
- ⑥ EVCS PARKING SPACE WITH 8' LOADING
- ⑦ ACCESSIBLE PATH
- ⑧ DRIVEWAY
- ⑨ FIRST FLOOR ENTRY
- ⑩ EGRESS STAIR
- ⑪ ELEVATOR
- ⑫ ELEVATOR MECH. ROOM
- ⑬ MECH. CHASE
- ⑭ ELECTRIC METERS
- ⑮ GAS METERS
- ⑯ UNIT MAIL BOXES
- ⑰ TRASH / RECYCLING ENCLOSURE MAX 8' CHAIN LINK FENCE WITH WOODEN SLATES SEE A0.01 B - ZONING NOTES
- ⑱ UNAUTHORIZED VEHICLES SIGN ADA VAN PARKING SIGN
- ⑳ STAIRWAY IDENTIFICATION SIGN
- ㉑ IRRIGATION CONTROLLER
- ㉒ TRANSFORMER
- ㉓ PACKAGE LOCKER *SEE A0.05 C FOR SPECS

ASSEMBLY TYPES

- WALLS**
- A1 2x4 & 2x6 INTERIOR WALL ASSM. (1/A0.10 A)
 - A2 1-HR 2x4 & 2x6 INTERIOR WALL ASSM. (2/A0.10 A)
 - A3 1-HR 2x4 & 2x6 DOUBLE WALL ASSM. (3/A0.10 A)
 - A4 2-HR 2x4 & 2x6 DOUBLE WALL ASSM. (4/A0.10 A)
 - A5 1-HR 2x4 & 2x6 EXTERIOR WALL ASSM. (5/A0.10 A)
 - A6 2-HR 2x4 & 2x6 EXTERIOR WALL ASSM. W/ STUCCO (6/A0.10 A)
 - A7 1-HR 2x4 & 2x6 EXTERIOR WALL ASSM. W/ GFRC PANELS (7/A0.10 A)
 - A8 1-HR 2x4 & 2x6 EXTERIOR WALL ASSM. W/ 1x4 CEDAR T+G (8/A0.10 A)
 - A9 2-HR 2x4 & 2x6 EXTERIOR WALL ASSM. W/ STUCCO (9/A0.10 A)
 - A10 2-HR 2x4 & 2x6 EXTERIOR WALL ASSM. W/ GFRC PANELS (10/A0.10 A)
 - A11 2-HR 2x4 & 2x6 EXTERIOR WALL ASSM. W/ 1x4 CEDAR T+G (11/A0.10 A)
 - B1 CONCRETE WALL (12/A0.10 A)
 - B2 CONCRETE WALL W/ STUCCO (1/A0.10 B)
 - B3 CONCRETE WALL W/ GFRC PANELS (2/A0.10 B)
 - B4 CONCRETE WALL W/ 1x4 CEDAR T+G (3/A0.10 B)
 - C1 CMU BLOCK WALL (4/A0.10 B)

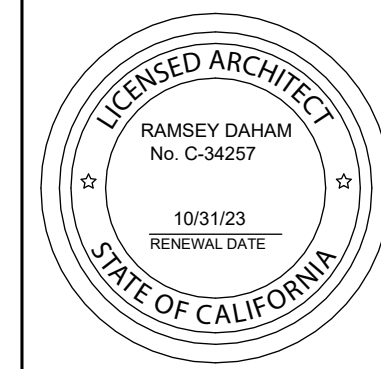
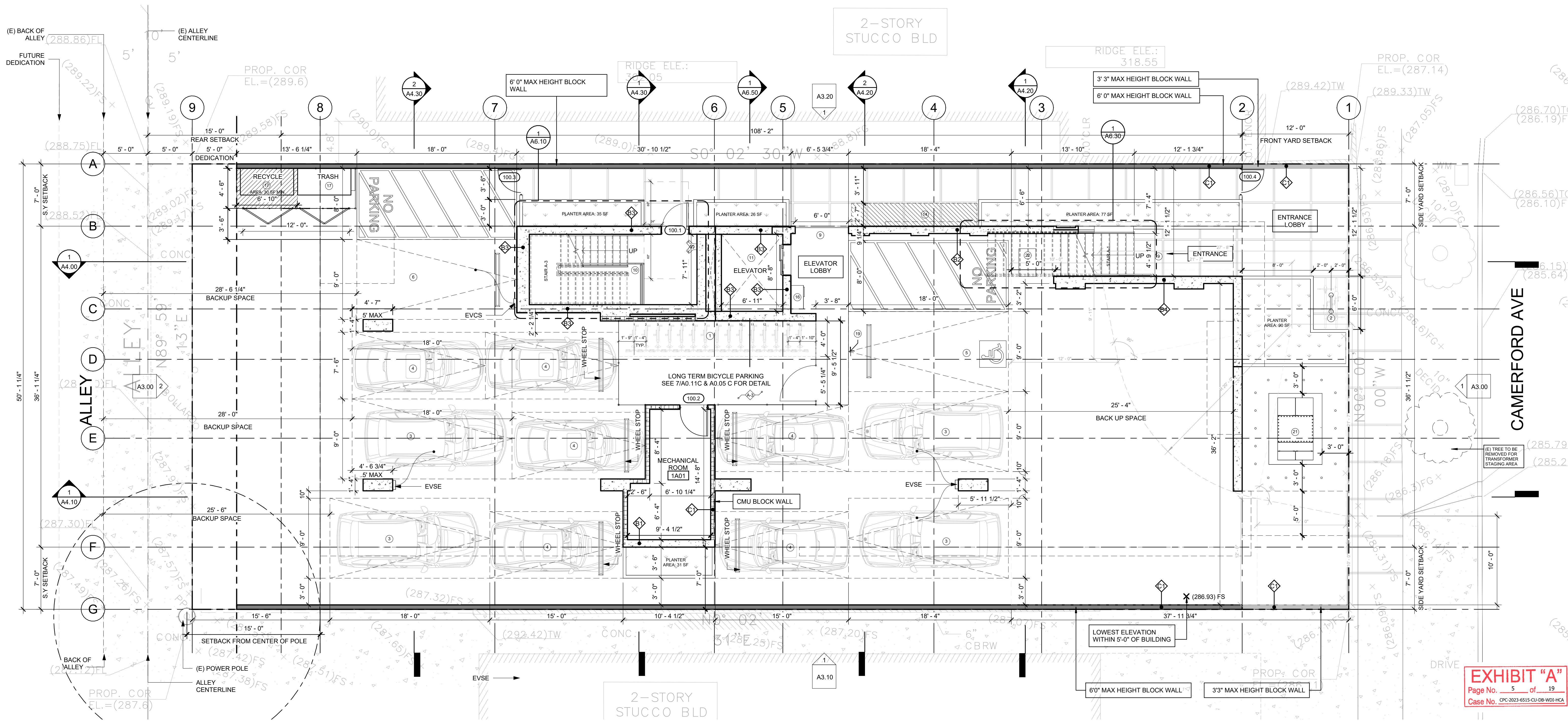
FLOORS

- F1 CONC FLOOR PER STRC. W/ WOOD FINISH (1/A0.10 C)
- F2 CONC FLOOR PER STRC. W/ TILE FINISH (2/A0.10 C)
- F3 CONC FLOOR PER STRC. W/ POLISHED CONC. FINISH (3/A0.10 C)
- F4 WOOD JOIST PER STRC. W/ WOOD FINISH (4/A0.10 C)
- F5 WOOD JOIST PER STRC. W/ TILE FINISH (5/A0.10 C)
- F6 WOOD JOIST W/ CERAMIC TILE DECK PER SPEC. (6/A0.10 C)

FLOOR PLAN LEGEND

- 1 HR FLOOR TYPE
- 2 HR FLOOR TYPE
- SMOKE DETECTOR
- CARBON MONOXIDE
- EXHAUST FAN (50 CFM INTERMITTENT OR 35 CFM CONTINUOUS)
- STANDPIPE
- ILLUMINATED EXIT SIGN
- 6" - 0" HEIGHT BLOCK WALL
- 3" - 6" HEIGHT BLOCK WALL
- WINDOW TAG (SEE PAGE A0.11 FOR SCHEDULE)
- DOOR TAG (SEE PAGE A0.10 FOR SCHEDULE)
- WALL TYPE
- ELEVATION MARKER
- PROPERTY LINE
- ACCESSIBLE ROUTE
- HOSE BIB
- EXTERIOR WALL - 1HR FIRE RATED (SEE WALL TYPES FOR SPECIFICS)
- EXTERIOR WALL - 2HR FIRE RATED (SEE WALL TYPES FOR SPECIFICS)
- INTERIOR WALL - 1HR FIRE RATED (SEE WALL TYPES FOR SPECIFICS)
- INTERIOR WALL - 2HR FIRE RATED (SEE WALL TYPES FOR SPECIFICS)
- POWDER ROOM
- CLOSET
- WALK IN CLOSET
- LAUNDRY ROOM
- BALCONY
- ENTRY

GENERAL NOTES:
 1. FENCES, PLANTERS, AND RETAINING WALLS SHALL NOT EXCEED A HEIGHT OF 6 FT. ABOVE THE NATURAL GROUND LEVEL IN THE REQUIRED SIDE YARD.



**5717 CAMERFORD AVE
 LOS ANGELES, CA
 90038**

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 SCALE As indicated
 JOB # 22-A017

EXHIBIT "A"
 Page No. 5 of 19
 Case No. CPC-2023-6515-CU-DB-WDI/HCA

EV PARKING

REQUIRED EV:

(BASED ON THE 12 PROVIDED SPACES)

30% OF THE TOTAL TO BE EV SPACES

12 x 30% = 3.6 → 4

10% OF THE TOTAL NUMBER TO BE EVCS

12 x 10% = 1.2 → 1

PROVIDED EV SPACES:

EVSE = 3 SPACES (9'x18' STALLS)

EVCS = 1 SPACE (9'x18' STALL W/ 8' WIDE AISLE)

DEFINITIONS:

EVSE: ELECTRIC VEHICLE SUPPLY EQUIPMENT

EVCS: ELECTRIC VEHICLE CHARGING STATION

KEYNOTE LEGEND

- | | |
|--|--|
| ① LONG TERM BICYCLE PARKING WALL MOUNTED
*SEE 7/A0.11C & A0.05 C FOR DETAIL
TOTAL: 15 SPACES | ⑪ ELEVATOR |
| ② SHORT TERM BICYCLE PARKING
*SEE 2/A0.20 FOR DETAIL
TOTAL: 4 RACKS X 2 = 8 | ⑫ ELEVATOR MECH. ROOM |
| ③ STANDARD PARKING SPACE | ⑬ MECH. CHASE |
| ④ COMPACT PARKING SPACE | ⑭ ELECTRIC METERS |
| ⑤ ADA PARKING SPACE WITH 8' LOADING | ⑮ GAS METERS |
| ⑥ EVCS PARKING SPACE WITH 8' LOADING | ⑯ UNIT MAIL BOXES |
| ⑦ ACCESSIBLE PATH | ⑰ TRASH / RECYCLING ENCLOSURE
MAX 8' CHAIN LINK FENCE WITH
WOODEN SLATES SEE A0.01 B -
ZONING NOTES |
| ⑧ DRIVEWAY | ⑱ UNAUTHORIZED VEHICLES SIGN
ADA VAN PARKING SIGN |
| ⑨ FIRST FLOOR ENTRY | ⑳ STAIRWAY IDENTIFICATION SIGN |
| ⑩ EGRESS STAIR | ㉑ IRRIGATION CONTROLLER |
| | ㉒ TRANSFORMER |
| | ㉓ PACKAGE LOCKER
*SEE A0.05 C FOR SPECS |

ASSEMBLY TYPES

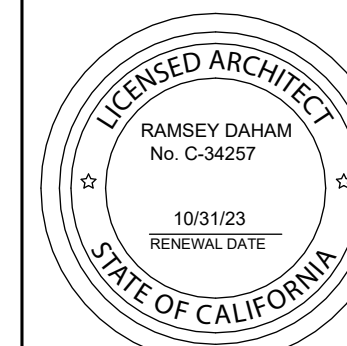
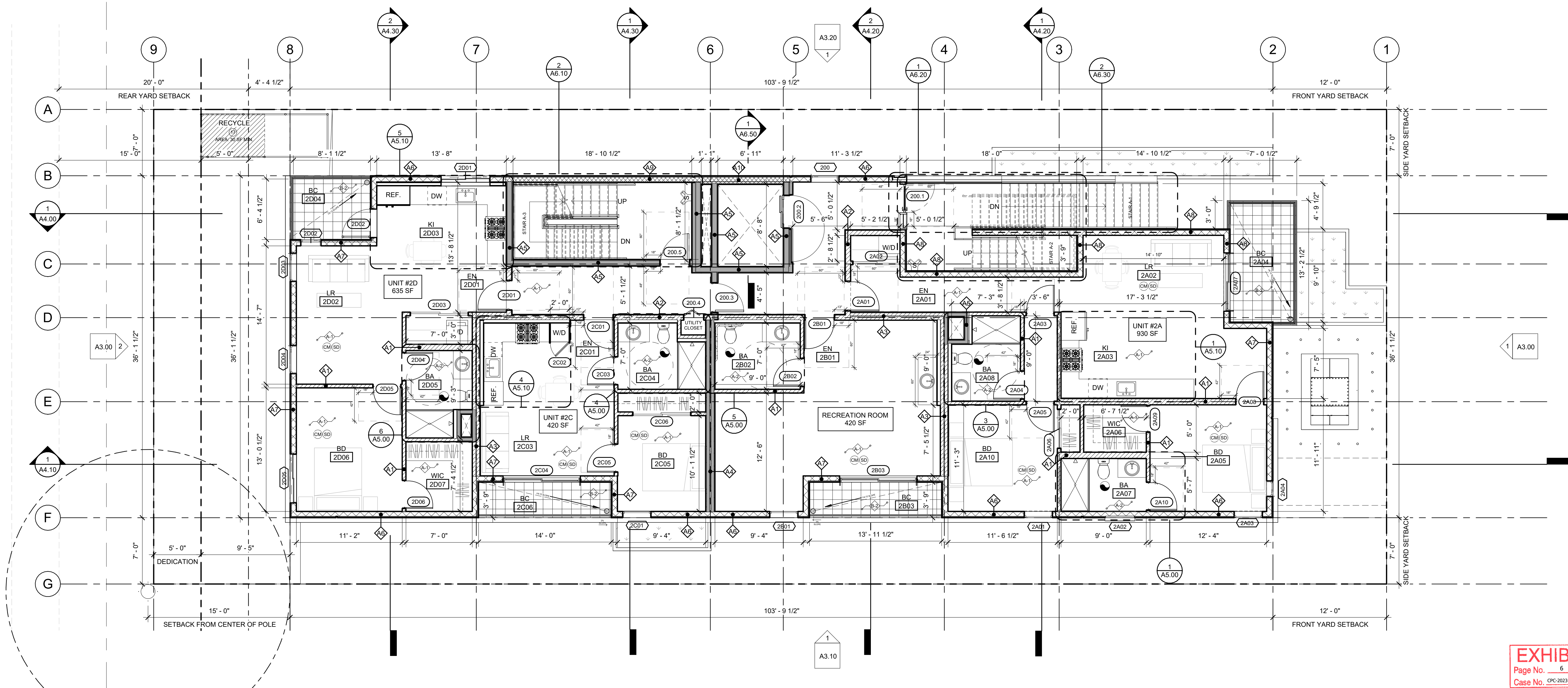
- | | |
|--|--|
| WALLS | |
| A1 2x4 & 2x6 INTERIOR WALL ASSM. (1/A0.10 A) | A9 2-HR 2x4 & 2x6 EXTERIOR WALL ASSM. W/ STUCCO (9/A0.10 A) |
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| A5 1-HR 2x4 & 2x6 INTERIOR WALL ASSM. (5/A0.10 A) | B2 CONCRETE WALL W/ STUCCO (1/A0.10 B) |
| A6 2-HR 2x4 & 2x6 EXTERIOR WALL ASSM. W/ STUCCO (6/A0.10 A) | B3 CONCRETE WALL W/ GFRC PANELS (2/A0.10 B) |
| A7 1-HR 2x4 & 2x6 EXTERIOR WALL ASSM. W/ GFRC PANELS (7/A0.10 A) | B4 CONCRETE WALL W/ 1x4 CEDAR T+G (3/A0.10 B) |
| A8 1-HR 2x4 & 2x6 EXTERIOR WALL ASSM. W/ 1x4 CEDAR T+G (8/A0.10 A) | C1 CMU BLOCK WALL (4/A0.10 B) |

FLOORS

- | | |
|--|--|
| F1 CONC FLOOR PER STRC. W/ WOOD FINISH (1/A0.10 C) | F2 CONC FLOOR PER STRC. W/ TILE FINISH (2/A0.10 C) |
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FLOOR PLAN LEGEND

- | | |
|---|--|
| FLOOR TYPE | WINDOW TAG
(SEE PAGE A0.11 FOR SCHEDULE) |
| 1 HR | DOOR TAG
(SEE PAGE A0.10 FOR SCHEDULE) |
| 2 HR | WALL TYPE |
| SMOKE DETECTOR | ELEVATION MARKER |
| CARBON MONOXIDE | PROPERTY LINE |
| EXHAUST FAN
(50 CFM INTERMITTENT OR 35 CFM CONTINUOUS) | ACCESSIBLE ROUTE |
| STANDPIPE | HOSE BIB |
| ILLUMINATED EXIT SIGN | EXTERIOR WALL - 1HR FIRE RATED
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| 6" - 0" HEIGHT BLOCK WALL | EXTERIOR WALL - 2HR FIRE RATED
(SEE WALL TYPES FOR SPECIFICS) |
| 3" - 6" HEIGHT BLOCK WALL | INTERIOR WALL - 1HR FIRE RATED
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| MB MASTER BEDROOM | PWR POWDER ROOM |
| BD BEDROOM | CL CLOSET |
| MBA MASTER BATHROOM | WIC WALK IN CLOSET |
| BA BATHROOM | LR LAUNDRY ROOM |
| LR LIVING ROOM | BC BALCONY |
| KI KITCHEN | EN ENTRY |
| DR DINING ROOM | |



**5717 CAMERFORD AVE
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EXHIBIT "A"
Page No. 6 of 19
Case No. CPC-2023-6515-CU-DB-WDI-WCA

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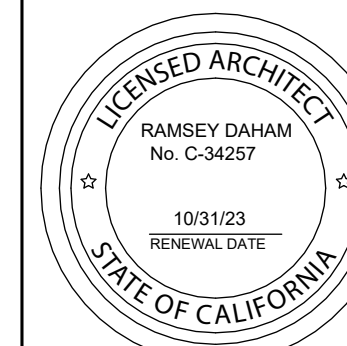
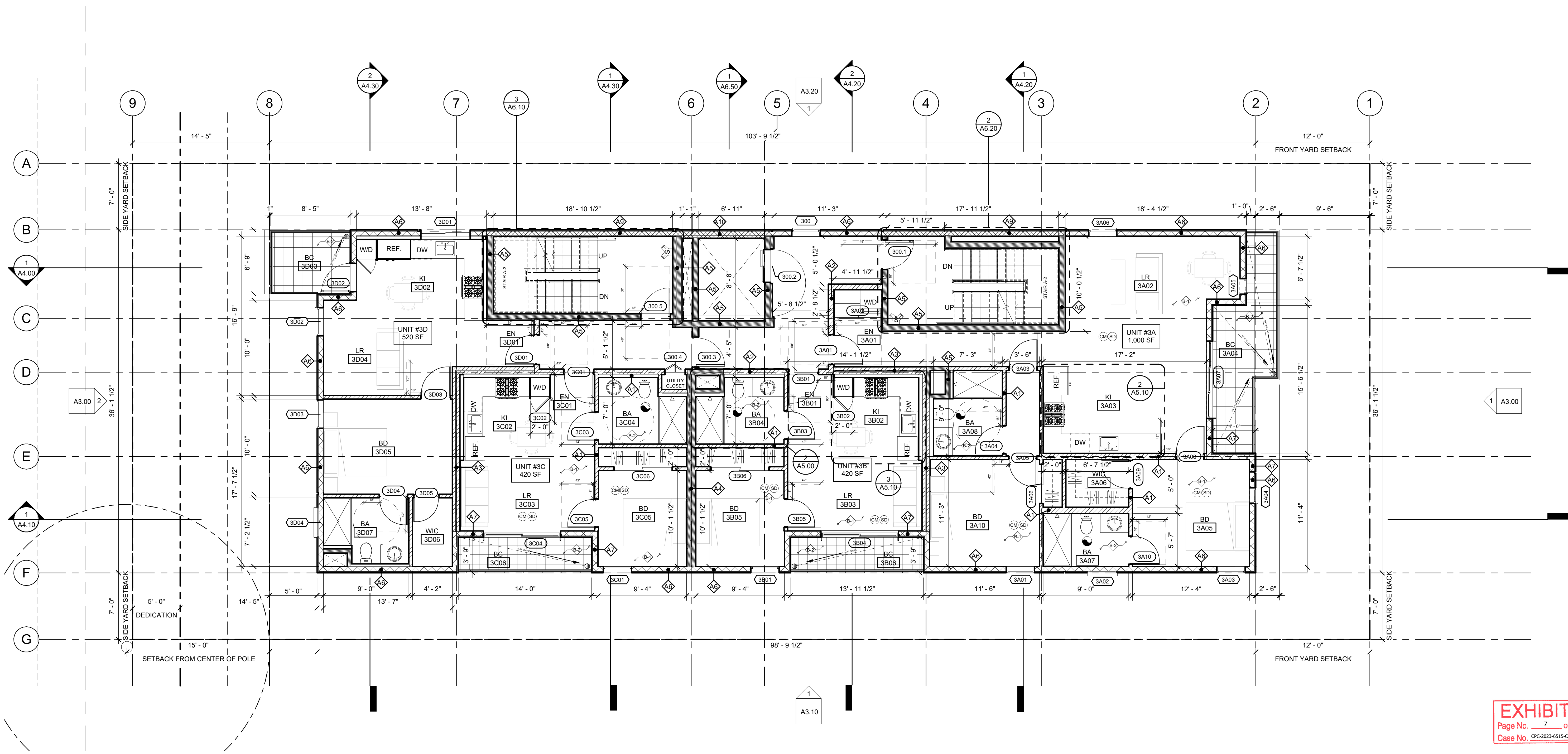
ASSEMBLY TYPES

- WALLS**
- A1 2x4 & 2x6 INTERIOR WALL ASSM. (1/A0.10 A)
 - A2 1-HR 2x4 & 2x6 INTERIOR WALL ASSM. (2/A0.10 A)
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 - C1 CMU BLOCK WALL (4/A0.10 B)

- FLOORS**
- F1 CONC FLOOR PER STRC. W/ WOOD FINISH (1/A0.10 C)
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FLOOR PLAN LEGEND

- FLOOR TYPE
 - 1 HR
 - 2 HR
- SMOKE DETECTOR (SD)
- CARBON MONOXIDE (CM)
- EXHAUST FAN (50 CFM INTERMITTENT OR 35 CFM CONTINUOUS)
- STANDPIPE (S)
- ILLUMINATED EXIT SIGN
- 6" - 0" HEIGHT BLOCK WALL
- 3" - 6" HEIGHT BLOCK WALL
- MB MASTER BEDROOM
- BD BEDROOM
- MBA MASTER BATHROOM
- BA BATHROOM
- LR LIVING ROOM
- KI KITCHEN
- DR DINING ROOM
- WINDOW TAG (SEE PAGE A0.11 FOR SCHEDULE)
- DOOR TAG (SEE PAGE A0.10 FOR SCHEDULE)
- WALL TYPE
- ELEVATION MARKER (X-X')
- PROPERTY LINE
- ACCESSIBLE ROUTE
- HOSE BIB
- EXTERIOR WALL - 1HR FIRE RATED (SEE WALL TYPES FOR SPECIFICS)
- EXTERIOR WALL - 2HR FIRE RATED (SEE WALL TYPES FOR SPECIFICS)
- INTERIOR WALL - 1HR FIRE RATED (SEE WALL TYPES FOR SPECIFICS)
- INTERIOR WALL - 2HR FIRE RATED (SEE WALL TYPES FOR SPECIFICS)
- POWDER ROOM (PWR)
- CLOSET (CL)
- WALK IN CLOSET (WIC)
- LAUNDRY ROOM (LR)
- BALCONY (BC)
- ENTRY (EN)



5717 CAMERFORD AVE
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 90038

REVISIONS

No.	Date

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 SCALE As indicated
 JOB # 22-A017

EXHIBIT "A"
 Page No. 7 of 19
 Case No. CPC-2023-6515-CU-DB-WD-HCA

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- ④ COMPACT PARKING SPACE
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- ⑩ EGRESS STAIR
- ⑪ ELEVATOR
- ⑫ ELEVATOR MECH. ROOM
- ⑬ MECH. CHASE
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- ⑮ GAS METERS
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ASSEMBLY TYPES

WALLS

- A1 2x4 & 2x6 INTERIOR WALL ASSM. (1/A0.10 A)
- A2 1-HR 2x4 & 2x6 INTERIOR WALL ASSM. (2/A0.10 A)
- A3 1-HR 2x4 & 2x6 DOUBLE WALL ASSM. (3/A0.10 A)
- A4 2-HR 2x4 & 2x6 DOUBLE WALL ASSM. (4/A0.10 A)
- A5 2-HR 2x4 & 2x6 INTERIOR WALL ASSM. (5/A0.10 A)
- A6 1-HR 2x4 & 2x6 EXTERIOR WALL ASSM. W/ STUCCO (6/A0.10 A)
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- B1 CONCRETE WALL (12/A0.10 A)
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- B4 CONCRETE WALL W/ 1x4 CEDAR T+G (3/A0.10 B)
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FLOORS

- F1 CONC FLOOR PER STRC. W/ WOOD FINISH (1/A0.10 C)
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- F6 WOOD JOIST W/ CERAMIC TILE DECK PER SPEC. (6/A0.10 C)

FLOOR PLAN LEGEND

- (X) FLOOR TYPE
- (---) 1 HR
- (---) 2 HR
- (SD) SMOKE DETECTOR
- (CM) CARBON MONOXIDE
- (E) EXHAUST FAN (50 CFM INTERMITTENT OR 35 CFM CONTINUOUS)
- (S) STANDPIPE
- (I) ILLUMINATED EXIT SIGN
- (---) 6" - 0" HEIGHT BLOCK WALL
- (---) 3" - 6" HEIGHT BLOCK WALL
- (MB) MASTER BEDROOM
- (BD) BEDROOM
- (MBA) MASTER BATHROOM
- (BA) BATHROOM
- (LR) LIVING ROOM
- (KI) KITCHEN
- (DR) DINING ROOM
- (X) WINDOW TAG (SEE PAGE A0.11 FOR SCHEDULE)
- (XXX) DOOR TAG (SEE PAGE A0.10 FOR SCHEDULE)
- (X-X') WALL TYPE
- (X-X') ELEVATION MARKER
- (---) PROPERTY LINE
- (---) ACCESSIBLE ROUTE
- (H) HOSE BIB
- (---) EXTERIOR WALL - 1HR FIRE RATED (SEE WALL TYPES FOR SPECIFICS)
- (---) EXTERIOR WALL - 2HR FIRE RATED (SEE WALL TYPES FOR SPECIFICS)
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- (---) INTERIOR WALL - 2HR FIRE RATED (SEE WALL TYPES FOR SPECIFICS)
- (PWR) POWDER ROOM
- (CL) CLOSET
- (WIC) WALK IN CLOSET
- (LR) LAUNDRY ROOM
- (BC) BALCONY
- (EN) ENTRY

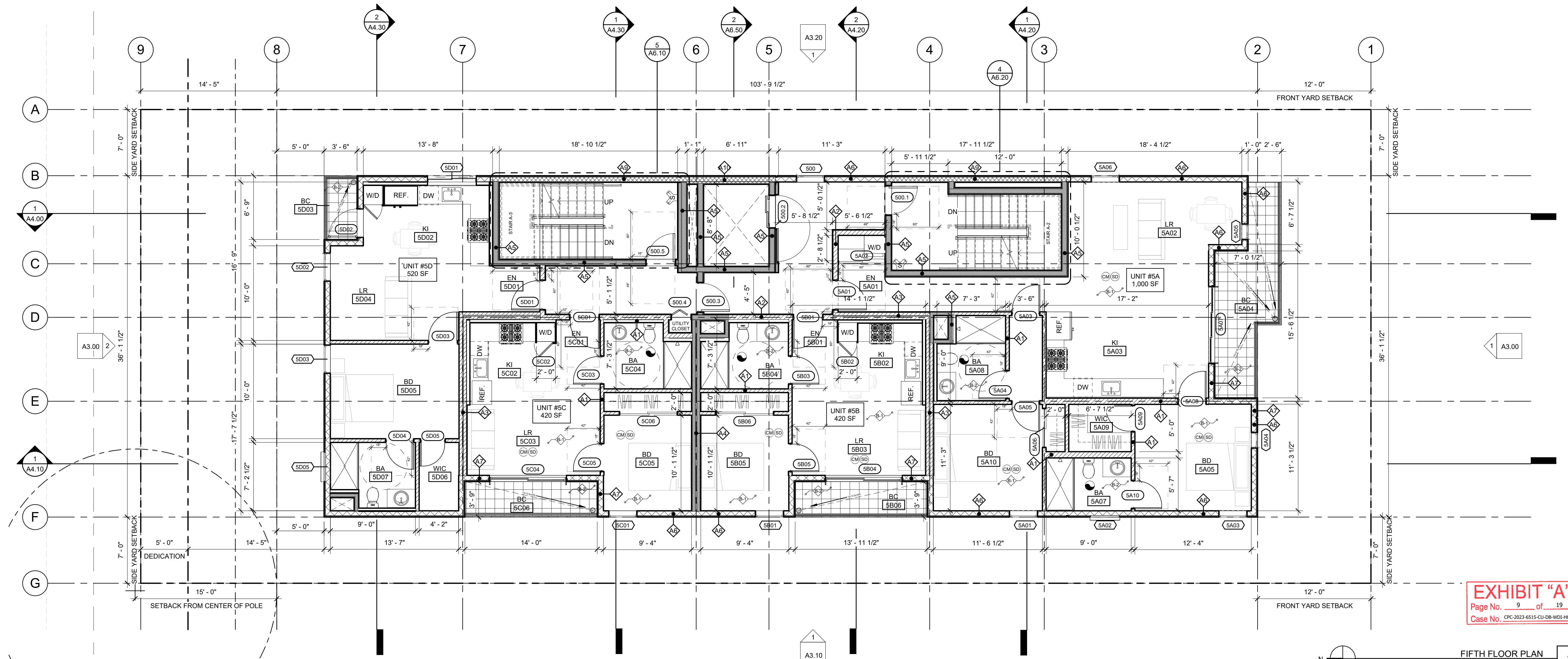
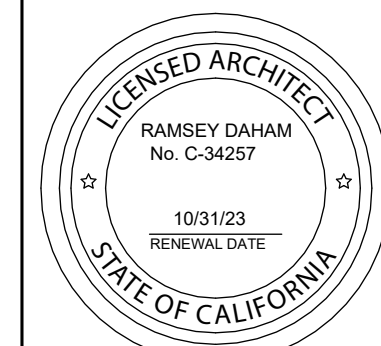


EXHIBIT "A"
 Page No. 9 of 19
 Case No. CPC-2023-6515-CU-DB-WDI-WCA

FIFTH FLOOR PLAN
 3/16" = 1'-0"



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 LOS ANGELES, CA 90038

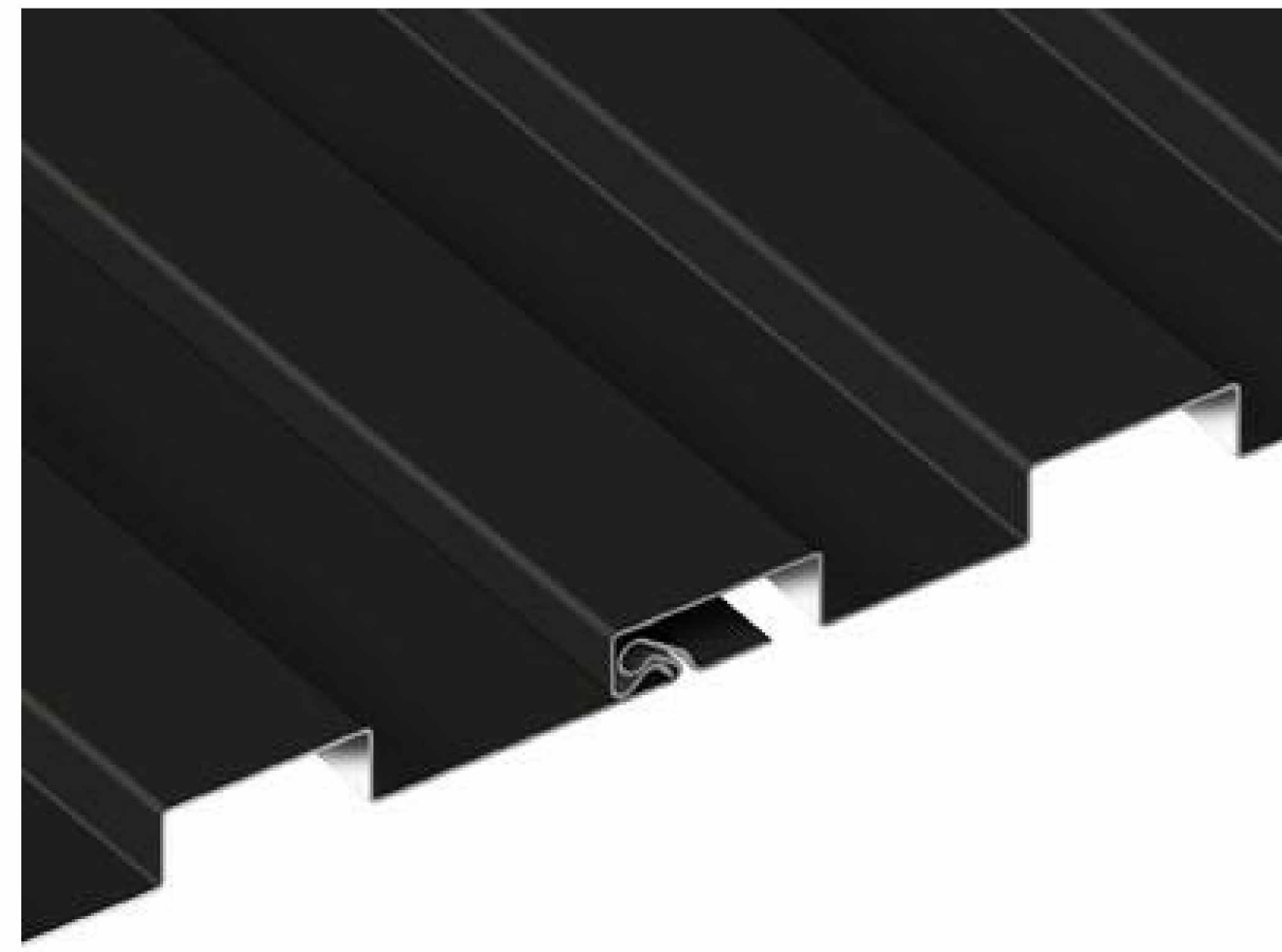
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No.	Date

PROPOSED PLANS

DRAWN _____ Author
 CHECKED _____ PNK
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A2.50



- MANUFACTURER: ATAS OR SIMILAR
 - TYPE: METAFOR
 - COLOR: BLACK/DARK GREY

METAL RIBBED PANELS 4



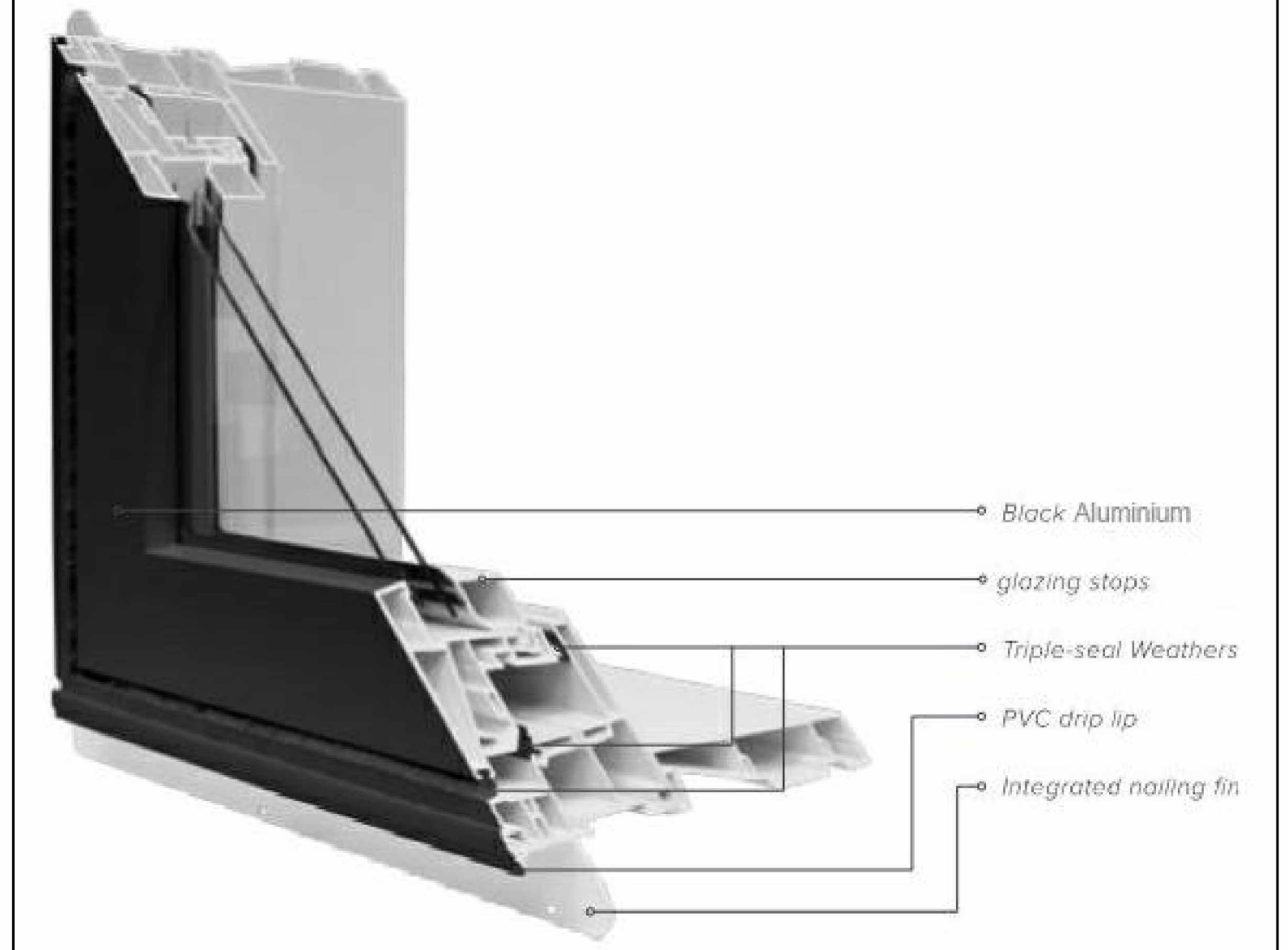
- MANUFACTURER: OMEGA
 - COLOR: LIGHT GRAY

COLORTEK SMOOTHCOAT EXTERIOR STUCCO 3



- COLOR: CLEAR COAT
 - ORIENTATION: HORIZONTAL

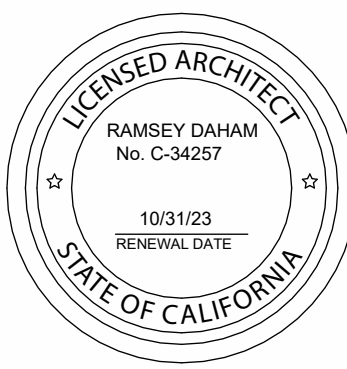
CEDAR T+G 1x6 (CLEAR VERTICAL GRAIN) 2



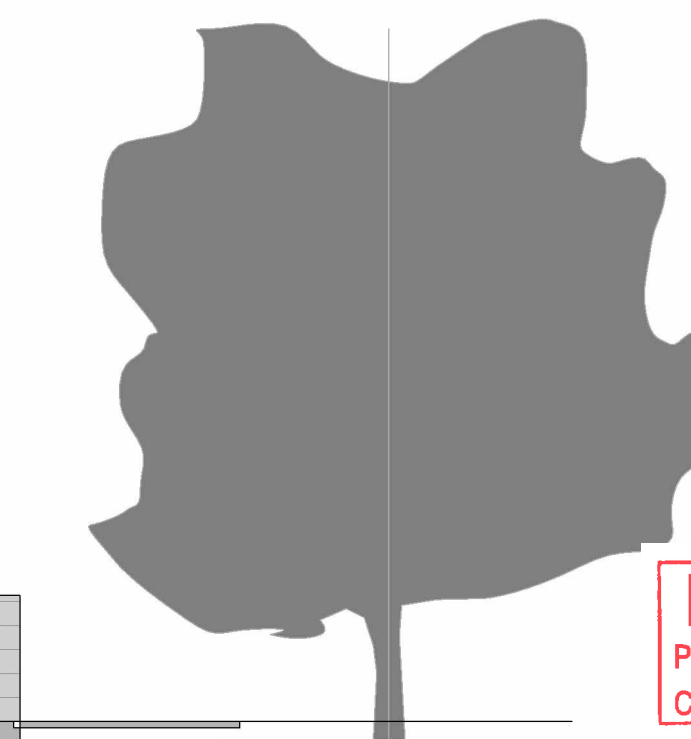
- MANUFACTURER: ALL WEATHER WINDOWS & DOORS
 - COLOR: BLACK
 - TYPE: ARCHITECTURAL ALUMINUM (SERIES 6000)

EXTERIOR WINDOWS / DOORS 1

breakform design
 127 ARENA ST., EL SEGUNDO, CA 90245
 (6) 310.322.3700



5717 CAMERFORD AVE
 LOS ANGELES, CA
 90038



REVISIONS

No.	Date

ELEVATION MATERIALS

DRAWN _____ Author
 CHECKED _____ PNK
 DATE 3/29/2024 11:29:39 AM
 SCALE 3/16" = 1'-0"
 JOB # 22-A017

EXHIBIT "A"
 Page No. 14 of 19
 Case No. CPC-2023-6515-CU-DB-WDI-HCA

PLANTING NOTES

- QUANTITIES GIVEN FOR PLANT MATERIALS SPECIFIED FOR "ON CENTER" SPACING ARE SHOWN FOR CONVENIENCE ONLY AND ARE SUBORDINATE TO THE SPACING GIVEN. VERIFY AND SUPPLY SUFFICIENT NUMBER OF PLANTS TO FULFILL SPACING REQUIREMENTS.
- ALL HEADER AND BAMBOO ROOT BARRIERS SHALL BE LOCATED BY THE ARCHITECT ON SITE.
- CONTRACTOR SHALL INSTALL PLANT MATERIAL IN ACCORDANCE WITH THE SPECIFICATIONS, DRAWINGS AND DETAILS.
- CONTRACTOR SHALL PROVIDE A MAINTENANCE PERIOD OF NOT LESS THAN 90 DAYS COMMENCING AT THE DATE OF FINAL ACCEPTANCE. SUCH MAINTENANCE SHALL INCLUDE ALL CARE PERTAINING TO ALL WORK INSTALLED AS PART OF THESE CONTRACT DOCUMENTS.
- THE CONTRACTOR SHALL MAINTAIN A QUALIFIED SUPERVISOR ON THE SITE AT ALL TIMES DURING CONSTRUCTION THROUGH COMPLETION OF PICK-UP WORK.
- THE CONTRACTOR SHALL VERIFY ALL PLANT MATERIAL QUANTITIES LISTED FOR CONVENIENCE OF CONTRACTOR. ACTUAL NUMBER OF SYMBOLS SHALL HAVE PRIORITY OVER QUANTITIES DESIGNATED.
- REMOVE ALL DEBRIS, WEEDS, EXCESS MATERIAL AND ROCKS LARGER THAN 1" IN DIAMETER FROM PLANTING AREAS PRIOR TO PREPARATION & AGAIN PRIOR TO PLANTING.
- SEE DETAILS AND SPECIFICATIONS FOR STAKING METHOD, PLANT PIT DIMENSIONS, SOIL PREPARATION, AND BACKFILL REQUIREMENTS.
- ALL PLANT MATERIALS SHALL BE APPROVED BY THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
- FINAL LOCATION OF ALL PLANT MATERIAL SHALL BE SUBJECT TO THE APPROVAL OF THE LANDSCAPE ARCHITECT.
- CONTRACTOR SHALL NOTIFY LANDSCAPE ARCHITECT 48 HOURS PRIOR TO COMMENCEMENT OF WORK TO COORDINATE PROJECT OBSERVATION SCHEDULES.
- GROUND COVER PLANTING SHALL BE CONTINUOUS UNDER ALL TREES AND SHRUBS. GROUND COVER SHALL BE PLANTED ACCORDING TO SPACING ON PLANT LEGEND.

- TREES SHALL BE LOCATED A MINIMUM OF 5' FROM WALLS, OVERHEADS, WALKS, HEADERS, AND OTHER TREES WITHIN THE PROJECT. IF CONFLICTS ARISE BETWEEN SIZE OF AREAS AND PLANS, CONTRACTOR TO CONTACT LANDSCAPE ARCHITECT FOR RESOLUTION. FAILURE TO MAKE SUCH CONFLICTS KNOWN TO THE LANDSCAPE ARCHITECT WILL RESULT IN CONTRACTORS LIABILITY TO RELOCATE THE MATERIALS.
- ALL PLANTING AREAS SHALL BE LOOSENE TO A DEPTH OF 8", APPLY 4 C.Y. OF ORGANIC AMENDMENT AND 15 LBS. OF 10-10-10 FERTILIZER PER 1000 S.F. AND BLEND WITH THE TOP 6" OF SOIL. THIS AMENDMENT IS FOR BIDDING PURPOSES, AND SHALL BE SUPERCEDED BY RECOMMENDATIONS OF THE SOIL ANALYSIS REPORT.
- FOR ALL TREES AND SHRUBS PLANTING, THE FOLLOWING PREPARED SOIL MIX SHALL BE USED FOR BACKFILL IN THE PLANTERS. THIS MIX IS FOR BIDDING PURPOSES, AND SHALL BE SUPERCEDED BY RECOMMENDATIONS OF THE SOIL ANALYSIS REPORT.
SITE SOIL - 6 PARTS BY VOLUME
ORGANIC AMENDMENT - 4 PARTS BY VOLUME
SOIL CONDITIONER / FERTILIZER 10-10-10-LB. PER C.Y. OF MIX
IRON SULFATE - 2 LBS. PER C.Y. OF MIX
- TURF IS NOT ALLOWED ON SLOPES GREATER THAN 25% WHERE THE TOE OF THE SLOPE IS ADJACENT TO AN IMPERMEABLE HARDSCAPE.
- RECIRCULATING WATER SYSTEMS SHALL BE USED FOR WATER FEATURES.
- A MINIMUM 3-INCH LAYER OF MULCH SHALL BE APPLIED ON ALL EXPOSED SOIL SURFACES OF PLANTING AREAS EXCEPT TURF AREAS, CREEPING OR ROOTING GROUND COVER, OR DIRECT SEEDING APPLICATIONS WHERE MULCH IS CONTRAINDICATED.
- FOR SOILS LESS THAN 6% ORGANIC MATTER IN THE TOP 6 INCHES OF SIL, COMPOST AT A RATE OF A MINIMUM OF FOUR CUBIC YARDS PER 1,000 SQUARE FEET OF PERMEABLE AREA SHALL BE INCORPORATED TO A DEPTH OF SIX INCHES INTO THE SOIL.
- I AGREE TO COMPLY WITH THE REQUIREMENTS OF THE WATER EFFICIENT LANDSCAPE ORDINANCE AND SUBMIT A COMPLETE LANDSCAPE DOCUMENTATION PACKAGE THAT COMPLIES WITH THE PERFORMANCE APPROACH.

DATE _____ SIGNATURE _____

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

IRRIGATION NOTES

- CONTRACTOR IS TO AUGMENT EXISTING IRRIGATION SYSTEM. CONTRACTOR SHALL REPAIR OR REPLACE ANY EXISTING LANDSCAPE AND IRRIGATION DAMAGED FROM CONSTRUCTION TO AN ACCEPTABLE LANDSCAPE CONDITION WITH A FULLY FUNCTIONAL AND EFFICIENT IRRIGATION SYSTEM PER THE CONTAINED CONDITIONS.
- ALL NEW TREES REQUIRE INDIVIDUAL POP-UP STREAM BUBBLERS, MIN. 2 PER TREE, WITHIN 4' OF TREE. TREE IRRIGATION SHALL BE ON A SEPARATE VALVE.
- SPRAY OR ROTOR HEADS SHALL BE ON POP-UPS: 6" FOR LAWN, LOW GROUND COVER OR PARKED CAR OVERHANG AREAS, 12" FOR SHRUB AREAS. HEADS ON RISERS ARE ONLY ALLOWED ADJACENT TO WALLS WITH LIMITED SPACE FOR POP-UPS.
- LOCATE SPRAY HEADS 24" FROM NON-PERVIOUS PAVING TO PREVENT OVERSPRAY. EXCEPTION ALLOWED IF ADJACENT SURFACE IS PERMEABLE OR IF USING ALTERNATIVE TECHNOLOGY IRRIGATION. ROTATOR OR ROTARY HEADS MAYBE LOCATED 12" FROM PAVING.
- CONTRACTOR SHALL REPLACE ANY EXISTING IRRIGATION CONTROLLER WITH A MODULE AND SENSOR TO PROVIDE WEATHER BASED INFORMATION THAT WILL AUTOMATE THE IRRIGATION RUNTIMES BASED ON WEATHER. SEE HUNTER SOLAR SYNC, RAINBIRD ET MANAGER OR EQUIVALENT.
- THE PLANTING AND IRRIGATION SYSTEM SHALL BE COMPLETED BY THE DEVELOPER/BUILDER PRIOR TO THE CLOSE OF ESCROW OF 50 PERCENT OF THE UNITS OF THE PROJECT OR PHASE.
- SIXTY DAYS AFTER LANDSCAPE AND IRRIGATION INSTALLATION, THE LANDSCAPE PROFESSIONAL SHALL SUBMIT TO THE HOMEOWNERS/PROPERTY OWNERS ASSOCIATION A CERTIFICATE OF SUBSTANTIAL COMPLETION (12.40 G LAMC.)
- THE DEVELOPER/BUILDER SHALL GUARANTEE ALL TREES AND IRRIGATION FOR A PERIOD OF SIX MONTHS AND ALL OTHER PLANS FOR A PERIOD OF 60 DAYS AFTER LANDSCAPE AND IRRIGATION INSTALLATION.

STATEMENTS AND CERTIFICATION

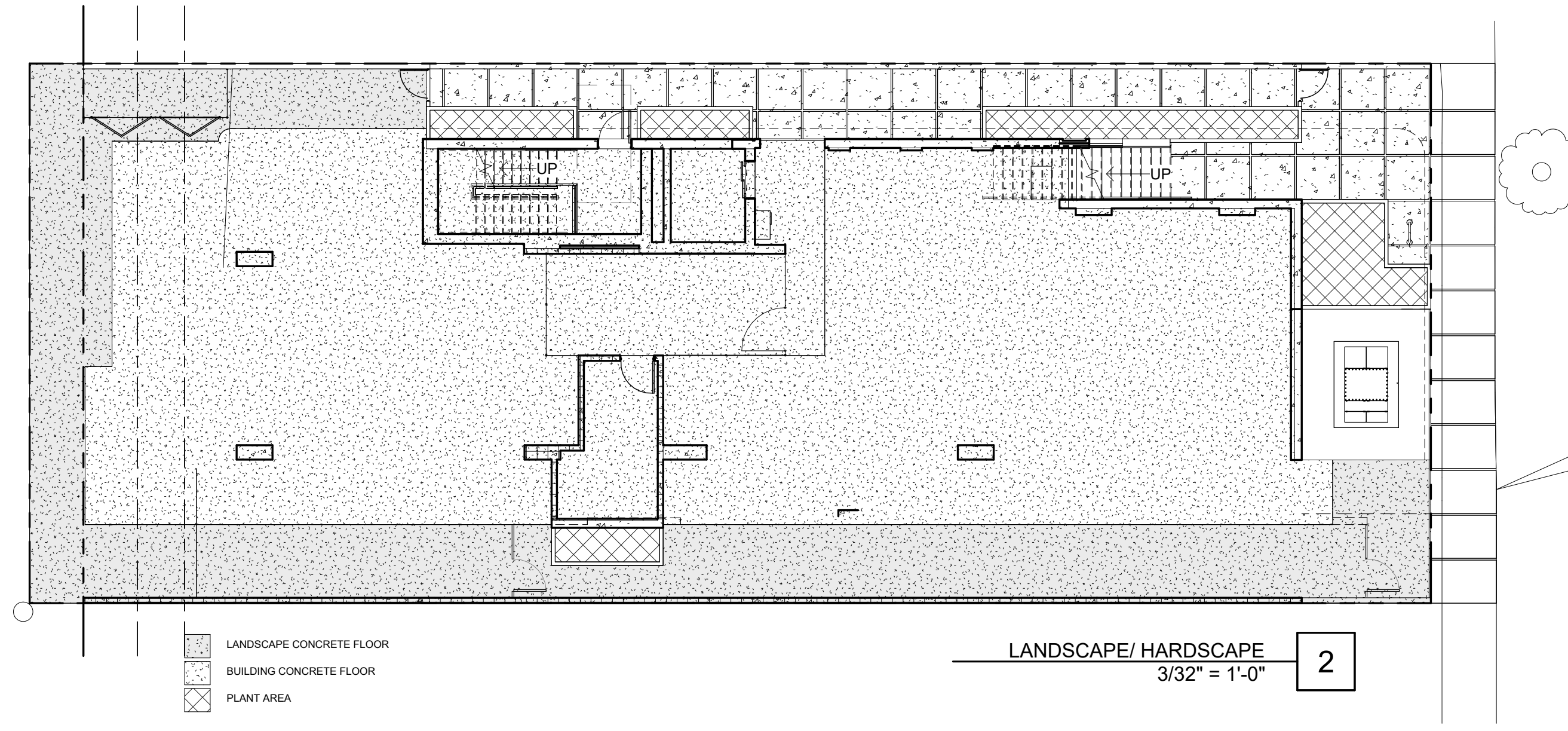
1. I HAVE COMPLIED WITH THE CRITERIA OF THE ORDINANCE AND APPLIED THEM FOR THE EFFICIENT USE OF WATER IN THE LANDSCAPE DESIGN PLANS.

THE SUBDIVIDER SHALL RECORD A COVENANT AND AGREEMENT SATISFACTORY TO THE ADVISORY AGENCY GUARANTEEING THAT:

- THE PLANTING AND IRRIGATION SYSTEM SHALL BE COMPLETED BY THE DEVELOPER/BUILDER PRIOR TO THE CLOSE OF ESCROW OF 50 PERCENT OF THE UNITS OF THE PROJECT OR PHASE.
- SIXTY DAYS AFTER LANDSCAPE AND IRRIGATION INSTALLATION, THE LANDSCAPE PROFESSIONAL SHALL SUBMIT TO THE HOMEOWNERS/PROPERTY OWNERS ASSOCIATION A CERTIFICATE OF SUBSTANTIAL COMPLETION.
- THE DEVELOPER/BUILDER SHALL MAINTAIN THE LANDSCAPING AND IRRIGATION FOR 60 DAYS AFTER COMPLETION OF THE LANDSCAPE AND IRRIGATION INSTALLATION.
- THE DEVELOPER/BUILDER SHALL GUARANTEE ALL TREES AND IRRIGATION FOR A PERIOD OF SIX MONTHS AND ALL OTHER PLANTS FOR A PERIOD OF 60 DAYS AFTER LANDSCAPE AND IRRIGATION INSTALLATION.

GENERAL NOTES:

- LIGHTING:** ALL OUTDOOR AND PARKING LIGHTING SHALL BE SHIELDED AND DOWN-CAST WITHIN THE SITE IN A MANNER THAT PREVENTS THE ILLUMINATION OF ADJACENT PUBLIC RIGHT-OF-WAY, ADJACENT PROPERTIES, AND THE NIGHT SKY (UNLESS OTHERWISE REQUIRED BY THE FEDERAL AVIATION ADMINISTRATION (FAA) OR FOR OTHER PUBLIC SAFETY PURPOSES).
- LIGHTING DESIGN:** AREAS WHERE NIGHTTIME USES ARE LOCATED SHALL BE MAINTAINED TO PROVIDE SUFFICIENT ILLUMINATION OF THE IMMEDIATE ENVIRONMENT SO AS TO RENDER OBJECTS OR PERSONS CLEARLY VISIBLE FOR THE SAFETY OF THE PUBLIC AND EMERGENCY RESPONSE PERSONNEL. ALL PEDESTRIAN WALKWAYS, STOREFRONT ENTRANCES, AND VEHICULAR ACCESS WAYS SHALL BE ILLUMINATED WITH LIGHTING FIXTURES. LIGHTING FIXTURES SHALL BE HARMONIOUS WITH THE BUILDING DESIGN. WALL MOUNTED LIGHTING FIXTURES TO ACCENT AND COMPLEMENT ARCHITECTURAL DETAILS AT NIGHT SHALL BE INSTALLED ON THE BUILDING TO PROVIDE ILLUMINATION TO PEDESTRIANS AND MOTORISTS.
- HEAT ISLAND EFFECT:** TO REDUCE THE HEAT ISLAND EFFECT, A MINIMUM OF 50% OF THE AREA OF PATHWAYS, PATIOS, DRIVEWAYS OR OTHER PAVED AREAS SHALL USE MATERIALS WITH A MINIMUM INITIAL SOLAR REFLECTANCE VALUE OF 0.35 IN ACCORDANCE WITH ASTM (AMERICAN SOCIETY OF TESTING MATERIALS) STANDARDS.



PLANTING LEGEND

SYMBOL	QTY.	SIZE	SPACING	BOTANICAL NAME / COMMON NAME	NATIVE	WUCOLS WATER USE TYPES	WATER USE VALUES	HYDRO ZONE
	18	36" - 48"	24" - 36"	TRADESCANTIA PALLIDA / SPIDERWORT	NO	MEDIUM	0.4	1
	32	1'	6" - 9"	DASYLIRON SPP. / DESERT SPOON	NO	VERY LOW	0.2	1
	1	15'	N/A	JACARANDA	NO	MODERATE	0.4	1

LANDSCAPE

TURF AREA	0 S.F.
PLANT AREA	258 S.F.
TOTAL	258 S.F.

HARDSCAPE

IMPERVIOUS	
- LANDSCAPE CONCRETE FLOOR	1,429 SF
- BUILDING CONCRETE FLOOR	3,822 SF
TOTAL	5,251 SF

PLANTER BOX SIZE

PLANTER BOX	SIZE	HEIGHT	SOIL DEPTH
(A-1)	PER PLAN	1'-0"	24" TO 42"
(A-2)	PER PLAN	3'-6"	24" TO 36"
(A-3)	PER PLAN	3'-6"	24" TO 36"
(A-4)	PER PLAN	3'-6"	24" TO 36"

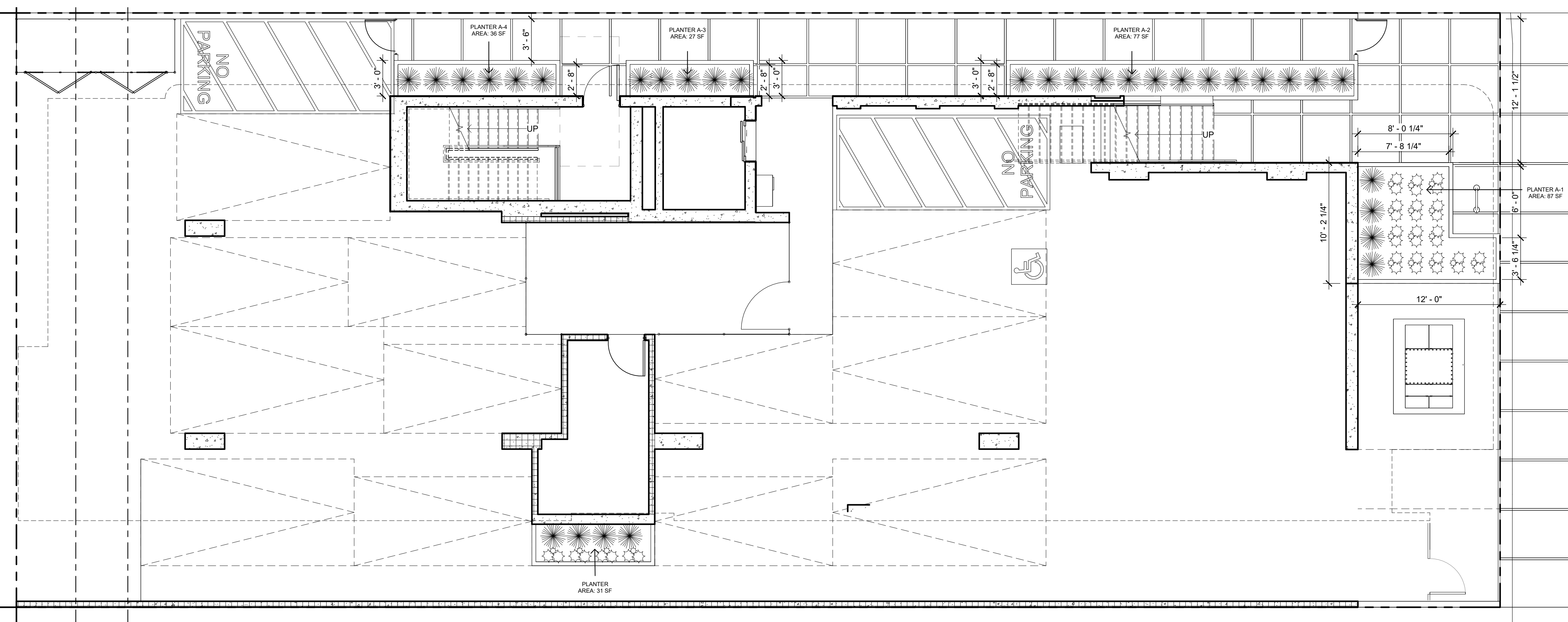
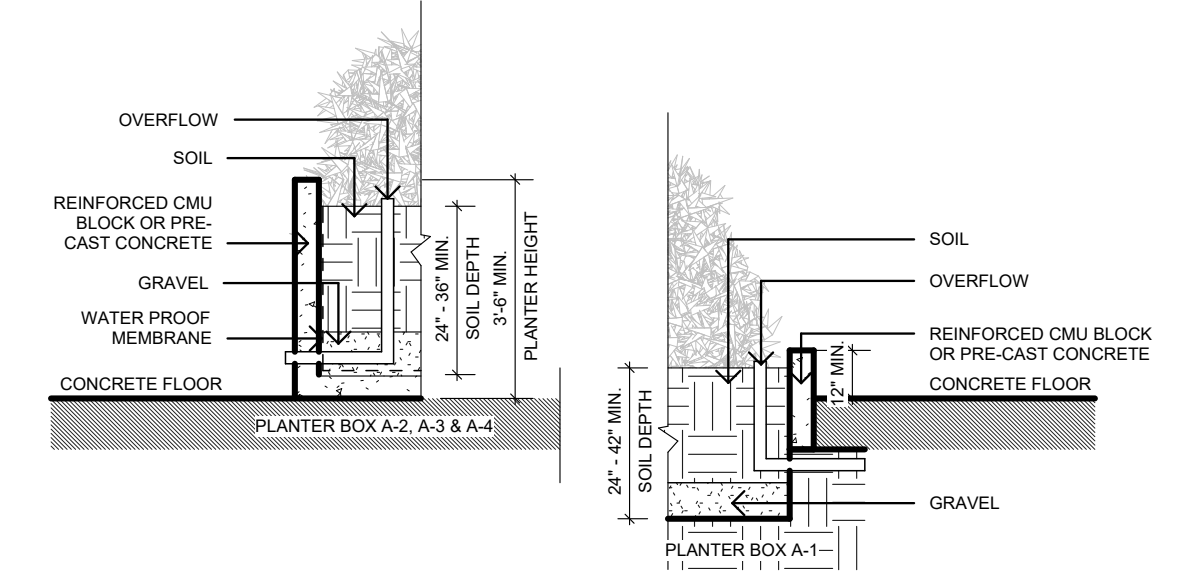


EXHIBIT "A"
Page No. 18 of 19
Case No. CPC-2023-6515-CL-DB-WDI-HCA

LANDSCAPE PLAN
3/16" = 1'-0"

breakform design
127 ARENA ST., EL SEGUNDO, CA 90245
[9] 310.322.3700

LICENSED ARCHITECT
RAMSEY DAHAM
No. C-34257
10/31/23
RENEWAL DATE
STATE OF CALIFORNIA

**5717 CAMERFORD AVE
LOS ANGELES, CA
90038**

REVISIONS

No.	Date

LANDSCAPE PLAN

DRAWN _____ Author
CHECKED _____ PNK
DATE 3/29/2024 11:30:18 AM
SCALE As indicated
JOB # 22-A017

L1.00

**EXHIBIT B –
Environmental
Documents
(ENV-2023-6517-CE)**



CITY OF LOS ANGELES
DEPARTMENT OF CITY PLANNING
CITY HALL 200 NORTH SPRING STREET LOS ANGELES CA 90012

Categorical Exemption

5717-5721 Camerford Ave Project

Environmental Case Number: ENV-2023-6517-CE

Related Case Number: CPC-2023-6515-CU-DB-WDI-HCA

Project Location: 5717-5721 W Camerford Ave, Los Angeles, CA 90038

Community Plan Area: Hollywood

Council District: 13, Hugo-Soto-Martinez

Project Description: Demolition of an existing duplex of 2,334 sq ft to make way for a new 5-story, 56'-11" high, 12,623 sq ft (FAR @ 3.10:1), 15-unit multi-family building with 2 units set aside as Very Low-Income Units. Open space for the project will be provided throughout the building via private balconies and a rooftop deck. Non-protected trees will be removed on-site. No off-site trees will be removed.

Discretionary entitlements, reviews, permits and approvals required to implement the Project would include, but are not necessarily limited to, the following: 1. A conditional use permit pursuant to LAMC 12.24. U 26 to permit a Density Bonus for a project for which the density increase is greater than the maximum 35% permitted in LAMC Section 12.22 A 25; 2. An Off-Menu Density Bonus Incentive to permit a 26-foot and 11-inch increase in building height to allow up to 56 feet-11 inches in lieu of the maximum 30 feet allowed in the R3-1XL zone pursuant to LAMC 12.21.1.A.1., an On-Menu Density Bonus Incentive to permit a 4% increase in the allowable Floor Area Ratio to allow a Floor Area Ratio of 3.10:1 in lieu of the 3.0:1 FAR permitted in the R3-1XL zone pursuant to LAMC 12.21.1.A.1., an On-Menu Density Bonus Incentive to permit a 20% decrease in required front yard setback to allow a 12-foot front yard setback in lieu of the 15 feet required by the R3-1XL zone pursuant to LAMC 12.10.C.2., an On-Menu Density Bonus Waiver to permit a 12.5% decrease in required west side yard setback to allow a 7-foot side yard setback in lieu of the 8 feet required by the R3-1XL zone pursuant to LAMC 12.10.C.2. 3., an On-Menu Density Bonus Waiver to permit a 12.5% decrease in required east side yard setback to allow a 7-foot side yard setback in lieu of the 8 feet required by the R3-1XL zone pursuant to LAMC 12.10.C.2. 3., an Off-Menu Density Bonus Waiver to permit the provision of 6 compact automobile parking spaces and 6 standard automobile parking spaces in lieu of one standard space per dwelling unit required pursuant to LMAC 12.21.A.4., and an Off-Menu Density Bonus Waiver to permit the provision of 12 parking spaces, with 10 in tandem, in lieu of the 17 parking spaces required pursuant to LAMC 12.21.A.4.; 3. A Waiver of Dedication and Improvement to relieve the Bureau of Engineering's (BOE) recommendation for the widening of the half-roadway to 18 feet along the project's frontage and maintain the existing 15-foot half-roadway with 15 feet devoted to the sidewalk, parkway, and curb improvements.; 4. Pursuant to CEQA Guidelines, Section 15332, Class 32, an Exemption from CEQA, and that there is no substantial evidence demonstrating that an exception to a categorical exemption pursuant to CEQA Guidelines, Section 15300.2 applies.

PREPARED FOR:

The City of Los Angeles
Los Angeles City Planning

PREPARED BY:

Brian Silveira & Associates, LLC
P.O. Box 291
Venice, CA 90294

APPLICANT:

5717 Camerford Partners, LP
5717 Camerford Ave
Los Angeles, 90038

September 2023, revised March 2024

Memorandum

Date: March 26, 2024

To: City of Los Angeles, Department of Planning

Subject: Assessment of 5717-5721 Camerford Avenue Project Eligibility for a Categorical Exemption as a Class 32 In-Fill Development

Brian Silveira & Associates drafted this assessment for the City of Los Angeles as the lead agency. This assessment evaluates whether the proposed 5717-5721 Camerford Avenue Project (Project) located in the City of Los Angeles (City) qualifies for a Class 32 Categorical Exemption under the California Environmental Quality Act (CEQA) as an eligible infill development.

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

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

Criteria

- a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.
- b) The proposed development occurs within city limits on a project site of no more than five (5) acres substantially surrounded by urban uses.
- c) The project site has no value as habitat for endangered, rare or threatened species.
- d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.
- e) The site can be adequately served by all required utilities and public services.
- f) In addition, projects seeking this Categorical Exemption cannot fall under certain specified exceptions, as follows.

Exceptions

- a) Classes 3, 4, 5, 6, and 11 are qualified by consideration of where the project is to be located. The project site is not in a location subject to this consideration.
- b) The project and successive projects of the same type in the same place will result in cumulative impacts.
- c) There are unusual circumstances creating the reasonable possibility of significant effects.
- d) The project may result in damage to scenic resources, including, but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within an officially designated scenic highway.
- e) The project is located on a site that the Department of Toxic Substances Control and the Secretary of the Environmental Protection have identified, pursuant to Government code section 65962.5, as being affected by hazardous wastes or clean-up problems.
- f) The project may cause a substantial adverse change in the significance of an historical resource.

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

I. Project Description

The subject property consists of an existing parcel (5534-033-017) that would be developed into a multi-family residential building located at 5717-5721 Camerford Avenue within the Hollywood Community Plan Area of the City. The Project proposes a 15-unit multi-family project on the 6,504 square foot (sf) lot with 13 market rate units and 2 affordable units for Very Low-Income households. The Project site is surrounded by urban development, consisting of medium density residential land uses and commercial uses, including Paramount Studios. The Project would remove the two existing multi-family units on the subject property. Site preparation and grading would involve approximately 481.5 cubic yards of cut and fill, all of which would be exported from the site. Up to 100 cubic yards of earth could be retained for recompaction onsite,

II. Evaluation of Class 32 Exemption Criteria

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

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

The Project is consistent with the existing General Plan designation, as specified by the Hollywood Community Plan Area, which designates the sites "Medium Residential." The site zoning is R3-1XL. The Project would therefore not require a General Plan Amendment or Zoning Change. Multiple dwelling units are consistent with the R3-1XL zoning, as outlined in the Los Angeles Municipal Code (LAMC) Section 12.10. Additionally, the Project is consistent with the Medium Residential General Plan land use designation. Under the existing zoning of R3-1XL, the minimum lot area per dwelling unit is 800 square feet. Therefore, the existing 6,504.3 square foot lot would allow 8 units (equivalent to a 9-unit base density under local density bonus law 12.22. A.25. (c)(7)) on the Project site. The Project is requesting a 66 percent density bonus, though it is eligible for up to a 90 percent density bonus, consistent with the provision of 22 percent affordable housing set aside (2 Very Low Income Units), which would permit and allow for the 6 additional dwelling units.

Additionally, the Project's incentives and waivers of development standards requests would allow for the following:

On-Menu Incentives

- Permit a 4% increase in the allowable Floor Area Ratio to allow a Floor Area Ratio of 3.10:1 in lieu of the 3.0:1 FAR permitted in the R3-1XL zone pursuant to LAMC 12.21.1.A.1.
- Permit a 20% decrease in required front yard setback to allow a 12-foot front yard setback in lieu of the 15 feet required by the R3-1XL zone pursuant to LAMC 12.10.C.2.

Off-Menu Incentives

- Permit a 26-foot and 11-inch increase in building height to allow up to 56 feet-11 inches in lieu of the maximum 30 feet allowed in the R3-1XL zone pursuant to LAMC 12.21.1.A.1.

Waivers of Development Standards

- Permit a 12.5% decrease in required west side yard setbacks to allow a 7-foot side yard setback in lieu of the 8 feet required by the R3-1XL zone pursuant to LAMC 12.10.C.2.
- Permit a 12.5% decrease in required east side yard setbacks to allow a 7-foot side yard setback in lieu of the 8 feet required by the R3-1XL zone pursuant to LAMC 12.10.C.2.

Because the Project is in an area designated by the City to be eligible for AB 2097 (Friedman), a law prohibiting public agencies from imposing or enforcing any minimum automobile parking requirement on any residential, commercial, or other development project that is within one-half mile of a Major Transit Stop, it is not required to provide any vehicle parking. Nonetheless, the Project will provide 12 voluntary vehicle parking spaces. Therefore, the Project would be consistent with all applicable general plan designations, general plan policies, and applicable zoning designations and regulations.

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

The Project is located within the city limits of the City of Los Angeles. The Project site consists of approximately 6,504.3 sf of land, or approximately 0.15 acres, and is surrounded by existing urban uses, including single family residential surrounding the Project site and commercial uses near the site. Therefore, the Project is consistent with this criterion.

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

The Project site is located within a highly urbanized portion of the City of Los Angeles. The surrounding urban landscape, including the project site, has been developed for decades. The Project site has long been primarily developed with structures, pavement, and other physical improvements; therefore, it is not likely to possess any value as habitat. The subject property does not contain natural waterways or wetlands or any other identified sensitive habitat areas. The subject property does include four significant non-protected trees which will be impacted by construction of the proposed Project – including one *Brachychiton populneus* (Bottle tree), one Yucca, one *Washingtonia robusta* (Mexican Fan Palm), and one *Ficus lyrate* (Fiddle-leaf Fig). All onsite trees are recommended for removal by the Consulting Arborist. Additionally, there are currently two trees in the public right-of-way in front of the site – including two *Jacaranda mimosifolia* (Jacaranda trees) will be retained and protected in place. The public right-of-way trees may be subject to removal per the requirements of the Urban Forestry Division

The subject property does not have reported occurrences of special-status species in the California Natural Diversity Database (CNDDDB) maintained by the California Department of Fish and Wildlife (CDFW). The Project site does not include riparian areas or other sensitive plant communities. The potential for special-status species to be present on the property is highly unlikely due to the lack of any native habitats, wetlands, or waterways on the parcel and due to the high level of disturbance resulting from decades of development and ornamental landscaping. Therefore, the Project site has no substantive value as habitat for

endangered, rare, or threatened species. A Tree Report by a Certified Arborist is included as Attachment E.

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

a. Transportation

The project would have a significant impact if the project would conflict or be inconsistent with CEQA Guidelines Section 15064.3(b)(1), relating to Vehicle Miles Traveled (VMT). CEQA Guidelines Section 15064.3(b)(1) applies to land use projects and states, “Vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high-quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be presumed to have a less than significant transportation impact.” Both of the following City of Los Angeles Transportation Assessment Guidelines (TAG) screening criteria must be met in order to require further analysis of a land use project’s VMT contribution: the land use project would both generate a net increase of 250 or more daily vehicle trips and the project would generate a net increase in daily VMT.

In order to determine if both criteria are triggered by the project, a basic run of the City of Los Angeles VMT Calculator was performed. The VMT Calculator (included as Attachment A) determined that the project’s 15 new apartments would generate 57 average daily trips (ADT) and 382 daily VMT. Additionally, the project would remove the two existing multi-family units, which currently generate a combined total of 9 ADT and 60 daily VMT. Therefore, the project would result in a project-related net increase of 48 ADT and 322 daily VMT, which would be below the City’s screening criterion of 250 ADT for a VMT analysis to be required. As such, the VMT generated by the project would not result in a significant effect relating to transportation, and further analysis of the project’s VMT contribution is not required.

a. Noise

Existing Noise Conditions

A noise study (included as Attachment F) was conducted to establish the existing conditions as they relate to noise at sensitive uses near the Project site. Noise impacts due to construction and operational activities were modeled and compared to existing conditions.

To identify existing noise conditions, three short-term (15-minute) noise levels were measured in the vicinity of the project site. Figure 1, Noise Measurement Location Map, depicts the locations of the noise measurements. The project team consultant conducted the noise survey on January 16, 2024, between 2:14 PM and 2:39 PM. The consultant calibrated and operated the sound measurement instrument according to the manufacturer’s written specifications. At the measurement sites, the consultant placed the microphone at a height of approximately five feet above grade. As shown on Figure 1, Noise Measurement Location Map, the Consultant took the noise measurements near the closest noise-sensitive land uses: the multifamily residential property to the east of the Project site located at 5715 W Camerford Avenue (NM1); the multifamily residential property to the west of the Project site located at 5725 W Waring Avenue (NM2); and the family clinic services center (Uplift Family Services) located at 815 N El Centro Avenue, approximately 460 feet from the project site (NM3). Table I, Existing Ambient Noise Levels, provides a summary of the

ambient noise data. Ambient average noise levels (L_{EQ}) were between 66.3 and 72.4 dBA L_{EQ} . The dominant noise sources were from vehicles traveling along the adjacent roadways, activity on the Paramount Studio lot (located on the west side of the Gower / Camerford intersection), handheld lawn power tools, car doors closing in off- and on-street parking spaces, car horns from the adjacent roadways, residential ambiance (music playing), dogs barking, ambulances, helicopters and other aircraft.



Figure 1 – Noise Measurement Locations

NOISE MEASUREMENT LOCATION	LOCATION	PRIMARY NOISE SOURCES	L_{EQ}	L_{MAX}	L_{MIN}
NM1	5715 W Camerford Ave	<ul style="list-style-type: none"> Roadway vehicular activity Paramount Studio Lot activity 	72.4	96	56.4
NM2	5725 W Camerford Ave	<ul style="list-style-type: none"> Helicopters and other aircraft Handheld power tools 	66.3	89.1	52
NM3	815 N El Centro Ave (Uplift Family Services)	<ul style="list-style-type: none"> Helicopters and other aircraft Residential ambiance Car horns 	70.1	96.1	51

Table 1 – Existing Ambient Noise Levels

Project Noise Impacts

Construction Noise Impacts

For this analysis, a noise impact is considered potentially significant if Project construction activities extended beyond ordinance time limits for construction or construction-related noise levels exceed the ordinance noise level standards unless technically infeasible to do so. The proposed Project consists of the construction of a 15-unit, five-story multifamily residential building with 12 parking spaces on the ground floor and no subterranean levels. The Applicant expects construction of the Project to last approximately 12-18 months and require the use of heavy equipment. The Applicant anticipates that the construction phases for the Project would include demolition, site preparation, grading, building construction, paving, and architectural coating. During each construction phase there would be a different mix of equipment operating and noise levels would vary based on the amount of equipment in operation and the location of each activity.

Construction activities and associated noise would be temporary and be restricted to daytime hours pursuant to Los Angeles Municipal Code (LAMC) Section 41.40. The maximum noise level of construction equipment is regulated by LAMC Section 112.05 to 75 dB at 50 feet from the source; however, the LAMC indicates such restrictions do not apply where technically infeasible despite the use of mufflers, shields, sound barriers and/or other noise reduction devices or techniques during the operation of the equipment. Based on the L_{EQ} noise levels of construction equipment provided in the Federal Highway Administration (FHWA) Roadway Construction Noise Model, 2006 construction equipment noise levels would be reduced with the use of mufflers and sound barriers required by LAMC Section 112.05. The table below shows the projected construction noise impacts on the nearest sensitive receptor, the multifamily residential property 11 feet to the west.

Phase Name	Equipment	Usage Factor	dBa at 5725 Camerford Ave (no barrier)	dBa at 50 ft (no barrier)	dBa at 5725 Camerford Ave (with barrier)	dBa at 50 ft (with barrier)
Demolition	Concrete Saw	20%	95.7	82.6	85.7	72.6
	Dozer	40%	90.8	77.7	80.8	67.7
	Backhoe	40%	86.7	73.6	76.7	63.6
	Total	N/A	97.4	84.2	87.4	74.2
Site Preparation	Grader	40%	95.0	81.0	85.0	71.0
	Backhoe	40%	87.6	73.6	77.6	63.6
	Total	N/A	95.1	81.7	85.1	71.7
Grading	Grader	40%	95.0	81.0	85.0	71.0
	Dozer	40%	91.7	77.7	81.7	67.7
	Backhoe	40%	87.6	73.6	77.6	63.6
	Total	N/A	97.2	83.2	87.2	73.2
Building Construction	Crane	16%	86.6	76.7	76.6	66.7
	Forklift	20%	81.7	67.7	71.7	57.7
	Backhoe	40%	87.6	73.6	77.6	63.6
	Total	N/A	88.0	76.7	78.0	66.7

Paving	Concrete Mixer	40%	88.8	74.8	78.8	64.8
	Paver	50%	88.2	74.2	78.2	64.2
	Roller	20%	87.0	73.0	77.0	63.0
	Backhoe	40%	87.6	73.6	77.6	63.6
	Total	N/A	94.0	80.0	84.0	70.0

Table 2: Noise levels at nearest sensitive receptor by construction phase
Source: FHWA's Roadway Construction Noise Model, 2006

As shown in the final column of **Table 2, FHWA Roadway Construction Noise Model with and without Regulatory Compliance** regulatory compliance with LAMC Section 112.05 standards, requiring mufflers, shields, sound barriers and/or other noise reduction device or techniques during the operation of the equipment) would reduce the construction noise levels to less than 75 dBA at 50 feet through industrial-grade mufflers on mobile equipment and barriers or enclosures formed by sound transmission obscuring products around stationary equipment. Mufflers and sound transmission obscuring products, like barriers or enclosures, are available from a variety of manufacturers. Therefore, construction related temporary noise level increases would be less than significant with regulatory compliance measures incorporated.

Operational Noise Impacts

Pursuant to LAMC Section 112.02, the Project would be considered to exceed operational noise ordinance standards if it would increase the ambient noise level on another property by more than 5 dBA.

This Project does not propose to develop commercial, industrial, manufacturing, or institutional facilities that are associated with loud stationary noise sources. The Project would introduce new stationary noise sources in the form of Heating, Ventilation, and Air Conditioning (HVAC) units. It is assumed that the Project would include rooftop HVAC units for each of the 15 dwelling units for a total of 15 HVAC units. Based on noise levels for HVAC units similar to those expected to be used in the Project, each HVAC unit would produce a noise level of 68 dBA Leq at 3.3 ft.

This analysis assumes all 15 roof-mounted HVAC units are in simultaneous use as a “worst- case” scenario although actual HVAC use would depend on weather conditions and tenant occupancy. Addition of the reference noise levels for the 15 HVAC units would result in a composite reference noise level of 79.8 dBA at 3.3 feet, a value that is used to calculate noise levels at greater distances. While the exact location of the HVAC units is not available as of February 2024 due to the phase of design, it is assumed that the units would be distributed around the perimeter of the roof as a worst-case scenario. The eastern and western edges of the roof would be the nearest to residential structures on either side of the project side, as the southern edge faces Camerford Avenue and the northern edge faces an alley. Even if all 15 units were located on the western edge of the roof, where the nearest neighboring structure is located, the vertical distance from the HVAC units to the neighboring units would be approximately 34 feet. At this distance, noise levels would be reduced by 20.3 dBA to 59.5 dBA based on the equation for distance attenuation of a point source. In addition, the parapet and roofline would decrease noise levels by a further 10 dBA based on the Federal Transit Administration (FTA) methodology for calculating

barrier insertion loss for a final noise level of 49.5 dBA.

Table 3 below shows the effects of the noise generated by the rooftop HVAC equipment on each nearby sensitive receptor. The average change in noise level for all receptors is 0.1 dBA. Generally, human detection of the change of a change in noise requires a change of +/-3dBA. Therefore, the impact of HVAC operational noise will not cause a potentially significant noise impact.

NOISE MEASUREMENT LOCATION	LOCATION	EXISTING LEQ	LEQ WITH HVAC UNITS ¹	LEQ DIFFERENCE (EXISTING LEQ - LEQ WITH HVAC UNITS)
NM1	5715 W Camerford Ave	72.4	72.6	0.2 dBA
NM2	5725 W Camerford Ave	66.3	66.4	0.1 dBA
NM3	815 N El Centro Ave (Uplift Family Services)	70.1	70.1	0 dBA

Table 3: Noise levels at nearest sensitive receptors with HVAC units

Based on the formula for the addition of decibels, the addition of noise from the 15 proposed HVAC units to the ambient daytime noise level would increase the daytime ambient noise level by 0.2 dBA, at most. All other property boundaries would experience lower levels of HVAC noise. Therefore, operational HVAC noise would not exceed the ambient noise level by more than 5 dBA in compliance with LAMC Section 112.02. In addition, noise levels would potentially be further reduced by the structural and architectural materials of nearby source receptors.

Generally, it takes a doubling of traffic volumes to increase traffic noise levels by 3 dBA, which is the level at which changes are barely perceptible to the human ear. The major source of traffic noise in the Project vicinity is Gower Avenue, which is designated as a Modified Avenue II nearly one block to the east of the Project. Based on City of Los Angeles Department of Transportation data (included as Attachment D), the intersection of Gower Avenue and Camerford Avenue north- and south-bound traffic volume of 11,348 vehicles and 9,627 vehicles, respectively, on a daily basis. A traffic volume increase of 48 ADT over the course of the entire day on Gower Avenue as a result of the Project would therefore not be expected to result in a doubling of traffic volumes. Camerford Avenue near the site currently carries approximately 982 vehicles per day. The Project is expected to add 48 trips per day to Camerford Avenue, which translates to a total of 50 dBA. When added to the existing ambient noise level of 66 dBA, the additional traffic generated by the Project would not be expected to result in a significant noise impact.

The Project does not propose the use of impact equipment during construction or

operational phases and, therefore, is not expected to have any impacts related to ground vibration.

b. Air Quality

The Project’s potential air quality effects were evaluated by estimating the potential construction and operational emissions of criteria pollutants and comparing those levels to significance thresholds provided by the Southern California Air Quality Management District (SCAQMD). The Project’s emissions were estimated using the CalEEMod 2022.1.1.14 model provided by SCAQMD for the purposes of evaluating air quality impacts of proposed projects. CalEEMod air quality impact analysis modeling accounts for construction equipment (like diesel generators, machinery, etc) and vehicles (including trucks and tailpipe emissions) traveling to and from the site.

Projects in the SCAQMD with daily emissions that exceed any of the emission thresholds provided in **Table 4, SCAQMD Daily Maximum Emissions Thresholds**, may be considered significant under CEQA guidelines.

Table 4, South Coast Air Quality Significance Thresholds

Pollutant	Construction	Operation
NO _x	100 lbs/day	55 lbs/day
VOC	75 lbs/day	55 lbs/day
PM ₁₀	150 lbs/day	150 lbs/day
PM _{2.5}	55 lbs/day	55 lbs/day
SO _x	150 lbs/day	150 lbs/day
CO	550 lbs/day	550 lbs/day
Lead	3 lbs/day	3 lbs/day
South Coast Air Quality Management District, SCAQMD Air Quality Significance Thresholds, Revision: March 2023.		

Construction activity emissions considered demolition of existing structures, site preparation, grading, building construction, paving, and architectural coating (including painting or other surface treatments). Following construction, emissions from operation of the Project would result from mobile sources (vehicle use), area sources (including on-site maintenance, landscaping, and use of natural gas), and off-site electricity generation to serve the project. **Table 5, Maximum Daily Emissions**, summarizes the Project’s maximum daily emissions estimated by CalEEMod for short-term construction and long-term operations (model outputs provided in Attachment C).

As shown in the table below, the maximum GHG emissions in terms of pounds per day during construction would include an estimated 14.115 lb.s/day of NO_x during the architectural coating phase and 12.326 lb.s/day of CO, .0299 lb.s/day of SO₂, 6.5379 lb.s/day of PM₁₀, and 3.2648 lb.s/day of PM_{2.5} during the grading phase which is projected to last for 2 days.

During operations, the greatest GHG emissions would result from the use of consumer products, landscape equipment, the re-application of architectural coatings, and the operation of HVAC equipment.

Table 5, Maximum Daily Emissions

Daily Emissions(lbs/day)	ROG	NO_x	CO	SO₂	PM₁₀	PM_{2.5}
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Construction						
Max. Daily Construction Emissions	1.2662	14.115	12.326	0.0299	6.5379	3.2648
SCAQMD Thresholds	75	100	550	150	150	55
Significant Impact? Y/N	N	N	N	N	N	N
Operations (lbs/day)						
Max. Daily Operational Emissions	4.2993	0.3571	8.4935	0.0197	1.0743	1.0547
SCAQMD Thresholds	55	55	550	150	150	55
Significant Impact? Y/N	N	N	N	N	N	N
Source: CalEEMod output, August 11, 2023 (a) Construction emissions reflect required compliance with SCAQMD Rule 403 for applying water during grading to reduce dust.						

As shown in **Table 5, Maximum Daily Emissions**, the project would not exceed SCAQMD significance thresholds and would therefore not result in a significant effect relating to air quality.

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

For the proposed project, LST impacts were evaluated using SCAQMD screening table thresholds for a 1-acre site with a source-receptor distance of 25 meters, the most stringent parameter for which the screening tables provide thresholds. This evaluation is based on maximum daily onsite construction emissions that would occur during any phase of project construction. Daily emissions would typically be lower than the reported maximum amounts. The table below shows the relevant threshold and the estimated peak daily onsite emissions for each pollutant during project construction to establish the highest level of onsite emissions to be evaluated for LST impacts. As shown in **Table 6, Project Related LST Evaluation**, the project's maximum daily onsite construction emissions would not exceed the relevant LST screening table thresholds for LST-related criteria pollutants, and impacts would be less than significant.

Table 6, Project Related LST Evaluation

1 acre/25 meter/Central Los Angeles County	Project LST Emissions (lbs/day)			
	NO _x	CO	PM ₁₀	PM _{2.5}
LST Threshold	74	680	2	5
Peak Onsite Daily Emissions	11.388	10.725	0.534	0.4913
Significant Impact? Y/N	N	N	N	N

Source: CalEEMod output dated August 11, 2023.
Maximum daily emissions reported for summer or winter season, whichever is greater.
Includes application of water for dust suppression as required by SCAQMD Rule 403.

c. Water Quality

The proposed infill development would develop multi-family style housing on a residential lot that currently contains two multi-family residential dwelling units. Existing utility lines would provide water supplies and wastewater treatment services. The Project would replace existing residential land uses with new, higher density residential uses, which would not significantly differ in potential water quality effects. The Project would be served by existing infrastructure including vertical laterals that connect to existing sewer main lines located along the alley between Camerford Avenue and Waring Avenue (Pipe ID 49306023), maintained by the City Department of Public Works. The Project does not propose on-site groundwater extraction to serve future uses and does not propose on-site wastewater treatment. The Project would not be anticipated to generate, store, or dispose of substantial quantities of hazardous materials that could affect water quality.

Stormwater runoff currently leaves the site by sheet flow and drains east on Camerford Avenue and the alley behind the property to El Centro Avenue from 5717 Camerford Avenue. Storm water is conveyed to catch basins at the intersection of El Centro Avenue and Camerford Avenue. During the construction phase (including site preparation, excavation, and grading), City Ordinance No. 178,132 would require the preparation of a Stormwater Prevention Plan (SWPP) to minimize erosion and sediment from leaving the site via storm water runoff through implementation of Best Management Practices (BMPs), such as silt fencing and/or sand bags to reduce the velocity of runoff leaving the site and filter stormwater to reduce erosion and situation offsite.

During operations, stormwater runoff generated by structures and hardscape surfaces would be required to comply with the City Low Impact Development (LID) Ordinance No. 181899 to manage the quality of stormwater runoff to reduce offsite runoff and improve water quality through infiltration, evapotranspiration, retention for onsite use, or a biofiltration system, which will be included in the final design plans to be reviewed during plan check. Runoff generated by hardscape would also be required to comply with City Ordinance No. 172,176 and No. 173,494, which specify Stormwater and Urban runoff Pollution Control requirements, including the application of BMPs.

Compliance with these applicable regulations would ensure the Project would not have a significant adverse effect relating to water quality.

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

An impact in this section would occur if the proposed Project resulted in the need for and or the provision of new or physically altered fire, emergency response, waste management, or utility facilities, the construction of which would cause significant environmental impacts in order to maintain service ratios, response times, or other performance objectives. (The need for or deficiency in adequate fire, emergency response, or sanitation services in and of itself is not a CEQA impact, but a social or economic impact. To the extent that the proposed Project caused a need for additional fire, emergency response, waste management, or utility services that resulted in the construction of new facilities or additions to the existing facilities and the impact from that construction resulted in a potential impact to the environment, that would be considered a CEQA impact requiring further evaluation. [*City of Hayward v. Board of Trustees* (2015) 242 Cal. App. 4th 833, 843.]

The Project site is located in an urbanized area of the City's Hollywood Community Plan Area and consists of a parcel currently developed with duplex structures served by existing utilities and public services. The Project would replace the two existing dwelling units with 15 multi-family units. The proposed project would be served by the same utility and public service providers that serve the site and surrounding vicinity under existing conditions, including:

- Los Angeles Fire Department Station 52
- Los Angeles Police Department West Bureau
- City of Los Angeles Department of Public Works
- City of Los Angeles Department of Recreation and Parks

The Project would add a net increase of 13 new dwelling units to the site, consistent with existing planning and zoning as discussed in Section II.a., on which utilities and public service agencies base their service and facility planning. The Project would be served by existing public service providers, is consistent with existing planning and zoning, and would not substantially increase demand for utilities or public service over existing conditions. Per the American Communities Survey, the average household size in the project's census tract 2030 is 1.94 occupants. Rounding up, the Project's 15 new dwelling units would be expected to provide housing for an estimated net 30 persons. The projected future population of the Hollywood Community Plan Area for the year 2040 is 226,000. The Community Planning process is directed toward accommodating growth, such as the Project's added population, that utilities and public service agencies use for planning purposes. As the increase in units would not be substantial and would be within the projected City growth, the project would be adequately served by required utilities and public services.

Utilities: Electricity

California Public Utilities Code (PUC) Section 9621 requires publicly owned utilities (POUs) with an annual electrical demand exceeding 700 gigawatt hours (GWh) to develop integrated resource plans (IRPs). IRPs are electricity system planning documents that describe how utilities plan to meet their energy and capacity resource needs between 2018 and 2030, while achieving policy goals and mandates, meeting physical and operational constraints, and fulfilling other priorities such as reducing effects on customer rates. Each IRP filing must include data and supporting information sufficient to demonstrate the utility is meeting these goals and targets. PUC Section 9621 requires the governing board of a POU to adopt an IRP and a process for updating it at least once every five years by January 1, 2019.

The California Energy Commission's (CEC) Publicly Owned Utility Integrated Resource Plan Submission and Review Guidelines require those utilities to file an IRP with data and supporting information sufficient to demonstrate that they meet these requirements and the various targets and planning goals from 2018 to 2030. The Energy Commission must review the IRPs to ensure consistency with the requirements of PUC Section 9621. The Los Angeles Department of Water and Power's (LADWP) 2017 Power Integrated Resource Plan, submitted on April 30, 2019, outlines the utility's strategy for procuring future resources that meet the requirements of PUC Section 9621.

Senate Bill 350 (De León, Chapter 547, Statutes of 2015) (SB 350) requires filing POU's to adopt an IRP that ensures system and local reliability and addresses resource adequacy requirements. Staff reviewed the LADWP's capacity reporting table and discussion and finds that LADWP has planned for sufficient resources to maintain a reliable electric system. In addition, LADWP's selected portfolio of resources contains sufficient capacity to meet anticipated resource adequacy requirements in 2030. Staff finds that the IRP is consistent with the reliability requirements in PUC Section 9621(b)(3) and resource adequacy requirements in PUC Section 9621(d)(1)(E).

LADWP is its own balancing authority and as such is responsible for operating its electricity system in real time. This is done by finely balancing power system demand and supply while ensuring reliability. This includes controlling generation and transmission of electricity within its control area, as well as between balancing authorities. The Western Electricity Coordinating Council (WECC) establishes operating standards that all balancing authorities must meet to ensure reliability. State law also requires POU's to meet WECC's most recently approved planning reserve and reliability criteria and "prudently plan for and procure resources that are adequate to meet its planning reserve margin and peak demand and operating reserves, sufficient to provide reliable service to its customers."

North American Electric Reliability Corporation (NERC) operating standards prescribe the amount of contingency and replacement reserves that a balancing authority must have in case of a generation or transmission outage. To comply with NERC operating standards, LADWP must carry additional generating capacity above its instantaneous load. LADWP plans for a 15 percent reserve margin based on a 1-in-10 peak demand, which typically occurs on hot summer afternoons. In addition to contingency reserve, LADWP plans for additional outages by carrying replacement reserves to cover unplanned outages of older generating units. LADWP also conducts an annual 10-year transmission assessment plan to maintain grid reliability and identify necessary improvements needed to avoid potential overloads on key segments of its transmission system. LADWP's IRP filing demonstrates that the utility is planning appropriately to ensure reliable supplies for its customers.

LADWP continues to be in compliance with all applicable Federal Energy Regulatory Commission (FERC), North American Electric Reliability Corporation (NERC) and Western Electric Coordinating Council (WECC) standards regarding bulk power system reliability.

As the nation's municipal power utility, LADWP has a net maximum plant capacity of 10,730 megawatts and a net dependable capacity of 8,007 MW, according to information available to the public via their website (ladwp.com/who-we-are/power-system). According to Project load calculations generated by Mechanical, Electrical, and Plumbing Engineering firm A&N Design Group Inc., the Project is expected to generate a load demand of 252,425 volt-amperes (VA) (Attachment G). A volt-ampere (VA) is a measurement of power in a direct current (DC) electrical circuit. As a unit of measurement for electrical power, VA represents how much energy a device consumes or how much [current](#) it draws from the electrical circuit. The projected load demand includes the power necessary for each of the Project's 15 units to support the use of general lighting,

small appliances, a refrigerator, a garbage disposal, a microwave, a washer, a dryer, smoke detectors, a stove, and a dishwasher. It also includes the power necessary to support the building's HVAC equipment, exhaust fans, elevators, and seven EV charging spaces in the ground floor garage. The Project's total projected load demand of 252,425 VA represents .00315% of LADWP's net dependable capacity of 8,007 MW and, therefore, would not be considered to have a potentially significant impact on the available electrical utility capacity. The Project plans include the installation of an 800 AMP transformer to supply the development. LA DWP Receiving Station H is located approximately 1.48 miles from the Project site (7,814 feet to the west) at 936 Poinsettia Place.

The Project plans to provide EnergyStar rated appliances in each of its 15 dwelling units, including EnergyStar qualified refrigerators, dishwashers, clothes washers, and clothes dryers. EnergyStar appliances perform more efficiently than standard appliances and, therefore, require less energy and a lower demand load from the power grid. To earn the EnergyStar, they must meet strict energy efficiency criteria set by the US Environmental Protection Agency or the US Department of Energy.

Therefore, the proposed Project is not expected to cause a potentially significant impact to the power system.

Utilities: Water

The Project would be served by existing sewer line infrastructure including vertical laterals which connect to existing sewer main lines located in the rear alley of the Project site (Pipe ID 4930602349306022A), maintained by the City Department of Public Works. The proposed development will add 15 apartment units to a site that is currently developed with two residential units. The average U.S. household uses approximately 300 gallons of water per day, therefore, the net demand expected to be generated by the Project is 3,900 gallons per day.

LADWP's Water System is the nation's second largest municipal water utility and serves a population of 3.9 million people within 473 square miles. The Water System supplies approximately 191 billion gallons of water annually and an average of 524 million gallons per day for the 674,000 residential and business water service connections. LADWP can currently deliver 160 billion US gallons (606 million cubic meters) of water. Therefore, the proposed Project is not expected to cause a potentially significant impact to the water system.

Utilities: Sanitation

The Project site is served by LA Sanitation and Environment which maintains solid waste management facilities for the City of LA. The site is situated approximately 8 miles from LA Sanitation's North Central Collection Yard which will serve the Project assuring timely and thorough collection of solid waste materials.

The nearest wastewater treatment facility is Hyperion Water Reclamation Plant, the City's oldest and largest wastewater treatment facility. The plant has been operating since 1894 with multiple expansions and improvements over the last 100+ years. The Hyperion Treatment Plant is a "mega plant" with a 500 mgd (Million Gallons per Day) treatment capacity and "high tech" operations including combustion, turbine power generation, cryogenic oxygen generation, oxygen activated sludge and a variety of off-site biosolids reuse alternatives. The plant's size and complexity are unique in the industry. Typical households in developed nations like the United States generate about 80-100 gallons of wastewater per day. The Project's total wastewater generation of approximately 1,500 gallons of wastewater per day represent .0003% of the Hyperion Water Reclamation Plant's capacity.

Therefore, the proposed Project is not expected to cause potentially significant impacts to the solid waste management or wastewater treatment systems.

Public Services: Fire

The Project site is served by the Los Angeles Fire Department, Fire Station No. 52 located at 4957 Melrose Avenue, approximately 0.8 miles from the Project site. Fire Station No. 52 is equipped with fire engines and an ambulance unit. According to the Hollywood Community Plan EIR, current response times for Fire Station No. 52 are 04:12 and 04:13 for non-EMS and EMS calls, respectively.

LAFD's services continue to be based on the community's needs, as determined by ongoing evaluations, taking into consideration calls for service. These evaluations are used to determine the need for the reallocation of equipment or personnel, or if required, the acquisition of equipment, personnel, and or new stations. As development occurs, The LAFD reviews development applications for needed facilities. Where appropriate, construction of new facilities is required as a condition of development for individual projects. The Project's 13 net added apartment units are not expected to overwhelm service demands for LAFD but will be required to contribute to the department's overall staffing and equipment needs through the imposition of development fees as determined by the Los Angeles Fire Department.

Public Services: Police

The Los Angeles Police Department (LAPD) provides police protection services in the City of Los Angeles. The LAPD also contains specialized units, including Special Operations, Special Weapons and Tactics (SWAT), Gangs and Narcotics, K-9 Units, and Mounted Units. The LAPD is divided into four geographic bureaus: Central, South, West, and Valley Bureaus, which are divided into 21 community police divisions, and into reporting districts. As of September 2016, the LAPD has a total of 9,811 sworn officers. (Hollywood Community Plan Update).

The Project is located within the LAPD West Bureau. The West Bureau comprises a 124 square mile service area with a population of approximately 840,000 residents. The West Bureau is further divided into LAPD Divisions. The Project site is within the Hollywood Division, approximately 0.9 miles from its community police station at 1358 N. Wilcox Ave. The station is operated by 365 sworn officers and 17 civilian staff serving a 17.2-square mile area containing approximately 300,000 people.

III. Consideration of Exceptions

Section 15300.2 of the CEQA Statutes and Guidelines provides a list of exceptions for consideration of a project as categorically exempt. The exceptions that apply to the project are listed and discussed below:

Cumulative Impacts

The project and successive projects of the same type in the same place will result in cumulative impacts.

In addition to evaluating the potential for significant environmental impacts caused by a proposed Project, CEQA also decrees that an evaluation be conducted assessing the potential for "cumulatively considerable" impacts, meaning that the incremental effects of the Project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects. The standard practice is to

evaluate the cumulative impacts of proposed and probable similar projects within a 500-foot radius of the subject property. A list of these projects which are located within 500 feet proximity of the Camerford Avenue Project and their proximity to the Camerford Avenue Project is shown in Table 7, below.

Projects within 500 Feet of Project Address	Relationship to Site	Proposed Use
5720 Waring Avenue	15 ft north	15-unit residential building

Table 7: Similar Projects within 500 feet of Subject Property

Figure 2, below, shows the proposed project site at Waring and its relationship to the proposed Project site at 5717 Camerford Ave.



Figure 2: Map of Proposed Residential Projects within a 500-foot Radius

Neither the subject Project nor the one planned at 5720 W Waring Avenue have completed the process of attaining building permits as neither project has currently completed the Planning Entitlement process with the Los Angeles Department of City Planning. For the purposes of this evaluation, potentially significant cumulative impacts of the 5720 Waring Ave Project and the 5717 Camerford Ave Projects are broken out into three categories: traffic, noise, and air quality. The cumulative impacts of the projects for all three categories are assessed and discussed below.

Cumulative Impacts: Traffic

As shown on the attached VMT Calculator produced and distributed by LA DOT, the Camerford Ave project is expected to generate 48 net daily trips. The same method shows that the Waring Ave Project is expected to generate 119 average daily trips (ADT). Combined, they are expected to produce 167 net ADT. A net ADT generation of 250 is considered a significant traffic impact. Therefore, the combined traffic impact of both

Projects is not expected to be a significant environmental impact.

Cumulative Impacts: Noise

Construction Noise Impacts

As mentioned above, neither the Waring Ave nor the Camerford Ave Project have attained Planning Entitlements or building permits. However, the Project site at 5720-5728 W Waring Avenue will not require demolition. The initial stages of construction (demolition and grading) generate the highest levels of noise. Grading activities are projected to take two days for each project but are not expected to occur at the same time. By the time the proposed Project breaks ground at the 5717 W Camerford site, the 5720-5728 W Waring Project will likely be in the framing stages. Most construction will be accomplished with handheld tools which are considerably quieter than heavy diesel equipment used for demolition and grading.

This analysis concludes (above) that, with standard regulatory construction measures, the Camerford Project will not result in significant noise impacts. The Camerford project is considerably smaller than the Waring and will have a staggered construction schedule due to its need for demolition and site preparation. Therefore, the two residential Projects are not expected to have a potentially significant cumulative noise impact during their respective construction periods.

Operational Noise Impacts

The 15 rooftop HVAC units proposed for the Camerford Ave Project would result in a net total noise level of 43.15 dBA at the closest sensitive use, the two-story multifamily residential use at 5716 Waring Ave. The Waring project's 35 HVAC units would produce a noise level of 47.8 dBA at the same property – which is closest to both Project sites – assuming all 35 HVAC units are being used at full capacity simultaneously. The addition of Waring's 47.8 dBA and Camerford's 43.15 dBA create a combined noise level of 49.1 dBA. When added to the existing ambient noise level recorded at 5716 Waring Ave, 61.2 dBA, the total resulting noise level is 61.5 dBA, representing a 0.3 dBA increase. An increase of 5 dBA is considered significant. Therefore, it is not expected the cumulative noise levels of the HVAC systems at 5720 Waring or 5715 Camerford would cause a significant noise impact to the nearest sensitive use.

This analysis shows that the Waring Ave project is projected to add 119 trips per day to surrounding roadways, which translates to a total of 56 dBA on a receiver 15 feet from the noise source. The Camerford Ave project is expected to add a total of 48 vehicles to surrounding roadways, which results in a total of 52.1 dBA on a receiver 15 feet from the noise source. The combined traffic projected to be added by both Projects to surrounding roadways is 167 vehicles, which would produce a total noise level of 59.5 dBA. The existing ambient noise level is between 61.2 and 72 dBA at the closest sensitive uses, the addition of 59.5 dBA would result in an ambient noise level ranging from 63.4 dBA to 72.2 dBA, an increase of 2.1 and 0.2 dBA at the sensitive uses nearest Waring and Camerford, respectively. Therefore, the combined traffic noise of the two Projects is not expected to result a significant increase in the ambient noise levels at sensitive uses nearby.

Cumulative Impacts: Air Quality

This analysis shows that the Waring Ave Project would result in the construction and operational emissions shown below in Table 8. Shown in the Table 9 below are the

projected air quality emissions for the Camerford project, modeled using CalEEMod emissions modeling software. Finally, Table 10 shows the combined emissions for both Projects.

Table 8 - Maximum Daily Emissions – Waring Ave Project						
Daily Emissions(lbs/day)	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Construction						
Max. Daily Construction Emissions	44.4	24.7	16.42	0.086	5.639	2.416
SCAQMD Thresholds	75	100	550	150	150	55
Significant Impact? Y/N	N	N	N	N	N	N
Operations (lbs/day)						
Max. Daily Operational Emissions	10.14	0.833	19.82	0.046	2.507	2.461
SCAQMD Thresholds	55	55	550	150	150	55
Significant Impact? Y/N	N	N	N	N	N	N
Source: CalEEMod output, August 16, 2023. (a) Construction emissions reflect required compliance with SCAQMD Rule 403 for applying water during grading to reduce dust.						

Table 9 - Maximum Daily Emissions – Camerford Ave Project						
Daily Emissions(lbs/day)	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Construction						
Max. Daily Construction Emissions	1.2662	14.115	12.326	0.0299	6.5379	3.2648
SCAQMD Thresholds	75	100	550	150	150	55
Significant Impact? Y/N	N	N	N	N	N	N
Operations (lbs/day)						
Max. Daily Operational Emissions	4.2993	0.3571	8.4935	0.0197	1.0743	1.0547
SCAQMD Thresholds	55	55	550	150	150	55
Significant Impact? Y/N	N	N	N	N	N	N
Source: CalEEMod output, August 11, 2023 (a) Construction emissions reflect required compliance with SCAQMD Rule 403 for applying water during grading to reduce dust.						

Table 10 - Maximum Daily Emissions – Combined						
Daily Emissions(lbs/day)	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Construction						
Max. Daily Construction Emissions	45.6662	38.815	28.746	0.1159	12.1769	5.6808
SCAQMD Thresholds	75	100	550	150	150	55
Significant Impact? Y/N	N	N	N	N	N	N
Operations (lbs/day)						
Max. Daily Operational Emissions	14.4393	1.1901	28.3135	0.0657	3.5813	3.5157
SCAQMD Thresholds	55	55	550	150	150	55
Significant Impact? Y/N	N	N	N	N	N	N
(a) Construction emissions reflect required compliance with SCAQMD Rule 403 for applying water during grading to reduce dust.						

As shown above, neither Project separately nor combined would cause significant air quality emission impacts.

Cumulative Impacts Summary

This Project proposes an infill development of residential uses within an urban setting

surrounded by existing residential and commercial uses. The Project's environmental effects regarding traffic, noise, and air quality would be less than significant, as discussed above. The project's census tract average household size is approximately two (2) persons per dwelling unit, and therefore, the project's 15 new apartment units would provide housing for an estimated 30 persons. The proposed removal of the two existing multi-family residential units from the site would result in a net increase of 13 dwelling units and approximately 26 additional persons residing within the site. The 2021 population estimate for the City of Los Angeles was 2,561,060 per the American Communities Survey. An increase of 26 residents as a result of the project represents a 0.001 percent increase in the population of the City of Los Angeles.

When combined with the projected resident increase of 70 people associated with the Waring Ave project, the 100-resident increase accounts for a .004 percent increase in the City's 2021 population. The Projects' combined increase of a small fraction of one percent of the projected growth in housing and population for the City would have a less than cumulatively considerable contribution to projected growth in the City and any associated population related impacts such as increases in demand for municipal services that would arise from other foreseeable development.

In addition, the Project site is located within an urbanized area in the Hollywood Community Plan Area, is currently developed with residential uses, and would not have any significant impacts, as evaluated in this Categorical Exemption analysis. According to the Hollywood Community Plan update (yet to be implemented), the Hollywood Community Plan Area is expected to have approximately 240,000 to 264,000 residents by year 2040, which would be a population increase of approximately 37,000 to 58,000 residents compared to the estimated 2016 population. The combined increase of 100 residents represents a 0.27-0.17 percent increase in the projected Hollywood Plan population.

Therefore, the proposed development of 15 multi-family residential units would not be expected to result in a cumulatively considerable contribution to impacts involving other past, present, or future projects in the area.

Significant Effect

There are unusual circumstances creating the reasonable possibility of significant effects.

The construction and operation of 15 multi-family housing units surrounded by existing residential uses would not have a significant effect on the environment due to unusual circumstances. The Project site is not located within a flood zone, a fire hazard severity zone, a Bureau of Engineering Special Grading Area, an earthquake fault zone, or a liquefaction zone. Although the Project site is located within a Methane Buffer Zone, the Project will be required to comply with all additional applicable regulatory requirements as a result, and therefore there will be no significant impacts. As discussed in Section II, the Project would not have a significant effect on the environment, and there are no unusual site conditions or issues at the site location that would warrant further environmental analysis.

Scenic Resources

The project may result in damage to scenic resources, including, but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within an officially designated scenic highway.

There are no designated state scenic highways located within the Project vicinity (Caltrans 2018). According to the Mobility Plan 2035, the site is not located on or visible from any designated boulevards within the City of Los Angeles (Los Angeles Department of City Planning, 2016). Therefore, the Project would not result in any impacts to scenic resources within an officially designated state scenic highway.

Hazardous Waste Sites

The project is located on a site that the Department of Toxic Substances Control and the Secretary of the Environmental Protection have identified, pursuant to Government code section 65962.5, as being affected by hazardous wastes for clean-up problems.

The Project is not located within a site which is included in any list compiled pursuant to Section 65962.5 of the Government Code, commonly referred to as the Cortese List. The site is not listed on the California Department of Toxic Substances Control maintained EnviroStor online data management system for tracking cleanup, permitting, enforcement, and investigation efforts at hazardous waste facilities and sites with known or suspected contamination issues and is not listed on the State Water Resources Control Board GeoTracker online data management system for tracking sites that require cleanup, such as Leaking Underground Storage Tanks (LUSTs) (Department of Toxic Substances Control 2023; State Water Resources Control Board 2023). The South Coast Air Quality Management District (SCAQMD) Rule 1403 regulates the removal and disposal of asbestos containing materials, and the Occupational Safety and Health Administration (OSHA) requirements provides safety requirements regarding removal of lead- based paint. Therefore, the Project is not identified as a hazardous waste site and would not be in conflict with this exception for a Class 32 In-Fill Development Categorical Exemption.

Historical Resources

The project may cause a substantial adverse change in the significance of an historical resource.

The Project site was not identified on Historic Places LA, the Los Angeles Historic Resources Inventory, or in the City's Zone Information and Map Access System (ZIMAS) as a Los Angeles Historical Cultural Monument, Los Angeles Historic Preservation Overlay Zone, National Register of Historic Places, Potential Historic Multi-Family Resident, Existing or Potential Residential Historic District or National Historic Landmark (Los Angeles City Planning 2023a; Los Angeles City Planning 2023b; City of Los Angeles 2023). Based on Historic Places LA, the ZIMAS database and site plans, the project would not cause a substantial adverse change in the significance of a historical resource.

I. Conclusion

Based on the above information and attached documentation, this analysis demonstrates that development of the Project would be consistent with the criteria for a Class 32 Categorical Exemption under CEQA Statute Section 15332.

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- State Water Resources Control Board. 2023. *GeoTracker*. Accessed: July 30, 2023. Available: <https://geotracker.waterboards.ca.gov/map/?CMD=runreport&myaddress=5717+cameford+avenue>

Attachments

- Attachment A – VMT Calculator Output Data Sheets, dated August 11, 2023
- Attachment B – Muffler and Barrier Specification Sheets
- Attachment C – CalEEMod Output Data Sheets, dated August 11, 2023
- Attachment D – LA Department of Transportation Traffic Volume Counts
- Attachment E – Tree Report by Certified Arborist
- Attachment F – Noise Impact Analysis
- Attachment G - Electrical Submittal for Energy and Power Requirements

Attachment A

VMT Calculator Output Data Sheets, dated August 11, 2023 for Proposed Project at 5717
Camerford Avenue

Department of City Planning Case No. CPC-2023-6515-CU-DB-HCA

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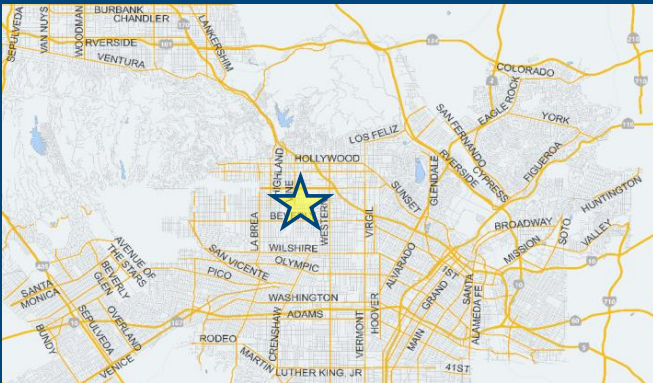
Project Screening Criteria: Is this project required to conduct a vehicle miles traveled analysis?

Project Information

Project:

Scenario: [www](#)

Address:



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

Yes No

Existing Land Use

Land Use Type	Value	Unit
Housing Multi-Family	2	DU
Housing Multi-Family	2	DU

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

Proposed Project Land Use

Land Use Type	Value	Unit
Housing Affordable Housing - Family	3	DU
Housing Multi-Family	12	DU
Housing Affordable Housing - Family	3	DU

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

Project Screening Summary

Existing Land Use	Proposed
9 Daily Vehicle Trips	57 Daily Vehicle Trips
60 Daily VMT	382 Daily VMT
Tier 1 Screening Criteria	
Project will have less residential units compared to existing residential units & is within one-half mile of a fixed-rail station. <input type="checkbox"/>	
Tier 2 Screening Criteria	
The net increase in daily trips < 250 trips	48 Net Daily Trips
The net increase in daily VMT ≤ 0	322 Net Daily VMT
The proposed project consists of only retail land uses ≤ 50,000 square feet total.	0.000 ksf
The proposed project is not required to perform VMT analysis.	

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Project Information

Project:

Scenario:

Address:



Proposed Project Land Use Type	Value	Unit
Housing Multi-Family	12	
Housing Affordable Housing - Family	3	

TDM Strategies

Select each section to show individual strategies
Use to denote if the TDM strategy is part of the proposed project or is a mitigation strategy

Max Home Based TDM Achieved? Proposed Project **No** With Mitigation **No**
 Max Work Based TDM Achieved? Proposed Project **No** With Mitigation **No**

A **Parking**

Reduce Parking Supply city code parking provision for the project site
 Proposed Prj Mitigation actual parking provision for the project site

Unbundle Parking monthly parking cost (dollar) for the project site
 Proposed Prj Mitigation

Parking Cash-Out percent of employees eligible
 Proposed Prj Mitigation

Price Workplace Parking daily parking charge (dollar)
 Proposed Prj Mitigation percent of employees subject to priced parking

Residential Area Parking Permits cost (dollar) of annual permit
 Proposed Prj Mitigation

- B** Transit
- C** Education & Encouragement
- D** Commute Trip Reductions
- E** Shared Mobility
- F** Bicycle Infrastructure
- G** Neighborhood Enhancement

Analysis Results

Proposed Project	With Mitigation
49 Daily Vehicle Trips	49 Daily Vehicle Trips
331 Daily VMT	331 Daily VMT
N/A Household VMT per Capita	N/A Household VMT per Capita
N/A Work VMT per Employee	N/A Work VMT per Employee
Significant VMT Impact?	
Household: N/A Threshold = 6.0 15% Below APC	Household: N/A Threshold = 6.0 15% Below APC
Work: N/A Threshold = 7.6 15% Below APC	Work: N/A Threshold = 7.6 15% Below APC

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: February 22, 2024

Project Name: 5717 Camerford Avenue

Project Scenario: 15 Apartments

Project Address: 5717 W CAMERFORD AVE, 90038



Version 1.4

Project Information			
Land Use Type		Value	Units
Housing	<i>Single Family</i>	0	DU
	Multi Family	12	DU
	<i>Townhouse</i>	0	DU
	<i>Hotel</i>	0	Rooms
	<i>Motel</i>	0	Rooms
Affordable Housing	Family	3	DU
	<i>Senior</i>	0	DU
	<i>Special Needs</i>	0	DU
	<i>Permanent Supportive</i>	0	DU
Retail	<i>General Retail</i>	0.000	ksf
	<i>Furniture Store</i>	0.000	ksf
	<i>Pharmacy/Drugstore</i>	0.000	ksf
	<i>Supermarket</i>	0.000	ksf
	<i>Bank</i>	0.000	ksf
	<i>Health Club</i>	0.000	ksf
	<i>High-Turnover Sit-Down</i>	0.000	ksf
	<i>Restaurant</i>	0.000	ksf
	<i>Fast-Food Restaurant</i>	0.000	ksf
	<i>Quality Restaurant</i>	0.000	ksf
	<i>Auto Repair</i>	0.000	ksf
	<i>Home Improvement</i>	0.000	ksf
	<i>Free-Standing Discount</i>	0.000	ksf
	<i>Movie Theater</i>	0	Seats
Office	<i>General Office</i>	0.000	ksf
	<i>Medical Office</i>	0.000	ksf
Industrial	<i>Light Industrial</i>	0.000	ksf
	<i>Manufacturing</i>	0.000	ksf
	<i>Warehousing/Self-Storage</i>	0.000	ksf
School	<i>University</i>	0	Students
	<i>High School</i>	0	Students
	<i>Middle School</i>	0	Students
	<i>Elementary</i>	0	Students
	<i>Private School (K-12)</i>	0	Students
Other		0	Trips

CITY OF LOS ANGELES VMT CALCULATOR

Report 1: Project & Analysis Overview

Date: February 22, 2024

Project Name: 5717 Camerford Avenue

Project Scenario: 15 Apartments

Project Address: 5717 W CAMERFORD AVE, 90038



Version 1.4

Analysis Results			
Total Employees: N/A			
Total Population: N/A			
Proposed Project		With Mitigation	
49	Daily Vehicle Trips	N/A	Daily Vehicle Trips
N/A	Daily VMT	N/A	Daily VMT
N/A	Household VMT per Capita	N/A	Household VMT per Capita
N/A	Work VMT per Employee	N/A	Work VMT per Employee
Significant VMT Impact?			
APC: Central			
Impact Threshold: 15% Below APC Average			
Household = 6.0			
Work = 7.6			
Proposed Project		With Mitigation	
VMT Threshold	Impact	VMT Threshold	Impact
Household > 6.0	N/A	Household > 6.0	N/A
Work > 7.6	N/A	Work > 7.6	N/A

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: February 22, 2024

Project Name: 5717 Camerford Avenue

Project Scenario: 15 Apartments

Project Address: 5717 W CAMERFORD AVE, 90038



Version 1.4

TDM Strategy Inputs				
Strategy Type	Description	Proposed Project	Mitigations	
Parking	Reduce parking supply	City code parking provision (spaces)	17	17
		Actual parking provision (spaces)	12	12
	Unbundle parking	Monthly cost for parking (\$)	\$0	\$0
	Parking cash-out	Employees eligible (%)	0%	0%
	Price workplace parking	Daily parking charge (\$)	\$0.00	\$0.00
		Employees subject to priced parking (%)	0%	0%
	Residential area parking permits	Cost of annual permit (\$)	\$0	\$0
(cont. on following page)				

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: February 22, 2024

Project Name: 5717 Camerford Avenue

Project Scenario: 15 Apartments

Project Address: 5717 W CAMERFORD AVE, 90038



Version 1.4

TDM Strategy Inputs, Cont.				
Strategy Type	Description	Proposed Project	Mitigations	
Transit	Reduce transit headways	Reduction in headways (increase in frequency) (%)	0%	
		Existing transit mode share (as a percent of total daily trips) (%)	0%	
		Lines within project site improved (<50%, >=50%)	0	
	Implement neighborhood shuttle	Degree of implementation (low, medium, high)	0	0
		Employees and residents eligible (%)	0%	0%
	Transit subsidies	Employees and residents eligible (%)	0%	0%
Amount of transit subsidy per passenger (daily equivalent) (\$)		\$0.00	\$0.00	
Education & Encouragement	Voluntary travel behavior change program	Employees and residents participating (%)	0%	
	Promotions and marketing	Employees and residents participating (%)	0%	
(cont. on following page)				

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: February 22, 2024

Project Name: 5717 Camerford Avenue

Project Scenario: 15 Apartments

Project Address: 5717 W CAMERFORD AVE, 90038



Version 1.4

TDM Strategy Inputs, Cont.				
Strategy Type		Description	Proposed Project	Mitigations
Commuter Trip Reductions	<i>Required commute trip reduction program</i>	<i>Employees participating (%)</i>	0%	0%
	<i>Alternative Work Schedules and Telecommute</i>	<i>Employees participating (%)</i>	0%	0%
		<i>Type of program</i>	0	0
	<i>Employer sponsored vanpool or shuttle</i>	<i>Degree of implementation (low, medium, high)</i>	0	0
		<i>Employees eligible (%)</i>	0%	0%
		<i>Employer size (small, medium, large)</i>	0	0
<i>Ride-share program</i>	<i>Employees eligible (%)</i>	0%	0%	
Shared Mobility	<i>Car share</i>	<i>Car share project setting (Urban, Suburban, All Other)</i>	0	0
	<i>Bike share</i>	<i>Within 600 feet of existing bike share station - OR- implementing new bike share station (Yes/No)</i>	0	0
		<i>School carpool program</i>	<i>Level of implementation (Low, Medium, High)</i>	0
(cont. on following page)				

CITY OF LOS ANGELES VMT CALCULATOR

Report 2: TDM Inputs

Date: February 22, 2024

Project Name: 5717 Camerford Avenue

Project Scenario: 15 Apartments

Project Address: 5717 W CAMERFORD AVE, 90038



Version 1.4

TDM Strategy Inputs, Cont.				
Strategy Type		Description	Proposed Project	Mitigations
Bicycle Infrastructure	<i>Implement/Improve on-street bicycle facility</i>	<i>Provide bicycle facility along site (Yes/No)</i>	0	0
	Include Bike parking per LAMC	Meets City Bike Parking Code (Yes/No)	Yes	Yes
	<i>Include secure bike parking and showers</i>	<i>Includes indoor bike parking/lockers, showers, & repair station (Yes/No)</i>	0	0
Neighborhood Enhancement	<i>Traffic calming improvements</i>	<i>Streets with traffic calming improvements (%)</i>	0%	0%
		<i>Intersections with traffic calming improvements (%)</i>	0%	0%
	<i>Pedestrian network improvements</i>	<i>Included (within project and connecting off-site/within project only)</i>	0	0

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: February 22, 2024
 Project Name: 5717 Camerford Avenue
 Project Scenario: 15 Apartments
 Project Address: 5717 W CAMERFORD AVE, 90038



Version 1.4

TDM Adjustments by Trip Purpose & Strategy														
Place type: Compact Infill														
		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction		Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
Parking	Reduce parking supply	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	TDM Strategy Appendix, Parking sections 1 - 5
	Unbundle parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Parking cash-out	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Price workplace parking	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Residential area parking permits	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Transit	Reduce transit headways	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Transit sections 1 - 3
	Implement neighborhood shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Transit subsidies	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Education & Encouragement	Voluntary travel behavior change program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Education & Encouragement sections 1 - 2
	Promotions and marketing	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Commute Trip Reductions	Required commute trip reduction program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	TDM Strategy Appendix, Commute Trip Reductions sections 1 - 4
	Alternative Work Schedules and Telecommute Program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Employer sponsored vanpool or shuttle	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
	Ride-share program	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Shared Mobility	Car-share	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Shared Mobility sections 1 - 3
	Bike share	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
	School carpool program	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

CITY OF LOS ANGELES VMT CALCULATOR

Report 3: TDM Outputs

Date: February 22, 2024
 Project Name: 5717 Camerford Avenue
 Project Scenario: 15 Apartments
 Project Address: 5717 W CAMERFORD AVE, 90038



Version 1.4

TDM Adjustments by Trip Purpose & Strategy, Cont.

Place type: Compact Infill

		Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction		Source
		Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	
		Bicycle Infrastructure	Implement/ Improve on-street bicycle facility	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
	Include Bike parking per LAMC	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	0.6%	
	Include secure bike parking and showers	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Neighborhood Enhancement	Traffic calming improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	TDM Strategy Appendix, Neighborhood Enhancement sections 1 - 2
	Pedestrian network improvements	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Final Combined & Maximum TDM Effect

	Home Based Work Production		Home Based Work Attraction		Home Based Other Production		Home Based Other Attraction		Non-Home Based Other Production		Non-Home Based Other Attraction	
	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated	Proposed	Mitigated
	COMBINED TOTAL	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%
MAX. TDM EFFECT	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%	13%

$$= \text{Minimum}(X\%, 1 - [(1-A) * (1-B) \dots])$$

where X%=

PLACE	urban	75%
TYPE	compact infill	40%
MAX:	suburban center	20%
	suburban	15%

Note: $(1 - [(1-A) * (1-B) \dots])$ reflects the dampened combined effectiveness of TDM Strategies (e.g., A, B, ...). See the TDM Strategy Appendix (*Transportation Assessment Guidelines Attachment G*) for further discussion of dampening.

CITY OF LOS ANGELES VMT CALCULATOR

Report 4: MXD Methodology

Date: February 22, 2024

Project Name: 5717 Camerford Avenue

Project Scenario: 15 Apartments

Project Address: 5717 W CAMERFORD AVE, 90038



Version 1.4

MXD Methodology - Project Without TDM

	Unadjusted Trips	MXD Adjustment	MXD Trips	Average Trip Length	Unadjusted VMT	MXD VMT
Home Based Work Production	13	-30.8%	9	N/A	N/A	N/A
Home Based Other Production	37	-45.9%	20	N/A	N/A	N/A
Non-Home Based Other Production	17	-5.9%	16	N/A	N/A	N/A
Home-Based Work Attraction	0	0.0%	0	N/A	N/A	N/A
Home-Based Other Attraction	18	-55.6%	8	N/A	N/A	N/A
Non-Home Based Other Attraction	4	0.0%	4	N/A	N/A	N/A

MXD Methodology with TDM Measures

	<i>Proposed Project</i>			<i>Project with Mitigation Measures</i>		
	TDM Adjustment	Project Trips	Project VMT	TDM Adjustment	Mitigated Trips	Mitigated VMT
Home Based Work Production	N/A	N/A	N/A	N/A	N/A	N/A
Home Based Other Production	N/A	N/A	N/A	N/A	N/A	N/A
Non-Home Based Other Production	N/A	N/A	N/A	N/A	N/A	N/A
Home-Based Work Attraction	N/A	N/A	N/A	N/A	N/A	N/A
Home-Based Other Attraction	N/A	N/A	N/A	N/A	N/A	N/A
Non-Home Based Other Attraction	N/A	N/A	N/A	N/A	N/A	N/A

MXD VMT Methodology Per Capita & Per Employee

Total Population: N/A

Total Employees: N/A

APC: Central

	<i>Proposed Project</i>	<i>Project with Mitigation Measures</i>
<i>Total Home Based Production VMT</i>	N/A	N/A
<i>Total Home Based Work Attraction VMT</i>	N/A	N/A
<i>Total Home Based VMT Per Capita</i>	N/A	N/A
<i>Total Work Based VMT Per Employee</i>	N/A	N/A

VMT Calculator User Agreement

The Los Angeles Department of Transportation (LADOT), in partnership with the Department of City Planning and Fehr & Peers, has developed the City of Los Angeles Vehicle Miles Traveled (VMT) Calculator to estimate project-specific daily household VMT per capita and daily work VMT per employee for land use development projects. This application, the VMT Calculator, has been provided to You, the User, to assess vehicle miles traveled (VMT) outcomes of land use projects within the City of Los Angeles. The term “City” as used below shall refer to the City of Los Angeles. The terms “City” and “Fehr & Peers” as used below shall include their respective affiliates, subconsultants, employees, and representatives.

The City is pleased to be able to provide this information to the public. The City believes that the public is most effectively served when they are provided access to the technical tools that inform the public review process of private and public land use investments. However, in using the VMT Calculator, You agree to be bound by this VMT Calculator User Agreement (this Agreement).

VMT Calculator Application for the City of Los Angeles. The City’s consultant calibrated the VMT Calculator’s parameters in 2018 to estimate travel patterns of locations in the City, and validated those outcomes against empirical data. However, this calibration process is limited to locations within the City, and practitioners applying the VMT Calculator outside of the City boundaries should not apply these estimates without further calibration and validation of travel patterns to verify the VMT Calculator’s accuracy in estimating VMT in such other locations.

Limited License to Use. This Agreement gives You a limited, non-transferrable, non-assignable, and non-exclusive license to use and execute a copy of the VMT Calculator on a computer system owned, leased or otherwise controlled by You in Your own facilities, as set out below, provided You do not use the VMT Calculator in an unauthorized manner, and that You do not republish, copy, distribute, reverse-engineer, modify, decompile, disassemble, transfer, or sell any part of the VMT Calculator, and provided that You know and follow the terms of this Agreement. Your failure to follow the terms of this Agreement shall automatically terminate this license and Your right to use the VMT Calculator.

Ownership. You understand and acknowledge that the City owns the VMT Calculator, and shall continue to own it through Your use of it, and that no transfer of ownership of any kind is intended in allowing You to use the VMT Calculator.

Warranty Disclaimer. In spite of the efforts of the City and Fehr & Peers, some information on the VMT Calculator may not be accurate. The VMT Calculator, OUTPUTS AND ASSOCIATED DATA ARE PROVIDED “as is” WITHOUT WARRANTY OF ANY KIND, whether expressed, implied, statutory, or otherwise including but not limited to, the implied warranties of merchantability and fitness for a particular purpose.

Limitation of Liability. It is understood that the VMT Calculator is provided without charge. Neither the City nor Fehr & Peers can be responsible or liable for any information derived from its use, or for any delays, inaccuracies, incompleteness, errors or omissions arising out of your use of the VMT Calculator or with respect to the material contained in the VMT Calculator. You understand and agree that Your sole remedy against the City or Fehr & Peers for loss or damage caused by any defect or failure of the

VMT Calculator, regardless of the form of action, whether in contract, tort, including negligence, strict liability or otherwise, shall be the repair or replacement of the VMT Calculator to the extent feasible as determined solely by the City. In no event shall the City or Fehr & Peers be responsible to You or anyone else for, or have liability for any special, indirect, incidental or consequential damages (including, without limitation, damages for loss of business profits or changes to businesses costs) or lost data or downtime, however caused, and on any theory of liability from the use of, or the inability to use, the VMT Calculator, whether the data, and/or formulas contained in the VMT Calculator are provided by the City or Fehr & Peers, or another third party, even if the City or Fehr & Peers have been advised of the possibility of such damages.

This Agreement and License shall be governed by the laws of the State of California without regard to their conflicts of law provisions, and shall be effective as of the date set forth below and, unless terminated in accordance with the above or extended by written amendment to this Agreement, shall terminate on the earlier of the date that You are not making use of the VMT Calculator or one year after the beginning of Your use of the VMT Calculator.

By using the VMT Calculator, You hereby waive and release all claims, responsibilities, liabilities, actions, damages, costs, and losses, known and unknown, against the City and Fehr & Peers for Your use of the VMT Calculator.

Before making decisions using the information provided in this application, contact City LADOT staff to confirm the validity of the data provided.

Print and sign below, and submit to LADOT along with the transportation assessment Memorandum of Understanding (MOU).

You, the User	
By:	_____
Print Name:	_____
Title:	_____
Company:	_____
Address:	_____
Phone:	_____
Email Address:	_____
Date:	_____

Attachment B

Muffler and Barrier Specification Sheets for Proposed Project at 5717 Camerford Avenue

Department of City Planning Case No. CPC-2023-6515-CU-DB-HCA



Acoustical Surfaces, Inc.

SOUNDPROOFING, ACOUSTICS, NOISE & VIBRATION CONTROL SPECIALISTS

123 Columbia Court North • Suite 201 • Chaska, MN 55318

(952) 448-5300 • Fax (952) 448-2613 • (800) 448-0121

Email: sales@acousticalsurfaces.com

Visit our Website: www.acousticalsurfaces.com

We Identify and S.T.O.P. Your Noise Problems

Echo Barrier™

**The Industry's First Reusable, Indoor/
Outdoor Noise Barrier/Absorber**



- Superior acoustic performance
- Industrial durability
- Simple and quick installation system
- Lightweight for easy handling
- Unique roll-up design for compact storage and transportation
- Double or triple up for noise 'hot spots'
- Ability to add branding or messages
- Range of accessories available
- Weatherproof – absorbs sound but not water
- Fire retardant
- 1 person can do the job of 2 or 3 people



Why is it all too often we see construction sites with fencing but no regard for sound issues created from the construction that is taking place? This is due to the fact that there has not been an efficient means of treating this type of noise that was cost effective **until now.**

Echo Barrier temporary fencing is a reusable, outdoor noise barrier. Designed to fit on all types of temporary fencing. Echo Barrier absorbs sound while remaining quick to install, light to carry and tough to last.

BENEFITS: Echo Barrier can help reduce noise complaints, enhance your company reputation, extend site operating hours, reduce project timescales & costs, and improve working conditions.

APPLICATIONS: Echo Barrier works great for construction & demolition sites; rail maintenance & replacement; music, sports and other public events; road construction; utility/maintenance sites; loading and unloading areas; outdoor gun ranges.

DIMENSIONS: 6.56' × 4.49'.

WEIGHT: 13 lbs.

ACOUSTIC PERFORMANCE: 10-20dB noise reduction (greater if barrier is doubled up).

INSTALLATION: The Echo Barrier is easily installed using our quick hook system and specially designed elastic ties.

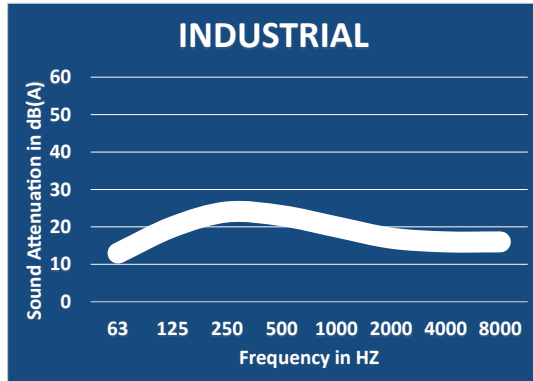
Echo Barrier Transmission Loss Field Data							
	125Hz	250Hz	500Hz	1KHz	2KHz	4KHz	8KHz
Single Layer	6	12	16	23	28	30	30
Double Layer	7	19	24	28	32	31	32

• Soundproofing Products • Sonex™ Ceiling & Wall Panels • Sound Control Curtains • Equipment Enclosures • Acoustical Baffles & Banners • Solid Wood & Veneer Acoustical Ceiling & Wall Systems
 • Professional Audio Acoustics • Vibration & Damping Control • Fire Retardant Acoustics • Hearing Protection • Moisture & Impact Resistant Products • Floor Impact Noise Reduction
 • Sound Absorbers • Noise Barriers • Fabric Wrapped Wall Panels • Acoustical Foam (Egg Crate) • Acoustical Sealants & Adhesives • Outdoor Noise Control • Assistive Listening Devices
 • OSHA, FDA, ADA Compliance • On-Site Acoustical Analysis • Acoustical Design & Consulting • Large Inventory • Fast Shipment • No Project too Large or Small • Major Credit Cards Accepted

Industrial Grade Silencers

Model NTIN-C (Cylindrical), 15-20 dBA

TYPICAL ATTENUATION CURVE



Nett Technologies' Industrial Grade Silencers are designed to achieve maximum performance with the least amount of backpressure.

The silencers are Reactive Silencers and are typically used for reciprocating or positive displacement engines where noise level regulations are low.

FEATURES & BENEFITS

- Over 25 years of excellence in manufacturing noise and emission control solutions
- Compact modular designs providing ease of installations, less weight and less foot-print
- Responsive lead time for both standard and custom designs to meet your needs
- Customized engineered systems solutions to meet challenging integration and engine requirements

Contact Nett Technologies with your projects design requirements and specifications for optimized noise control solutions.

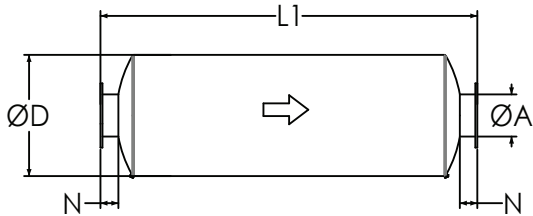
OPTIONS

- Versatile connections including ANSI pattern flanges, NPT, slip-on, engine flange, schedule 40 and others
- Aluminized Steel, Stainless Steel 304 or 316 construction
- Horizontal or vertical mounting brackets and lifting lugs

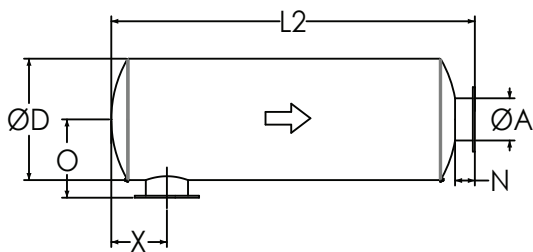
ACCESSORIES

- Hardware Kits
- Flexible connectors and expansion joints
- Elbows
- Thimbles
- Raincaps
- Thermal insulation: integrated or with thermal insulation blankets
- Please see our accessories catalog for a complete listing

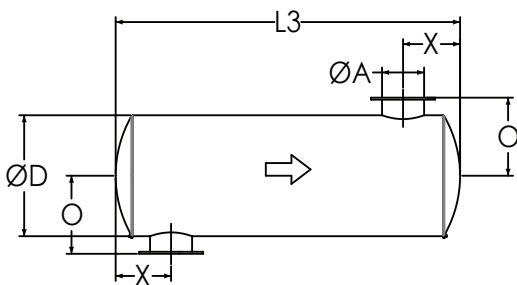
TYPICAL CONFIGURATIONS



END IN END OUT (EI-EO)



SIDE IN END OUT (SI-EO)



SIDE IN SIDE OUT (SI-SO)

PRODUCT DIMENSIONS (in)

Model*	A	D	L1	L2	L3	X**	X	N	O
	Outlet	Dia	EI-EO	SI-EO	SI-SO	Min	Max	Nipple	O
NTIN-C1	1	4	20	18	16	3	7	2	4
NTIN-C1.5	1.5	6	22	20	18	3	8	2	5
NTIN-C2	2	6	22	19	16	3	8	3	6
NTIN-C2.5	2.5	6	24	21	18	4	9	3	6
NTIN-C3	3	8	26	23	20	5	10	3	7
NTIN-C3.5	3.5	9	28	25	22	5	11	3	8
NTIN-C4	4	10	32	29	26	5	12	3	8
NTIN-C5	5	12	36	33	30	6	14	3	9
NTIN-C6	6	14	40	36	32	7	16	4	11
NTIN-C8	8	16	50	46	42	8	21	4	12
NTIN-C10	10	20	52	48	44	11	21	4	14
NTIN-C12	12	24	62	58	54	12	26	4	16
NTIN-C14	14	30	74	69	64	15	31	5	20
NTIN-C16	16	36	82	77	72	18	35	5	23
NTIN-C18	18	40	94	89	84	18	42	5	25
NTIN-C20	20	40	110	105	100	19	52	5	25
NTIN-C22	22	48	118	113	108	22	56	5	29
NTIN-C24	24	48	130	125	120	24	62	5	29

* Other models and custom designs are available upon request. Dimensions subject to change without notice. All silencers are equipped with drain ports on inlet side. The silencer is all welded construction and coated with high heat black paint for maximum durability.

** Standard inlet/outlet position.

Attachment C

CalEEMod Output Data Sheets, dated August 11, 2023 for Proposed Project at 5717 Camerford Avenue

Department of City Planning Case No. CPC-2023-6515-CU-DB-HCA

5717 Camerford Ave Detailed Report

Table of Contents

1. Basic Project Information
 - 1.1. Basic Project Information
 - 1.2. Land Use Types
 - 1.3. User-Selected Emission Reduction Measures by Emissions Sector
2. Emissions Summary
 - 2.1. Construction Emissions Compared Against Thresholds
 - 2.2. Construction Emissions by Year, Unmitigated
 - 2.3. Construction Emissions by Year, Mitigated
 - 2.4. Operations Emissions Compared Against Thresholds
 - 2.5. Operations Emissions by Sector, Unmitigated
 - 2.6. Operations Emissions by Sector, Mitigated
3. Construction Emissions Details
 - 3.1. Demolition (2024) - Unmitigated
 - 3.2. Demolition (2024) - Mitigated

3.3. Site Preparation (2024) - Unmitigated

3.4. Site Preparation (2024) - Mitigated

3.5. Grading (2024) - Unmitigated

3.6. Grading (2024) - Mitigated

3.7. Building Construction (2024) - Unmitigated

3.8. Building Construction (2024) - Mitigated

3.9. Building Construction (2025) - Unmitigated

3.10. Building Construction (2025) - Mitigated

3.11. Paving (2025) - Unmitigated

3.12. Paving (2025) - Mitigated

3.13. Architectural Coating (2025) - Unmitigated

3.14. Architectural Coating (2025) - Mitigated

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

4.1.2. Mitigated

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

4.2.2. Electricity Emissions By Land Use - Mitigated

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

4.2.4. Natural Gas Emissions By Land Use - Mitigated

4.3. Area Emissions by Source

4.3.1. Unmitigated

4.3.2. Mitigated

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

4.4.2. Mitigated

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

4.5.2. Mitigated

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

4.6.2. Mitigated

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

4.7.2. Mitigated

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

4.8.2. Mitigated

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

4.9.2. Mitigated

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

4.10.5. Above and Belowground Carbon Accumulation by Land Use Type - Mitigated

4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

5. Activity Data

5.1. Construction Schedule

5.2. Off-Road Equipment

5.2.1. Unmitigated

5.2.2. Mitigated

5.3. Construction Vehicles

5.3.1. Unmitigated

5.3.2. Mitigated

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

5.5. Architectural Coatings

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

5.6.2. Construction Earthmoving Control Strategies

5.7. Construction Paving

5.8. Construction Electricity Consumption and Emissions Factors

5.9. Operational Mobile Sources

5.9.1. Unmitigated

5.9.2. Mitigated

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.1.2. Mitigated

5.10.2. Architectural Coatings

5.10.3. Landscape Equipment

5.10.4. Landscape Equipment - Mitigated

5.11. Operational Energy Consumption

5.11.1. Unmitigated

5.11.2. Mitigated

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

5.12.2. Mitigated

5.13. Operational Waste Generation

5.13.1. Unmitigated

5.13.2. Mitigated

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

5.14.2. Mitigated

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

5.15.2. Mitigated

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

5.16.2. Process Boilers

5.17. User Defined

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

5.18.1.2. Mitigated

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

5.18.1.2. Mitigated

5.18.2. Sequestration

5.18.2.1. Unmitigated

5.18.2.2. Mitigated

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

6.2. Initial Climate Risk Scores

6.3. Adjusted Climate Risk Scores

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

7.2. Healthy Places Index Scores

7.3. Overall Health & Equity Scores

7.4. Health & Equity Measures

7.5. Evaluation Scorecard

7.6. Health & Equity Custom Measures

8. User Changes to Default Data

1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	5717 Camerford Ave
Construction Start Date	8/1/2024
Operational Year	2025
Lead Agency	NA
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	0.50
Precipitation (days)	16.8
Location	5717 Camerford Ave, Los Angeles, CA 90038, USA
County	Los Angeles-South Coast
City	Los Angeles
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	4333
EDFZ	16
Electric Utility	Los Angeles Department of Water & Power
Gas Utility	Southern California Gas
App Version	2022.1.1.16

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
------------------	------	------	-------------	-----------------------	------------------------	--------------------------------	------------	-------------

Apartments Mid Rise	15.0	Dwelling Unit	0.15	13,084	1,781	—	44.0	—
---------------------	------	---------------	------	--------	-------	---	------	---

1.3. User-Selected Emission Reduction Measures by Emissions Sector

Sector	#	Measure Title
Construction	C-9	Use Dust Suppressants
Construction	C-10-A	Water Exposed Surfaces
Construction	C-10-B	Water Active Demolition Sites
Transportation	T-4	Integrate Affordable and Below Market Rate Housing
Transportation	T-15	Limit Residential Parking Supply
Transportation	T-34*	Provide Bike Parking

* Qualitative or supporting measure. Emission reductions not included in the mitigated emissions results.

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	2.24	1.85	18.2	19.5	0.03	0.80	5.79	6.59	0.74	2.69	3.43	—	4,188	4,188	0.18	0.18	3.14	4,249
Mit.	2.24	1.85	18.2	19.5	0.03	0.80	2.55	3.35	0.74	1.12	1.86	—	4,188	4,188	0.18	0.18	3.14	4,249
% Reduced	—	—	—	—	—	—	56%	49%	—	58%	46%	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.72	16.5	5.72	7.70	0.01	0.26	0.23	0.42	0.24	0.05	0.27	—	1,501	1,501	0.06	0.02	0.02	1,509
Mit.	0.72	16.5	5.72	7.70	0.01	0.26	0.23	0.42	0.24	0.05	0.27	—	1,501	1,501	0.06	0.02	0.02	1,509

% Reduced	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.23	0.24	1.81	2.37	< 0.005	0.08	0.13	0.21	0.07	0.05	0.12	—	463	463	0.02	0.01	0.11	467
Mit.	0.23	0.24	1.81	2.37	< 0.005	0.08	0.08	0.16	0.07	0.03	0.10	—	463	463	0.02	0.01	0.11	467
% Reduced	—	—	—	—	—	—	37%	23%	—	45%	18%	—	—	—	—	—	—	—
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.04	0.04	0.33	0.43	< 0.005	0.01	0.02	0.04	0.01	0.01	0.02	—	76.7	76.7	< 0.005	< 0.005	0.02	77.3
Mit.	0.04	0.04	0.33	0.43	< 0.005	0.01	0.02	0.03	0.01	< 0.005	0.02	—	76.7	76.7	< 0.005	< 0.005	0.02	77.3
% Reduced	—	—	—	—	—	—	37%	23%	—	45%	18%	—	—	—	—	—	—	—

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	2.24	1.85	18.2	19.5	0.03	0.80	5.79	6.59	0.74	2.69	3.43	—	4,188	4,188	0.18	0.18	3.14	4,249
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.72	0.61	5.72	7.70	0.01	0.26	0.15	0.41	0.24	0.04	0.27	—	1,501	1,501	0.06	0.02	0.02	1,509
2025	0.69	16.5	5.25	7.60	0.01	0.22	0.23	0.42	0.20	0.05	0.24	—	1,497	1,497	0.06	0.02	0.02	1,506
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.23	0.19	1.81	2.37	< 0.005	0.08	0.13	0.21	0.07	0.05	0.12	—	463	463	0.02	0.01	0.11	467

2025	0.02	0.24	0.16	0.22	< 0.005	0.01	0.01	0.01	0.01	< 0.005	0.01	—	40.2	40.2	< 0.005	< 0.005	0.01	40.4
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.04	0.04	0.33	0.43	< 0.005	0.01	0.02	0.04	0.01	0.01	0.02	—	76.7	76.7	< 0.005	< 0.005	0.02	77.3
2025	< 0.005	0.04	0.03	0.04	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	6.65	6.65	< 0.005	< 0.005	< 0.005	6.69

2.3. Construction Emissions by Year, Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	2.24	1.85	18.2	19.5	0.03	0.80	2.55	3.35	0.74	1.12	1.86	—	4,188	4,188	0.18	0.18	3.14	4,249
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.72	0.61	5.72	7.70	0.01	0.26	0.15	0.41	0.24	0.04	0.27	—	1,501	1,501	0.06	0.02	0.02	1,509
2025	0.69	16.5	5.25	7.60	0.01	0.22	0.23	0.42	0.20	0.05	0.24	—	1,497	1,497	0.06	0.02	0.02	1,506
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.23	0.19	1.81	2.37	< 0.005	0.08	0.08	0.16	0.07	0.03	0.10	—	463	463	0.02	0.01	0.11	467
2025	0.02	0.24	0.16	0.22	< 0.005	0.01	0.01	0.01	0.01	< 0.005	0.01	—	40.2	40.2	< 0.005	< 0.005	0.01	40.4
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2024	0.04	0.04	0.33	0.43	< 0.005	0.01	0.02	0.03	0.01	< 0.005	0.02	—	76.7	76.7	< 0.005	< 0.005	0.02	77.3
2025	< 0.005	0.04	0.03	0.04	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	6.65	6.65	< 0.005	< 0.005	< 0.005	6.69

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
---------	-----	-----	-----	----	-----	-------	-------	-------	--------	--------	--------	------	-------	------	-----	-----	---	------

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	4.43	4.30	0.36	8.49	0.02	1.07	—	1.07	1.05	—	1.05	147	419	567	1.13	0.01	0.09	598
Mit.	4.43	4.30	0.36	8.49	0.02	1.07	—	1.07	1.05	—	1.05	147	419	567	1.13	0.01	0.09	598
% Reduced	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	4.35	4.22	0.35	7.64	0.02	1.07	—	1.07	1.05	—	1.05	147	417	564	1.13	0.01	0.09	595
Mit.	4.35	4.22	0.35	7.64	0.02	1.07	—	1.07	1.05	—	1.05	147	417	564	1.13	0.01	0.09	595
% Reduced	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.36	0.63	0.06	1.12	< 0.005	0.08	—	0.08	0.08	—	0.08	16.6	168	185	0.74	< 0.005	0.09	205
Mit.	0.36	0.63	0.06	1.12	< 0.005	0.08	—	0.08	0.08	—	0.08	16.6	168	185	0.74	< 0.005	0.09	205
% Reduced	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.07	0.11	0.01	0.20	< 0.005	0.01	—	0.01	0.01	—	0.01	2.75	27.9	30.6	0.12	< 0.005	0.02	33.9
Mit.	0.07	0.11	0.01	0.20	< 0.005	0.01	—	0.01	0.01	—	0.01	2.75	27.9	30.6	0.12	< 0.005	0.02	33.9
% Reduced	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
--------	-----	-----	-----	----	-----	-------	-------	-------	--------	--------	--------	------	-------	------	-----	-----	---	------

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Area	4.43	4.30	0.32	8.48	0.02	1.07	—	1.07	1.05	—	1.05	141	271	411	0.42	0.01	—	423
Energy	< 0.005	< 0.005	0.04	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	141	141	0.01	< 0.005	—	141
Water	—	—	—	—	—	—	—	—	—	—	—	1.07	7.51	8.58	0.11	< 0.005	—	12.1
Waste	—	—	—	—	—	—	—	—	—	—	—	5.92	0.00	5.92	0.59	0.00	—	20.7
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.09	0.09
Total	4.43	4.30	0.36	8.49	0.02	1.07	—	1.07	1.05	—	1.05	147	419	567	1.13	0.01	0.09	598
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Area	4.34	4.22	0.31	7.63	0.02	1.07	—	1.07	1.05	—	1.05	141	268	409	0.42	0.01	—	421
Energy	< 0.005	< 0.005	0.04	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	141	141	0.01	< 0.005	—	141
Water	—	—	—	—	—	—	—	—	—	—	—	1.07	7.51	8.58	0.11	< 0.005	—	12.1
Waste	—	—	—	—	—	—	—	—	—	—	—	5.92	0.00	5.92	0.59	0.00	—	20.7
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.09	0.09
Total	4.35	4.22	0.35	7.64	0.02	1.07	—	1.07	1.05	—	1.05	147	417	564	1.13	0.01	0.09	595
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Area	0.35	0.62	0.03	1.10	< 0.005	0.07	—	0.07	0.07	—	0.07	9.62	19.9	29.6	0.03	< 0.005	—	30.4
Energy	< 0.005	< 0.005	0.04	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	141	141	0.01	< 0.005	—	141
Water	—	—	—	—	—	—	—	—	—	—	—	1.07	7.51	8.58	0.11	< 0.005	—	12.1
Waste	—	—	—	—	—	—	—	—	—	—	—	5.92	0.00	5.92	0.59	0.00	—	20.7
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.09	0.09
Total	0.36	0.63	0.06	1.12	< 0.005	0.08	—	0.08	0.08	—	0.08	16.6	168	185	0.74	< 0.005	0.09	205
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Area	0.06	0.11	< 0.005	0.20	< 0.005	0.01	—	0.01	0.01	—	0.01	1.59	3.30	4.90	< 0.005	< 0.005	—	5.03
Energy	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	23.3	23.3	< 0.005	< 0.005	—	23.4

Water	—	—	—	—	—	—	—	—	—	—	—	0.18	1.24	1.42	0.02	< 0.005	—	2.01
Waste	—	—	—	—	—	—	—	—	—	—	—	0.98	0.00	0.98	0.10	0.00	—	3.43
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.02	0.02
Total	0.07	0.11	0.01	0.20	< 0.005	0.01	—	0.01	0.01	—	0.01	2.75	27.9	30.6	0.12	< 0.005	0.02	33.9

2.6. Operations Emissions by Sector, Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Area	4.43	4.30	0.32	8.48	0.02	1.07	—	1.07	1.05	—	1.05	141	271	411	0.42	0.01	—	423
Energy	< 0.005	< 0.005	0.04	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	141	141	0.01	< 0.005	—	141
Water	—	—	—	—	—	—	—	—	—	—	—	1.07	7.51	8.58	0.11	< 0.005	—	12.1
Waste	—	—	—	—	—	—	—	—	—	—	—	5.92	0.00	5.92	0.59	0.00	—	20.7
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.09	0.09
Total	4.43	4.30	0.36	8.49	0.02	1.07	—	1.07	1.05	—	1.05	147	419	567	1.13	0.01	0.09	598
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Area	4.34	4.22	0.31	7.63	0.02	1.07	—	1.07	1.05	—	1.05	141	268	409	0.42	0.01	—	421
Energy	< 0.005	< 0.005	0.04	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	141	141	0.01	< 0.005	—	141
Water	—	—	—	—	—	—	—	—	—	—	—	1.07	7.51	8.58	0.11	< 0.005	—	12.1
Waste	—	—	—	—	—	—	—	—	—	—	—	5.92	0.00	5.92	0.59	0.00	—	20.7
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.09	0.09
Total	4.35	4.22	0.35	7.64	0.02	1.07	—	1.07	1.05	—	1.05	147	417	564	1.13	0.01	0.09	595
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Area	0.35	0.62	0.03	1.10	< 0.005	0.07	—	0.07	0.07	—	0.07	9.62	19.9	29.6	0.03	< 0.005	—	30.4

Energy	< 0.005	< 0.005	0.04	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	141	141	0.01	< 0.005	—	141
Water	—	—	—	—	—	—	—	—	—	—	—	1.07	7.51	8.58	0.11	< 0.005	—	12.1
Waste	—	—	—	—	—	—	—	—	—	—	—	5.92	0.00	5.92	0.59	0.00	—	20.7
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.09	0.09
Total	0.36	0.63	0.06	1.12	< 0.005	0.08	—	0.08	0.08	—	0.08	16.6	168	185	0.74	< 0.005	0.09	205
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Area	0.06	0.11	< 0.005	0.20	< 0.005	0.01	—	0.01	0.01	—	0.01	1.59	3.30	4.90	< 0.005	< 0.005	—	5.03
Energy	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	23.3	23.3	< 0.005	< 0.005	—	23.4
Water	—	—	—	—	—	—	—	—	—	—	—	0.18	1.24	1.42	0.02	< 0.005	—	2.01
Waste	—	—	—	—	—	—	—	—	—	—	—	0.98	0.00	0.98	0.10	0.00	—	3.43
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.02	0.02
Total	0.07	0.11	0.01	0.20	< 0.005	0.01	—	0.01	0.01	—	0.01	2.75	27.9	30.6	0.12	< 0.005	0.02	33.9

3. Construction Emissions Details

3.1. Demolition (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.61	0.51	4.69	5.79	0.01	0.19	—	0.19	0.17	—	0.17	—	852	852	0.03	0.01	—	855
Demolition	—	—	—	—	—	—	0.24	0.24	—	0.04	0.04	—	—	—	—	—	—	—
Onsite truck	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	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.01	0.13	0.16	< 0.005	0.01	—	0.01	< 0.005	—	< 0.005	—	23.3	23.3	< 0.005	< 0.005	—	23.4
Demolition	—	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.02	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	3.87	3.87	< 0.005	< 0.005	—	3.88
Demolition	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.04	0.05	0.75	0.00	0.00	0.13	0.13	0.00	0.03	0.03	—	141	141	0.01	< 0.005	0.56	—
Vendor	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	—
Hauling	0.02	< 0.005	0.26	0.10	< 0.005	< 0.005	0.06	0.06	< 0.005	0.02	0.02	—	212	212	0.01	0.03	0.49	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	3.72	3.72	< 0.005	< 0.005	0.01	—
Vendor	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	—
Hauling	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	5.80	5.80	< 0.005	< 0.005	0.01	—

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.62	0.62	< 0.005	< 0.005	< 0.005	—
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.96	0.96	< 0.005	< 0.005	< 0.005	—

3.2. Demolition (2024) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.61	0.51	4.69	5.79	0.01	0.19	—	0.19	0.17	—	0.17	—	852	852	0.03	0.01	—	855
Demolition	—	—	—	—	—	—	0.16	0.16	—	0.02	0.02	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.01	0.13	0.16	< 0.005	0.01	—	0.01	< 0.005	—	< 0.005	—	23.3	23.3	< 0.005	< 0.005	—	23.4
Demolition	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.02	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	3.87	3.87	< 0.005	< 0.005	—	3.88

Demolition	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.04	0.05	0.75	0.00	0.00	0.13	0.13	0.00	0.03	0.03	—	141	141	0.01	< 0.005	0.56	—
Vendor	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	—
Hauling	0.02	< 0.005	0.26	0.10	< 0.005	< 0.005	0.06	0.06	< 0.005	0.02	0.02	—	212	212	0.01	0.03	0.49	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.02	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	3.72	3.72	< 0.005	< 0.005	0.01	—
Vendor	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	—
Hauling	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	5.80	5.80	< 0.005	< 0.005	0.01	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.62	0.62	< 0.005	< 0.005	< 0.005	—
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.96	0.96	< 0.005	< 0.005	< 0.005	—

3.3. Site Preparation (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.60	0.50	4.60	5.56	0.01	0.24	—	0.24	0.22	—	0.22	—	858	858	0.03	0.01	—	861
Dust From Material Movement:	—	—	—	—	—	—	0.53	0.53	—	0.06	0.06	—	—	—	—	—	—	—
Onsite truck	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	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.35	2.35	< 0.005	< 0.005	—	2.36
Dust From Material Movement:	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.39	0.39	< 0.005	< 0.005	—	0.39
Dust From Material Movement:	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.38	0.00	0.00	0.07	0.07	0.00	0.02	0.02	—	70.6	70.6	< 0.005	< 0.005	0.28	—

Vendor	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	0.00	—
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.19	0.19	< 0.005	< 0.005	< 0.005	—	
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—	
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—	
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.03	0.03	< 0.005	< 0.005	< 0.005	—	
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—	
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—	

3.4. Site Preparation (2024) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.60	0.50	4.60	5.56	0.01	0.24	—	0.24	0.22	—	0.22	—	858	858	0.03	0.01	—	861
Dust From Material Movement	—	—	—	—	—	—	0.21	0.21	—	0.02	0.02	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.35	2.35	< 0.005	< 0.005	—	2.36
Dust From Material Movement	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.39	0.39	< 0.005	< 0.005	—	0.39
Dust From Material Movement	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.02	0.02	0.02	0.38	0.00	0.00	0.07	0.07	0.00	0.02	0.02	—	70.6	70.6	< 0.005	< 0.005	0.28	—
Vendor	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	—
Hauling	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	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.19	0.19	< 0.005	< 0.005	< 0.005	—
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.03	0.03	< 0.005	< 0.005	< 0.005	—
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—

3.5. Grading (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.41	1.19	11.4	10.7	0.02	0.53	—	0.53	0.49	—	0.49	—	1,713	1,713	0.07	0.01	—	1,719
Dust From Material Movement	—	—	—	—	—	—	5.31	5.31	—	2.57	2.57	—	—	—	—	—	—	—
Onsite truck	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	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.16	0.15	< 0.005	0.01	—	0.01	0.01	—	0.01	—	23.5	23.5	< 0.005	< 0.005	—	23.5

Dust From Material Movement:	—	—	—	—	—	—	0.07	0.07	—	0.04	0.04	—	—	—	—	—	—
Onsite truck	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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.03	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	3.89	3.89	< 0.005	< 0.005	—
Dust From Material Movement:	—	—	—	—	—	—	0.01	0.01	—	0.01	0.01	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.03	0.04	0.57	0.00	0.00	0.10	0.10	0.00	0.02	0.02	—	106	106	< 0.005	< 0.005	0.42
Vendor	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
Hauling	0.07	0.02	1.08	0.41	0.01	0.01	0.23	0.24	0.01	0.06	0.07	—	860	860	0.05	0.14	1.98
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.40	1.40	< 0.005	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	11.8	11.8	< 0.005	< 0.005	0.01
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.23	0.23	< 0.005	< 0.005	< 0.005
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00

Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	1.95	1.95	< 0.005	< 0.005	< 0.005	—
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3.6. Grading (2024) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.41	1.19	11.4	10.7	0.02	0.53	—	0.53	0.49	—	0.49	—	1,713	1,713	0.07	0.01	—	1,719
Dust From Material Movement	—	—	—	—	—	—	2.07	2.07	—	1.00	1.00	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.02	0.16	0.15	< 0.005	0.01	—	0.01	0.01	—	0.01	—	23.5	23.5	< 0.005	< 0.005	—	23.5
Dust From Material Movement	—	—	—	—	—	—	0.03	0.03	—	0.01	0.01	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.03	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	3.89	3.89	< 0.005	< 0.005	—	3.90

Dust From Material Movement:	—	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.03	0.04	0.57	0.00	0.00	0.10	0.10	0.00	0.02	0.02	—	106	106	< 0.005	< 0.005	0.42	—
Vendor	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	—
Hauling	0.07	0.02	1.08	0.41	0.01	0.01	0.23	0.24	0.01	0.06	0.07	—	860	860	0.05	0.14	1.98	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	1.40	1.40	< 0.005	< 0.005	< 0.005	—
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Hauling	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	11.8	11.8	< 0.005	< 0.005	0.01	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.23	0.23	< 0.005	< 0.005	< 0.005	—
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	1.95	1.95	< 0.005	< 0.005	< 0.005	—

3.7. Building Construction (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.67	0.56	5.60	6.98	0.01	0.26	—	0.26	0.23	—	0.23	—	1,305	1,305	0.05	0.01	—	1,309
Onsite truck	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	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.67	0.56	5.60	6.98	0.01	0.26	—	0.26	0.23	—	0.23	—	1,305	1,305	0.05	0.01	—	1,309
Onsite truck	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	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.17	0.15	1.46	1.82	< 0.005	0.07	—	0.07	0.06	—	0.06	—	340	340	0.01	< 0.005	—	341
Onsite truck	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	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.03	0.27	0.33	< 0.005	0.01	—	0.01	0.01	—	0.01	—	56.2	56.2	< 0.005	< 0.005	—	56.4
Onsite truck	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	—
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.05	0.05	0.81	0.00	0.00	0.14	0.14	0.00	0.03	0.03	—	152	152	0.01	0.01	0.60	—
Vendor	< 0.005	< 0.005	0.06	0.03	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	51.7	51.7	< 0.005	0.01	0.14	—
Hauling	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	—

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.05	0.06	0.69	0.00	0.00	0.14	0.14	0.00	0.03	0.03	—	145	145	0.01	0.01	0.02	—
Vendor	< 0.005	< 0.005	0.06	0.03	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	51.8	51.8	< 0.005	0.01	< 0.005	—
Hauling	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	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.02	0.19	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	38.2	38.2	< 0.005	< 0.005	0.07	—
Vendor	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	13.5	13.5	< 0.005	< 0.005	0.02	—
Hauling	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	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	6.32	6.32	< 0.005	< 0.005	0.01	—
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	2.23	2.23	< 0.005	< 0.005	< 0.005	—
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—

3.8. Building Construction (2024) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.67	0.56	5.60	6.98	0.01	0.26	—	0.26	0.23	—	0.23	—	1,305	1,305	0.05	0.01	—	1,309
Onsite truck	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	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.67	0.56	5.60	6.98	0.01	0.26	—	0.26	0.23	—	0.23	—	1,305	1,305	0.05	0.01	—	1,309
Onsite truck	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	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.17	0.15	1.46	1.82	< 0.005	0.07	—	0.07	0.06	—	0.06	—	340	340	0.01	< 0.005	—	341
Onsite truck	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	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.03	0.27	0.33	< 0.005	0.01	—	0.01	0.01	—	0.01	—	56.2	56.2	< 0.005	< 0.005	—	56.4
Onsite truck	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	—
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.05	0.05	0.81	0.00	0.00	0.14	0.14	0.00	0.03	0.03	—	152	152	0.01	0.01	0.60	—
Vendor	< 0.005	< 0.005	0.06	0.03	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	51.7	51.7	< 0.005	0.01	0.14	—
Hauling	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	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.05	0.06	0.69	0.00	0.00	0.14	0.14	0.00	0.03	0.03	—	145	145	0.01	0.01	0.02	—
Vendor	< 0.005	< 0.005	0.06	0.03	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	51.8	51.8	< 0.005	0.01	< 0.005	—
Hauling	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	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.02	0.19	0.00	0.00	0.04	0.04	0.00	0.01	0.01	—	38.2	38.2	< 0.005	< 0.005	0.07	—
Vendor	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	13.5	13.5	< 0.005	< 0.005	0.02	—

Hauling	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	0.00	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.03	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	6.32	6.32	< 0.005	< 0.005	0.01	—	
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	2.23	2.23	< 0.005	< 0.005	< 0.005	—	
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—	

3.9. Building Construction (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.62	0.52	5.14	6.94	0.01	0.22	—	0.22	0.20	—	0.20	—	1,305	1,305	0.05	0.01	—	1,309
Onsite truck	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	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.08	0.11	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	20.4	20.4	< 0.005	< 0.005	—	20.5
Onsite truck	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	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	3.38	3.38	< 0.005	< 0.005	—	3.39
Onsite truck	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	—

Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.05	0.05	0.64	0.00	0.00	0.14	0.14	0.00	0.03	0.03	—	142	142	0.01	0.01	0.01	—
Vendor	< 0.005	< 0.005	0.06	0.03	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	50.9	50.9	< 0.005	0.01	< 0.005	—
Hauling	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	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.25	2.25	< 0.005	< 0.005	< 0.005	—
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.80	0.80	< 0.005	< 0.005	< 0.005	—
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.37	0.37	< 0.005	< 0.005	< 0.005	—
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.13	0.13	< 0.005	< 0.005	< 0.005	—
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—

3.10. Building Construction (2025) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.62	0.52	5.14	6.94	0.01	0.22	—	0.22	0.20	—	0.20	—	1,305	1,305	0.05	0.01	—	1,309
Onsite truck	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	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.08	0.11	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	20.4	20.4	< 0.005	< 0.005	—	20.5
Onsite truck	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	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	3.38	3.38	< 0.005	< 0.005	—	3.39
Onsite truck	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	—
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.05	0.05	0.05	0.64	0.00	0.00	0.14	0.14	0.00	0.03	0.03	—	142	142	0.01	0.01	0.01	—
Vendor	< 0.005	< 0.005	0.06	0.03	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	50.9	50.9	< 0.005	0.01	< 0.005	—
Hauling	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	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	2.25	2.25	< 0.005	< 0.005	< 0.005	—
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.80	0.80	< 0.005	< 0.005	< 0.005	—
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.37	0.37	< 0.005	< 0.005	< 0.005	—

Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	0.13	0.13	< 0.005	< 0.005	< 0.005	—
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—

3.11. Paving (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.61	0.51	4.37	5.31	0.01	0.19	—	0.19	0.18	—	0.18	—	823	823	0.03	0.01	—	826
Paving	—	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.06	0.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	11.3	11.3	< 0.005	< 0.005	—	11.3
Paving	—	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.87	1.87	< 0.005	< 0.005	—	1.87
Paving	—	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—

Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.07	0.08	1.03	0.00	0.00	0.23	0.23	0.00	0.05	0.05	—	229	229	0.01	0.01	0.02	—
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	3.19	3.19	< 0.005	< 0.005	0.01	—
Vendor	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	—
Hauling	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	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.53	0.53	< 0.005	< 0.005	< 0.005	—
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—

3.12. Paving (2025) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Off-Road Equipment	0.61	0.51	4.37	5.31	0.01	0.19	—	0.19	0.18	—	0.18	—	823	823	0.03	0.01	—	826
Paving	—	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.06	0.07	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	11.3	11.3	< 0.005	< 0.005	—	11.3
Paving	—	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.87	1.87	< 0.005	< 0.005	—	1.87
Paving	—	0.00	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.08	0.07	0.08	1.03	0.00	0.00	0.23	0.23	0.00	0.05	0.05	—	229	229	0.01	0.01	0.02	—
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.01	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	3.19	3.19	< 0.005	< 0.005	0.01	—
Vendor	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	—

Hauling	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	0.00	—	
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.53	0.53	< 0.005	< 0.005	< 0.005	—	—	
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00	—	

3.13. Architectural Coating (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e	
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	0.13	0.88	1.14	< 0.005	0.03	—	0.03	0.03	—	0.03	—	134	134	0.01	< 0.005	—	134	
Architect ural Coatings	—	16.4	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.83	1.83	< 0.005	< 0.005	—	1.84	
Architect ural Coatings	—	0.22	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	0.00	—

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.30	0.30	< 0.005	< 0.005	—	0.30
Architectural Coatings	—	0.04	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	—
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.13	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	28.3	28.3	< 0.005	< 0.005	< 0.005	—
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.39	0.39	< 0.005	< 0.005	< 0.005	—
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.07	0.07	< 0.005	< 0.005	< 0.005	—
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—

3.14. Architectural Coating (2025) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Onsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.15	0.13	0.88	1.14	< 0.005	0.03	—	0.03	0.03	—	0.03	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	—	16.4	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.01	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.83	1.83	< 0.005	< 0.005	—	1.84
Architectural Coatings	—	0.22	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.30	0.30	< 0.005	< 0.005	—	0.30
Architectural Coatings	—	0.04	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Onsite truck	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	—
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.01	0.13	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	28.3	28.3	< 0.005	< 0.005	< 0.005	—
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.39	0.39	< 0.005	< 0.005	< 0.005	—
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.07	0.07	< 0.005	< 0.005	< 0.005	—
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	—

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Mobile source emissions results are presented in Sections 2.6. No further detailed breakdown of emissions is available.

4.1.2. Mitigated

Mobile source emissions results are presented in Sections 2.5. No further detailed breakdown of emissions is available.

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	93.2	93.2	0.01	< 0.005	—	93.6
Total	—	—	—	—	—	—	—	—	—	—	—	—	93.2	93.2	0.01	< 0.005	—	93.6
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	93.2	93.2	0.01	< 0.005	—	93.6
Total	—	—	—	—	—	—	—	—	—	—	—	—	93.2	93.2	0.01	< 0.005	—	93.6
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	15.4	15.4	< 0.005	< 0.005	—	15.5
Total	—	—	—	—	—	—	—	—	—	—	—	—	15.4	15.4	< 0.005	< 0.005	—	15.5

4.2.2. Electricity Emissions By Land Use - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Apartments	—	—	—	—	—	—	—	—	—	—	—	—	93.2	93.2	0.01	< 0.005	—	93.6
Total	—	—	—	—	—	—	—	—	—	—	—	—	93.2	93.2	0.01	< 0.005	—	93.6
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	93.2	93.2	0.01	< 0.005	—	93.6
Total	—	—	—	—	—	—	—	—	—	—	—	—	93.2	93.2	0.01	< 0.005	—	93.6
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	15.4	15.4	< 0.005	< 0.005	—	15.5
Total	—	—	—	—	—	—	—	—	—	—	—	—	15.4	15.4	< 0.005	< 0.005	—	15.5

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	< 0.005	< 0.005	0.04	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	47.7	47.7	< 0.005	< 0.005	—	47.8
Total	< 0.005	< 0.005	0.04	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	47.7	47.7	< 0.005	< 0.005	—	47.8
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	< 0.005	< 0.005	0.04	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	47.7	47.7	< 0.005	< 0.005	—	47.8

Total	< 0.005	< 0.005	0.04	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	47.7	47.7	< 0.005	< 0.005	—	47.8
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	7.90	7.90	< 0.005	< 0.005	—	7.92
Total	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	7.90	7.90	< 0.005	< 0.005	—	7.92

4.2.4. Natural Gas Emissions By Land Use - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	< 0.005	< 0.005	0.04	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	47.7	47.7	< 0.005	< 0.005	—	47.8
Total	< 0.005	< 0.005	0.04	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	47.7	47.7	< 0.005	< 0.005	—	47.8
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	< 0.005	< 0.005	0.04	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	47.7	47.7	< 0.005	< 0.005	—	47.8
Total	< 0.005	< 0.005	0.04	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	47.7	47.7	< 0.005	< 0.005	—	47.8
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	7.90	7.90	< 0.005	< 0.005	—	7.92
Total	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	7.90	7.90	< 0.005	< 0.005	—	7.92

4.3. Area Emissions by Source

4.3.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	4.34	3.92	0.31	7.63	0.02	1.07	—	1.07	1.05	—	1.05	141	268	409	0.42	0.01	—	421
Consumer Products	—	0.28	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.02	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.08	0.08	0.01	0.85	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.28	2.28	< 0.005	< 0.005	—	2.28
Total	4.43	4.30	0.32	8.48	0.02	1.07	—	1.07	1.05	—	1.05	141	271	411	0.42	0.01	—	423
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	4.34	3.92	0.31	7.63	0.02	1.07	—	1.07	1.05	—	1.05	141	268	409	0.42	0.01	—	421
Consumer Products	—	0.28	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.02	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	4.34	4.22	0.31	7.63	0.02	1.07	—	1.07	1.05	—	1.05	141	268	409	0.42	0.01	—	421
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	0.05	0.05	< 0.005	0.10	< 0.005	0.01	—	0.01	0.01	—	0.01	1.59	3.04	4.64	< 0.005	< 0.005	—	4.77

Consumer Products	—	0.05	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.01	0.01	< 0.005	0.11	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.26	0.26	< 0.005	< 0.005	—	0.26
Total	0.06	0.11	< 0.005	0.20	< 0.005	0.01	—	0.01	0.01	—	0.01	1.59	3.30	4.90	< 0.005	< 0.005	—	5.03

4.3.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	4.34	3.92	0.31	7.63	0.02	1.07	—	1.07	1.05	—	1.05	141	268	409	0.42	0.01	—	421
Consumer Products	—	0.28	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.02	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.08	0.08	0.01	0.85	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	2.28	2.28	< 0.005	< 0.005	—	2.28
Total	4.43	4.30	0.32	8.48	0.02	1.07	—	1.07	1.05	—	1.05	141	271	411	0.42	0.01	—	423
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hearths	4.34	3.92	0.31	7.63	0.02	1.07	—	1.07	1.05	—	1.05	141	268	409	0.42	0.01	—	421

Consum Products	—	0.28	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architect ural Coatings	—	0.02	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total Annual	4.34	4.22	0.31	7.63	0.02	1.07	—	1.07	1.05	—	1.05	141	268	409	0.42	0.01	—	421
Hearths	0.05	0.05	< 0.005	0.10	< 0.005	0.01	—	0.01	0.01	—	0.01	1.59	3.04	4.64	< 0.005	< 0.005	—	4.77
Consum er Products	—	0.05	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architect ural Coatings	—	< 0.005	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landsca pe Equipme nt	0.01	0.01	< 0.005	0.11	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.26	0.26	< 0.005	< 0.005	—	0.26
Total	0.06	0.11	< 0.005	0.20	< 0.005	0.01	—	0.01	0.01	—	0.01	1.59	3.30	4.90	< 0.005	< 0.005	—	5.03

4.4. Water Emissions by Land Use

4.4.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartme nts Mid Rise	—	—	—	—	—	—	—	—	—	—	—	1.07	7.51	8.58	0.11	< 0.005	—	12.1
Total	—	—	—	—	—	—	—	—	—	—	—	1.07	7.51	8.58	0.11	< 0.005	—	12.1

Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	1.07	7.51	8.58	0.11	< 0.005	—	12.1
Total	—	—	—	—	—	—	—	—	—	—	—	1.07	7.51	8.58	0.11	< 0.005	—	12.1
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	0.18	1.24	1.42	0.02	< 0.005	—	2.01
Total	—	—	—	—	—	—	—	—	—	—	—	0.18	1.24	1.42	0.02	< 0.005	—	2.01

4.4.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	1.07	7.51	8.58	0.11	< 0.005	—	12.1
Total	—	—	—	—	—	—	—	—	—	—	—	1.07	7.51	8.58	0.11	< 0.005	—	12.1
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	1.07	7.51	8.58	0.11	< 0.005	—	12.1
Total	—	—	—	—	—	—	—	—	—	—	—	1.07	7.51	8.58	0.11	< 0.005	—	12.1
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Apartments	—	—	—	—	—	—	—	—	—	—	—	0.18	1.24	1.42	0.02	< 0.005	—	2.01
Total	—	—	—	—	—	—	—	—	—	—	—	0.18	1.24	1.42	0.02	< 0.005	—	2.01

4.5. Waste Emissions by Land Use

4.5.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	5.92	0.00	5.92	0.59	0.00	—	20.7
Total	—	—	—	—	—	—	—	—	—	—	—	5.92	0.00	5.92	0.59	0.00	—	20.7
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	5.92	0.00	5.92	0.59	0.00	—	20.7
Total	—	—	—	—	—	—	—	—	—	—	—	5.92	0.00	5.92	0.59	0.00	—	20.7
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	0.98	0.00	0.98	0.10	0.00	—	3.43
Total	—	—	—	—	—	—	—	—	—	—	—	0.98	0.00	0.98	0.10	0.00	—	3.43

4.5.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	5.92	0.00	5.92	0.59	0.00	—	20.7
Total	—	—	—	—	—	—	—	—	—	—	—	5.92	0.00	5.92	0.59	0.00	—	20.7
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	5.92	0.00	5.92	0.59	0.00	—	20.7
Total	—	—	—	—	—	—	—	—	—	—	—	5.92	0.00	5.92	0.59	0.00	—	20.7
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	0.98	0.00	0.98	0.10	0.00	—	3.43
Total	—	—	—	—	—	—	—	—	—	—	—	0.98	0.00	0.98	0.10	0.00	—	3.43

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.09	0.09
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.09	0.09
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.09	0.09
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.09	0.09
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.02	0.02
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.02	0.02

4.6.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.09	0.09
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.09	0.09
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.09	0.09

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.09	0.09
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Apartments Mid Rise	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.02	0.02
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.02	0.02

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.7.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
----------------	-----	-----	-----	----	-----	-------	-------	-------	--------	--------	--------	------	-------	------	-----	-----	---	------

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipme Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipme nt Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
-------	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
------------	-----	-----	-----	----	-----	-------	-------	-------	--------	--------	--------	------	-------	------	-----	-----	---	------

Daily, Summer (Max)	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
Total	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
Daily, Winter (Max)	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
Total	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
Annual	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
Total	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---

4.10.5. Above and Belowground Carbon Accumulation by Land Use Type - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
Daily, Summer (Max)	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
Total	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
Daily, Winter (Max)	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
Total	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
Annual	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
Total	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---

4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	TOG	ROG	NOx	CO	SO2	PM10E	PM10D	PM10T	PM2.5E	PM2.5D	PM2.5T	BCO2	NBCO2	CO2T	CH4	N2O	R	CO2e
---------	-----	-----	-----	----	-----	-------	-------	-------	--------	--------	--------	------	-------	------	-----	-----	---	------

Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Removed	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Demolition	Demolition	8/1/2024	8/15/2024	5.00	10.0	—
Site Preparation	Site Preparation	8/16/2024	8/17/2024	5.00	1.00	—
Grading	Grading	8/18/2024	8/23/2024	5.00	5.00	—
Building Construction	Building Construction	8/21/2024	1/8/2025	5.00	100	—
Paving	Paving	1/9/2025	1/16/2025	5.00	5.00	—
Architectural Coating	Architectural Coating	1/17/2025	1/24/2025	5.00	5.00	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Demolition	Rubber Tired Dozers	Diesel	Average	1.00	1.00	367	0.40
Demolition	Tractors/Loaders/Backhoes	Diesel	Average	2.00	6.00	84.0	0.37
Site Preparation	Graders	Diesel	Average	1.00	8.00	148	0.41
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	1.00	8.00	84.0	0.37

Grading	Graders	Diesel	Average	1.00	6.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	6.00	367	0.40
Grading	Tractors/Loaders/Backhoes	Diesel	Average	1.00	7.00	84.0	0.37
Building Construction	Cranes	Diesel	Average	1.00	4.00	367	0.29
Building Construction	Forklifts	Diesel	Average	2.00	6.00	82.0	0.20
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	2.00	8.00	84.0	0.37
Paving	Cement and Mortar Mixers	Diesel	Average	4.00	6.00	10.0	0.56
Paving	Pavers	Diesel	Average	1.00	7.00	81.0	0.42
Paving	Rollers	Diesel	Average	1.00	7.00	36.0	0.38
Paving	Tractors/Loaders/Backhoes	Diesel	Average	1.00	7.00	84.0	0.37
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48

5.2.2. Mitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Demolition	Rubber Tired Dozers	Diesel	Average	1.00	1.00	367	0.40
Demolition	Tractors/Loaders/Backhoes	Diesel	Average	2.00	6.00	84.0	0.37
Site Preparation	Graders	Diesel	Average	1.00	8.00	148	0.41
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	1.00	8.00	84.0	0.37
Grading	Graders	Diesel	Average	1.00	6.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	6.00	367	0.40
Grading	Tractors/Loaders/Backhoes	Diesel	Average	1.00	7.00	84.0	0.37

Building Construction	Cranes	Diesel	Average	1.00	4.00	367	0.29
Building Construction	Forklifts	Diesel	Average	2.00	6.00	82.0	0.20
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	2.00	8.00	84.0	0.37
Paving	Cement and Mortar Mixers	Diesel	Average	4.00	6.00	10.0	0.56
Paving	Pavers	Diesel	Average	1.00	7.00	81.0	0.42
Paving	Rollers	Diesel	Average	1.00	7.00	36.0	0.38
Paving	Tractors/Loaders/Backhoes	Diesel	Average	1.00	7.00	84.0	0.37
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	—	—	—	—
Demolition	Worker	10.0	18.5	LDA,LDT1,LDT2
Demolition	Vendor	—	10.2	HHDT,MHDT
Demolition	Hauling	3.00	20.0	HHDT
Demolition	Onsite truck	—	—	HHDT
Site Preparation	—	—	—	—
Site Preparation	Worker	5.00	18.5	LDA,LDT1,LDT2
Site Preparation	Vendor	—	10.2	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	7.50	18.5	LDA,LDT1,LDT2

Grading	Vendor	—	10.2	HHDT,MHDT
Grading	Hauling	12.2	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	10.8	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	1.60	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	17.5	18.5	LDA,LDT1,LDT2
Paving	Vendor	—	10.2	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	2.16	18.5	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10.2	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.3.2. Mitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	—	—	—	—
Demolition	Worker	10.0	18.5	LDA,LDT1,LDT2
Demolition	Vendor	—	10.2	HHDT,MHDT
Demolition	Hauling	3.00	20.0	HHDT
Demolition	Onsite truck	—	—	HHDT
Site Preparation	—	—	—	—

Site Preparation	Worker	5.00	18.5	LDA,LDT1,LDT2
Site Preparation	Vendor	—	10.2	HHDT,MHDT
Site Preparation	Hauling	0.00	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	7.50	18.5	LDA,LDT1,LDT2
Grading	Vendor	—	10.2	HHDT,MHDT
Grading	Hauling	12.2	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	10.8	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	1.60	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	17.5	18.5	LDA,LDT1,LDT2
Paving	Vendor	—	10.2	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	2.16	18.5	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10.2	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	26,495	8,832	0.00	0.00	—

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Cubic Yards)	Material Exported (Cubic Yards)	Acres Graded (acres)	Material Demolished (Building Square Footage)	Acres Paved (acres)
Demolition	0.00	0.00	0.00	2,578	—
Site Preparation	0.00	0.00	0.50	0.00	—
Grading	0.00	481	3.75	0.00	—
Paving	0.00	0.00	0.00	0.00	—

5.6.2. Construction Earthmoving Control Strategies

Non-applicable. No control strategies activated by user.

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Apartments Mid Rise	—	0%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
------	--------------	-----	-----	-----

2024	0.00	690	0.05	0.01
2025	0.00	690	0.05	0.01

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMt/Weekday	VMt/Saturday	VMt/Sunday	VMt/Year
Total all Land Uses	0.00	0.00	0.00	17,885	0.00	0.00	0.00	120,815

5.9.2. Mitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMt/Weekday	VMt/Saturday	VMt/Sunday	VMt/Year
Total all Land Uses	0.00	0.00	0.00	16,519	0.00	0.00	0.00	111,590

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

Hearth Type	Unmitigated (number)
Apartments Mid Rise	—
Wood Fireplaces	1
Gas Fireplaces	13
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	2
Conventional Wood Stoves	0
Catalytic Wood Stoves	1

Non-Catalytic Wood Stoves	1
Pellet Wood Stoves	0

5.10.1.2. Mitigated

Hearth Type	Unmitigated (number)
Apartments Mid Rise	—
Wood Fireplaces	1
Gas Fireplaces	13
Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	2
Conventional Wood Stoves	0
Catalytic Wood Stoves	1
Non-Catalytic Wood Stoves	1
Pellet Wood Stoves	0

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
26495.1	8,832	0.00	0.00	—

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	250

5.10.4. Landscape Equipment - Mitigated

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	250

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Apartments Mid Rise	49,252	690	0.0489	0.0069	148,880

5.11.2. Mitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Apartments Mid Rise	49,252	690	0.0489	0.0069	148,880

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Apartments Mid Rise	559,107	30,528

5.12.2. Mitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Apartments Mid Rise	559,107	30,528

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Apartments Mid Rise	11.0	—

5.13.2. Mitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Apartments Mid Rise	11.0	—

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Apartments Mid Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Apartments Mid Rise	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00

5.14.2. Mitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Apartments Mid Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Apartments Mid Rise	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
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5.15.2. Mitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
----------------	-----------	-------------	----------------	---------------	------------	-------------

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor
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5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)
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5.17. User Defined

Equipment Type	Fuel Type
----------------	-----------

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres
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5.18.1.2. Mitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres
--------------------------	----------------------	---------------	-------------

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres
--------------------	---------------	-------------

5.18.1.2. Mitigated

Biomass Cover Type	Initial Acres	Final Acres
--------------------	---------------	-------------

5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)
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5.18.2.2. Mitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)
-----------	--------	------------------------------	------------------------------

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	7.38	annual days of extreme heat

Extreme Precipitation	6.85	annual days with precipitation above 20 mm
Sea Level Rise	0.00	meters of inundation depth
Wildfire	0.00	annual hectares burned

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about $\frac{3}{4}$ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider different increments of sea level rise coupled with extreme storm events. Users may select from four model simulations to view the range in potential inundation depth for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 50 meters (m) by 50 m, or about 164 feet (ft) by 164 ft.

Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	1	0	0	N/A
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	0	0	N/A
Wildfire	1	0	0	N/A
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	0	0	0	N/A

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.

The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.

The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

Climate Hazard	Exposure Score	Sensitivity Score	Adaptive Capacity Score	Vulnerability Score
Temperature and Extreme Heat	1	1	1	2
Extreme Precipitation	N/A	N/A	N/A	N/A
Sea Level Rise	1	1	1	2
Wildfire	1	1	1	2
Flooding	N/A	N/A	N/A	N/A
Drought	N/A	N/A	N/A	N/A
Snowpack Reduction	N/A	N/A	N/A	N/A
Air Quality Degradation	1	1	1	2

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.

The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.

The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

6.4. Climate Risk Reduction Measures

7. Health and Equity Details

7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Exposure Indicators	—
AQ-Ozone	57.0
AQ-PM	73.1
AQ-DPM	70.2
Drinking Water	92.5
Lead Risk Housing	60.4
Pesticides	0.00

Toxic Releases	73.3
Traffic	55.3
Effect Indicators	—
CleanUp Sites	65.3
Groundwater	77.5
Haz Waste Facilities/Generators	61.8
Impaired Water Bodies	0.00
Solid Waste	63.7
Sensitive Population	—
Asthma	51.1
Cardio-vascular	48.5
Low Birth Weights	45.9
Socioeconomic Factor Indicators	—
Education	59.6
Housing	60.9
Linguistic	80.4
Poverty	54.6
Unemployment	37.7

7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

Indicator	Result for Project Census Tract
Economic	—
Above Poverty	31.42563839
Employed	94.37957141
Median HI	25.70255357
Education	—

Bachelor's or higher	69.75490825
High school enrollment	100
Preschool enrollment	1.873476197
Transportation	—
Auto Access	15.29577826
Active commuting	89.95252149
Social	—
2-parent households	4.863338894
Voting	0.885409983
Neighborhood	—
Alcohol availability	4.516874118
Park access	81.35506224
Retail density	94.00744258
Supermarket access	94.25125112
Tree canopy	39.54831259
Housing	—
Homeownership	4.812010779
Housing habitability	37.88014885
Low-inc homeowner severe housing cost burden	75.25984858
Low-inc renter severe housing cost burden	90.2219941
Uncrowded housing	27.38354934
Health Outcomes	—
Insured adults	13.78159887
Arthritis	90.1
Asthma ER Admissions	45.1
High Blood Pressure	79.9
Cancer (excluding skin)	77.2

Asthma	65.7
Coronary Heart Disease	81.5
Chronic Obstructive Pulmonary Disease	74.0
Diagnosed Diabetes	64.3
Life Expectancy at Birth	99.6
Cognitively Disabled	58.3
Physically Disabled	55.6
Heart Attack ER Admissions	52.2
Mental Health Not Good	47.3
Chronic Kidney Disease	73.0
Obesity	43.9
Pedestrian Injuries	94.0
Physical Health Not Good	51.8
Stroke	80.6
Health Risk Behaviors	—
Binge Drinking	20.5
Current Smoker	45.1
No Leisure Time for Physical Activity	55.7
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	81.0
Elderly	65.5
English Speaking	16.9
Foreign-born	73.3
Outdoor Workers	66.0
Climate Change Adaptive Capacity	—

Impervious Surface Cover	4.7
Traffic Density	82.5
Traffic Access	87.4
Other Indices	—
Hardship	51.9
Other Decision Support	—
2016 Voting	31.0

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	74.0
Healthy Places Index Score for Project Location (b)	29.0
Project Located in a Designated Disadvantaged Community (Senate Bill 535)	Yes
Project Located in a Low-Income Community (Assembly Bill 1550)	Yes
Project Located in a Community Air Protection Program Community (Assembly Bill 617)	No

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.4. Health & Equity Measures

No Health & Equity Measures selected.

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

Screen	Justification
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Land Use	per the approved plan set
Construction: Construction Phases	best estimate

Attachment D

LA Department of Transportation Traffic Volume Counts for Proposed Project at 5717
Camerford Avenue

Department of City Planning Case No. CPC-2023-6515-CU-DB-HCA



24 Hours Traffic Volume

City of Los Angeles
Department of Transportation

Counter ARMANDO
Date 06/30/14
Start Time 12 AM

Location **CAMERFORD AV AT EL CENTRO AV**
Direction **E/W STREET**
Serial Number **RD23446 D**

Day of Week **MONDAY** Prepared **07/01/14**
DOT District **HOLLYWOOD** By **AMS**
Weather **CLEAR**

Time	NORTHBOUND or WESTBOUND					SOUTHBOUND or EASTBOUND					TOTAL
	1ST QTR	2ND QTR	3RD QTR	4TH QTR	HOUR TOTAL	1ST QTR	2ND QTR	3RD QTR	4TH QTR	HOUR TOTAL	
12 AM	0	1	0	0	1	2	1	1	2	6	7
1 AM	1	0	1	1	3	2	3	2	0	7	10
2 AM	0	0	1	1	2	0	0	1	0	1	3
3 AM	0	0	2	0	2	0	3	0	1	4	6
4 AM	1	0	0	0	1	0	1	0	2	3	4
5 AM	0	1	0	1	2	0	5	1	0	6	8
6 AM	1	2	4	4	11	1	2	9	7	19	30
7 AM	2	6	6	11	25	9	5	12	15	41	66
8 AM	7	11	4	5	27	19	16	10	13	58	85
9 AM	4	1	3	5	13	5	8	7	8	28	41
10 AM	5	3	5	4	17	8	11	4	9	32	49
11 AM	2	1	4	5	12	16	12	14	15	57	69
12 NN	1	3	3	3	10	8	6	15	12	41	51
1 PM	6	7	2	5	20	12	9	7	15	43	63
2 PM	4	8	7	1	20	14	11	8	6	39	59
3 PM	0	7	7	5	19	14	4	11	16	45	64
4 PM	11	5	5	5	26	15	19	11	14	59	85
5 PM	6	2	7	4	19	9	20	15	8	52	71
6 PM	7	3	3	4	17	16	15	10	8	49	66
7 PM	2	4	1	4	11	5	5	12	7	29	40
8 PM	1	3	5	3	12	5	8	7	7	27	39
9 PM	3	6	1	1	11	6	7	5	1	19	30
10 PM	0	3	1	0	4	4	4	3	2	13	17
11 PM	2	2	2	0	6	4	2	3	4	13	19

FIRST 12-HOURS PEAK QUARTER COUNT

11 7 AM 4TH

19 8 AM 1ST

LAST 12-HOURS PEAK QUARTER COUNT

11 4 PM 1ST

20 5 PM 2ND

24 HOUR VEHICLES TOTAL

291

691 **982**

TOTAL VEHICLES STANDARD DEVIATION (STD)

[+,-] 8.16

[+,-] 18.98 26.50

PEAK HOURS VOLUME

	NORTH or WEST BOUND		SOUTH or EAST BOUND		BOTH DIRECTIONS	
	PEAK HOUR	VEHICLE VOLUME	PEAK HOUR	VEHICLE VOLUME	PEAK HOUR	VEHICLE VOLUME
First 12H Peak	8 AM	27	8 AM	58	8 AM	85
Last 12H Peak	4 PM	26	4 PM	59	4 PM	85
First 12H Peak STD		[+,-] 9.03		[+,-] 20.19		[+,-] 28.42
Last 12H Peak STD		[+,-] 6.28		[+,-] 14.70		[+,-] 20.49



24 Hours Traffic Volume

City of Los Angeles
Department of Transportation

Counter HUGO/LAVEDIA
Date 10/23/12
Start Time 12 AM

Location **GOWER AV AT CAMERFORD AV**
Direction N/S STREET
Serial Number RD97565 D

Day of Week **TUESDAY** Prepared 10/24/12
DOT District **HOLLYWOOD** By LW
Weather **CLEAR**

Time	NORTHBOUND or WESTBOUND					SOUTHBOUND or EASTBOUND					TOTAL
	1ST QTR	2ND QTR	3RD QTR	4TH QTR	HOUR TOTAL	1ST QTR	2ND QTR	3RD QTR	4TH QTR	HOUR TOTAL	
12 AM	28	26	47	27	128	29	26	26	1	82	210
1 AM	13	17	29	5	64	13	15	11	11	50	114
2 AM	7	14	7	12	40	10	14	9	4	37	77
3 AM	11	8	10	14	43	12	7	12	17	48	91
4 AM	2	3	15	12	32	4	12	7	10	33	65
5 AM	13	27	29	43	112	15	21	44	31	111	223
6 AM	27	64	70	98	259	35	63	64	94	256	515
7 AM	74	125	175	174	548	120	138	160	227	645	1193
8 AM	175	217	214	195	801	242	294	286	249	1071	1872
9 AM	206	184	188	148	726	200	214	182	128	724	1450
10 AM	148	124	113	121	506	128	115	95	111	449	955
11 AM	126	123	129	150	528	79	97	98	122	396	924
12 NN	146	168	148	151	613	107	115	121	131	474	1087
1 PM	148	156	183	189	676	96	132	135	123	486	1162
2 PM	181	164	164	140	649	194	129	113	139	575	1224
3 PM	174	150	196	151	671	126	159	150	163	598	1269
4 PM	199	199	180	202	780	155	141	164	141	601	1381
5 PM	249	190	229	283	951	154	201	176	190	721	1672
6 PM	273	241	251	225	990	223	212	183	164	782	1772
7 PM	216	177	174	180	747	174	152	129	115	570	1317
8 PM	142	133	102	80	457	95	87	82	58	322	779
9 PM	142	106	93	91	432	63	61	63	33	220	652
10 PM	119	97	57	68	341	52	42	56	64	214	555
11 PM	65	73	60	56	254	65	30	43	24	162	416

FIRST 12-HOURS PEAK QUARTER COUNT

217 8 AM 2ND

294 8 AM 2ND

LAST 12-HOURS PEAK QUARTER COUNT

283 5 PM 4TH

223 6 PM 1ST

24 HOUR VEHICLES TOTAL

11,348

9,627

20,975

TOTAL VEHICLES STANDARD DEVIATION (STD)

[+,-] 293.97

[+,-] 278.88

562.20

PEAK HOURS VOLUME

	NORTH or WEST BOUND		SOUTH or EAST BOUND		BOTH DIRECTIONS	
	PEAK HOUR	VEHICLE VOLUME	PEAK HOUR	VEHICLE VOLUME	PEAK HOUR	VEHICLE VOLUME
First 12H Peak	8 AM	801	8 AM	1,071	8 AM	1,872
Last 12H Peak	6 PM	990	6 PM	782	6 PM	1,772
First 12H Peak STD		[+,-] 275.87		[+,-] 325.15		[+,-] 595.80
Last 12H Peak STD		[+,-] 217.43		[+,-] 195.66		[+,-] 410.36

Attachment E

Tree Report by Certified Arborist for Proposed Project at 5717 Camerford Avenue

Department of City Planning Case No. CPC-2023-6515-CU-DB-HCA



TREE REPORT

PREPARED FOR

5717 Camerford Partners, LP
5717 Camerford Avenue
Los Angeles, CA 90038

PROPERTY

5717 Camerford Avenue
Los Angeles, CA 90038

CONTACT

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April 11, 2023

PREPARED BY

LISA SMITH, **THE TREE RESOURCE** ®
REGISTERED CONSULTING ARBORIST #464
ISA BOARD CERTIFIED MASTER ARBORIST #WE3782B
ISA TREE RISK ASSESSOR QUALIFIED - INSTRUCTOR
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TABLE OF CONTENTS

SUMMARY	3
ASSIGNMENT	5
LIMITATIONS	5
TREE CHARACTERISTICS AND SITE CONDITIONS	5
IMPACT ANALYSIS AND SPECIFIC RECOMMENDATIONS	6
APPENDIX A.1 –TREE LOCATION MAP Survey	7
APPENDIX A.2 –TREE LOCATION MAP Site Plan	8
APPENDIX B - PHOTOGRAPHS	9
APPENDIX C – SUMMARY OF FIELD INSPECTION	13
APPENDIX D – SUMMARY OF DATA	14
GENERAL RECOMMENDATIONS	
New Tree Planting	15
Tree Maintenance and Pruning	17
Diseases and Insects, Grade Changes, Inspection	19
ASSUMPTIONS AND LIMITING CONDITIONS	20

TREE REPORT

5717 Camerford Ave
 Los Angeles, CA 90038

SUMMARY

PROJECT OVERVIEW	
Site Address	5717 Camerford Ave, Los Angeles, CA 90038
Location and/or Specific Plan	Hollywood
Project Description	Multi family housing
Date of Site Visit	April 7, 2023
Number of Protected Trees on Site	0

This Tree Report was prepared at the request of the property owner, 5717 Camerford Partners, LP, who is preparing to build multi-family housing on this property. The subject property is 6,504 square feet and is located in the Hollywood area of Los Angeles. It is currently developed with a 2,334 square foot single family residence which the owner is preparing to demolish.

PROTECTED TREES, URBAN FORESTRY DIVISION

This property is under the jurisdiction of the City of Los Angeles and guided by the Native Tree Protection Ordinance No. 186873. **Protected Trees** are defined by this ordinance as oaks (*Quercus* sp.) indigenous to California but excluding the scrub oak (*Quercus dumosa*); Southern California black walnut (*Juglans californica* var. *californica*); Western sycamore (*Platanus racemosa*) and California bay laurel (*Umbellularia californica*) trees with a diameter at breast height (DBH) of four inches (4") or greater. **Protected Shrubs** are defined as Mexican elderberry (*Sambucus mexicana*); Toyon (*Heteromeles arbutifolia*) which measure four inches or more in cumulative diameter, four and one-half feet above the ground level at the base of the shrub.

There are NO trees or shrubs on this property that would be considered protected within the City of Los Angeles Native Tree Protection Ordinance.

NEIGHBOR TREES

I have also inspected the neighboring properties to confirm there are no protected tree species that are adjacent to the construction zone, or in areas of impact.

CITY OF LOS ANGELES STREET TREES, URBAN FORESTRY DIVISION

There are two (2) trees located in the parkway perimeter that are considered **City of Los Angeles Street Trees**. These trees will receive no impact and will be retained and protected in place.

NON-PROTECTED SIGNIFICANT TREES, DEPARTMENT OF CITY PLANNING

The Department of City Planning requires the identification of the location, size, type and condition of all existing trees on the site with a DBH of 8 inches (8") or greater. These trees will be identified as **Non-Protected Significant Trees**.

At this time, I observed four (4) **Non-Protected Significant Trees** on the property. These trees will be impacted by construction and are recommended for removal and replacement to the satisfaction of the City of Los Angeles Department of City Planning.

ASSIGNMENT

The Assignment included:

- Field Observation and Inventory of Trees on Site
- Evaluation of potential construction impacts
- Photographs of the subject trees are included in Appendix B
- Matrix of proposed tree removals and trees to remain

LIMITS OF THE ASSIGNMENT

The field inspection was a visual, grade level tree assessment. No special tools or equipment were used. No tree risk assessments were performed. My site examination and the information in this report is limited to the date and time the inspection occurred. The information in this report is limited to the condition of the trees at the time of my inspection.

TREE CHARACTERISTICS AND SITE CONDITIONS

Detailed information with respect to size, condition, species and recommendations are included in the Summary of Field Inspections in Appendix C. The trees are numbered on the Tree Location Map in Appendix A.

IMPACT ANALYSIS AND SPECIFIC RECOMMENDATIONS

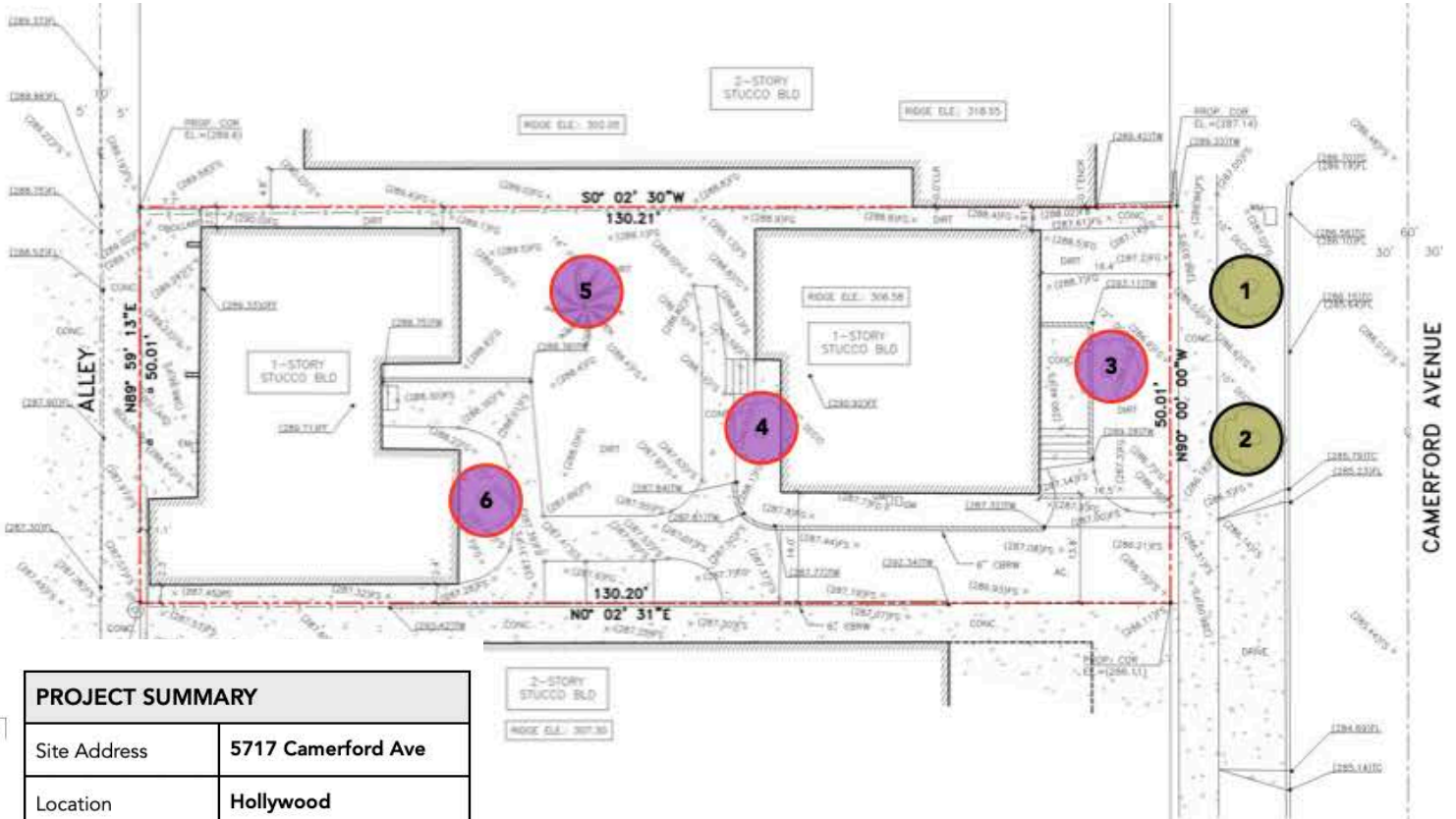
STREET TREES

Two (2) City of Los Angeles Jacaranda Street Trees #1 and #2 located in the parkway perimeter will receive no impact and will be retained and protected in place.




NON-PROTECTED TREES

Four (4) Non-Protected Significant Trees #3 - #6 are in the direct footprint of the new construction and are recommended for removal.

APPENDIX A.1 - TREE LOCATION MAP, REDUCED Survey

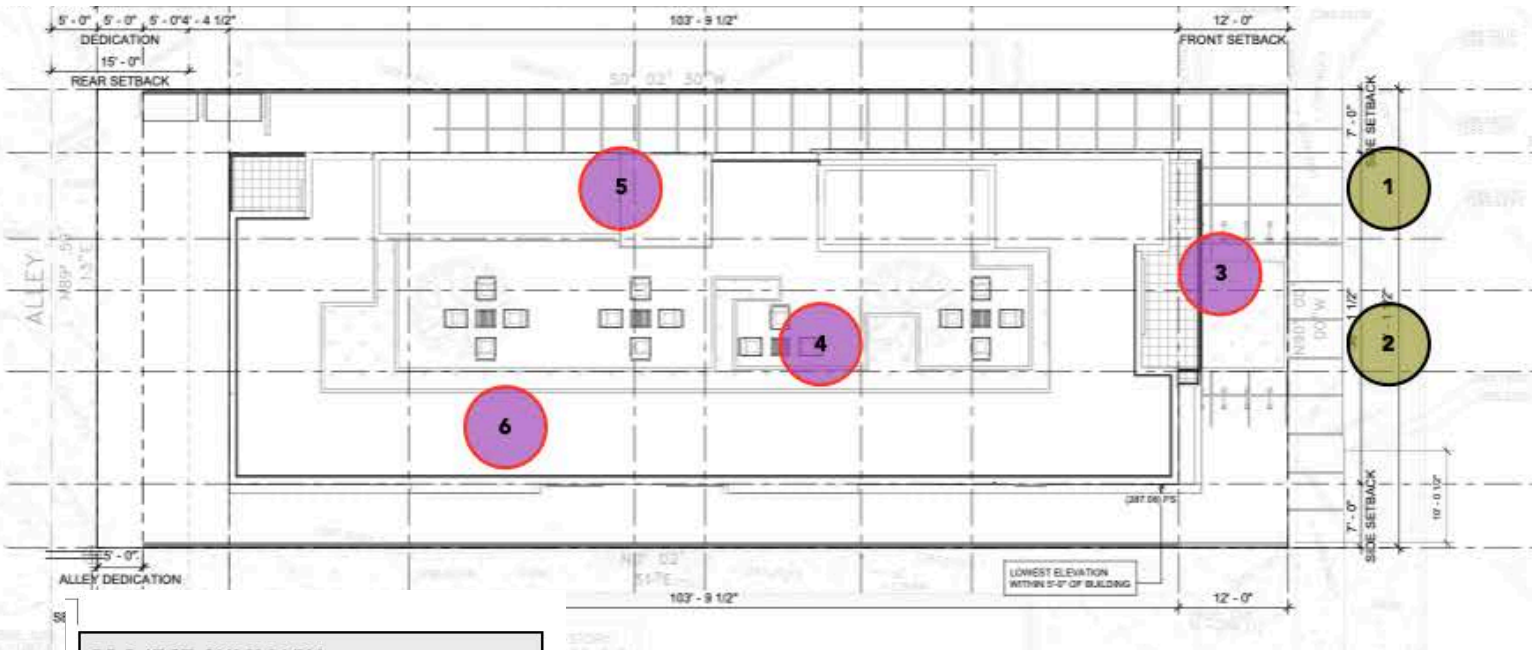


PROJECT SUMMARY	
Site Address	5717 Camerford Ave
Location	Hollywood
Project Description	Multi family housing




KEY	
	Street Tree
	Non-Protected Significant Tree
	Tree recommended for removal

SUMMARY OF REPLACEMENT
NON-SIGNIFICANT TREES, 8" DBH + REPLACED 1:1

APPENDIX A.2 - TREE LOCATION MAP, REDUCED Site Plan



PROJECT SUMMARY	
Site Address	5717 Camerford Ave
Location	Hollywood
Project Description	Multi family housing

KEY	
	Street Tree
	Non-Protected Significant Tree
	Tree recommended for removal

SUMMARY OF REPLACEMENT
NON-SIGNIFICANT TREES, 8" DBH + REPLACED 1:1

APPENDIX B - PHOTOGRAPHS



PHOTO 1 - Shows two City of Los Angeles Jacaranda Street Trees #1 and #2 located in the parkway perimeter will receive no impact and will be retained and protected in place.

APPENDIX B - PHOTOGRAPHS



PHOTO 2 - Shows two City of Los Angeles Jacaranda Street Trees #1 and #2 located in the parkway perimeter will receive no impact and will be retained and protected in place.

APPENDIX B - PHOTOGRAPHS



PHOTO 3 - Shows some of the non-protected trees on site. These trees are recommended for removal.

APPENDIX B - PHOTOGRAPHS



PHOTO 4 - Shows some of the non-protected trees on site. These trees are recommended for removal.

APPENDIX C - SUMMARY OF FIELD INSPECTION

Rating Code: A = Excellent, B = Good, C = Fair, D = Poor, E = Nearly Dead, F = Dead

Tree #	Species	Status	DBH (")	Height (')	Spread (')	Summary of Condition	Retain or Remove
1	Jacaranda <i>Jacaranda mimosifolia</i>	Street	10	20	15	C	Retain
2	Jacaranda <i>Jacaranda mimosifolia</i>	Street	8	20	15	C	Retain
3	Bottle Tree <i>Brachychiton populneus</i>	Non-Protected	12	15	15	C-D	Remove
4	Yucca <i>Yucca sp.</i>	Non-Protected	12	20	10	C	Remove
5	Mexican Fan Palm <i>Washingtonia robusta</i>	Non-Protected	14	25	5	C	Remove
6	Fiddle-leaf fig <i>Ficus lyrata</i>	Non-Protected	12	15	10	C	Remove

APPENDIX D - SUMMARY OF DATA

Table 2. Schedule of Proposed Removals

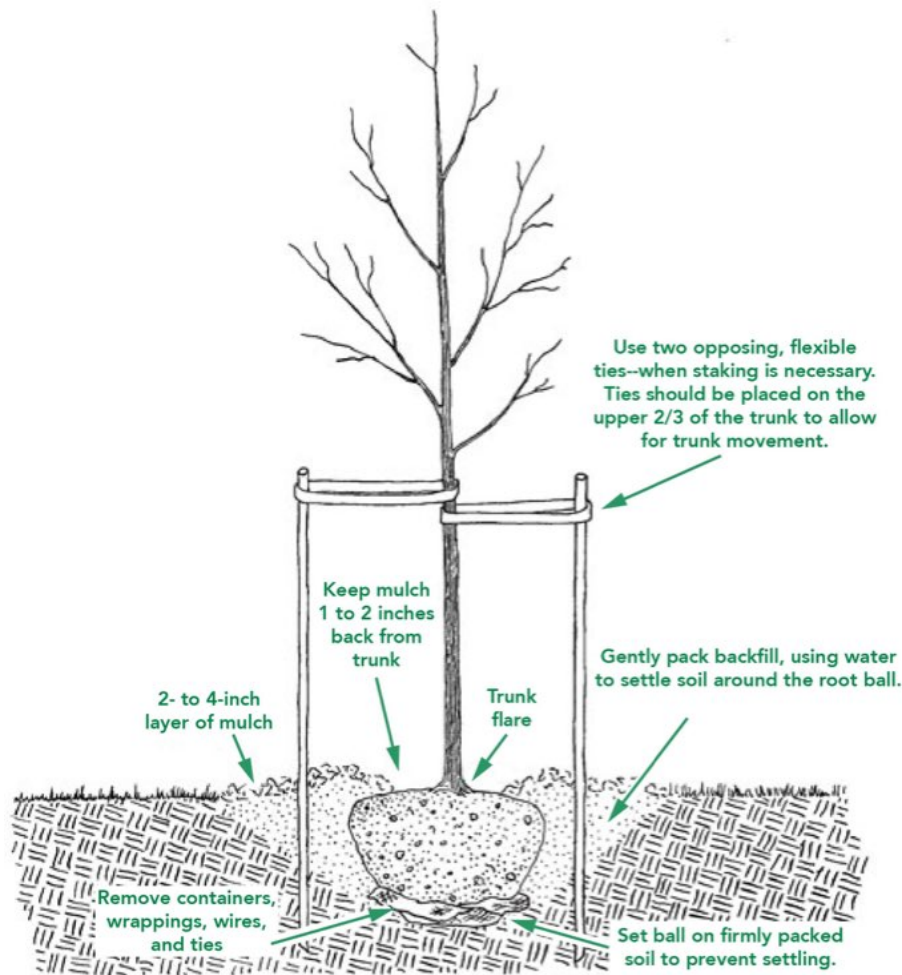
Tree #	Species	Status	Condition	RECOMMENDATION	
				Retain or Remove	Reason for Removal
3	Bottle Tree <i>Brachychiton populneus</i>	Non-Protected	C	Remove	Construction Impact
4	Yucca <i>Yucca sp.</i>	Non-Protected	C	Remove	Construction Impact
5	Mexican Fan Palm <i>Washingtonia robusta</i>	Non-Protected	C	Remove	Construction Impact
6	Fiddle-leaf fig <i>Ficus lyrata</i>	Non-Protected	C-D	Remove	Construction Impact

APPENDIX D - SUMMARY OF DATA

Table 3. Summary of Replacement

	Existing Trees to Be Removed	Trees to be Planted in Replacement
NON-PROTECTED SIGNIFICANT TREES 8" + DBH Replaced 1:1	4	4
TOTAL	4	4

NEW TREE PLANTING



The ideal time to plant trees and shrubs is during the dormant season, in the fall after leaf drop or early spring before budbreak. Weather conditions are cool and allow plants to establish roots in the new location before spring rains and summer heat stimulate new top growth. Before you begin planting your tree, be sure you have had all underground utilities located prior to digging.

If the tree you are planting is balled or bare root, it is important to understand that its root system has been reduced by 90 to 95 percent of its original size during transplanting. As a result of the trauma caused by the digging process, trees commonly exhibit what is known as transplant shock. Containerized trees may also experience transplant shock, particularly if they have circling roots that must be cut. Transplant shock is indicated by slow growth and reduced vigor following transplanting. Proper site preparation before and during planting coupled with good follow-up care reduces the amount of time the plant experiences transplant shock and allows the tree to quickly establish in its new location. Carefully follow nine simple steps, and you can significantly reduce the stress placed on the plant at the time of planting.

NEW TREE PLANTING, continued

- 1. Dig a shallow, broad planting hole.** Make the hole wide, as much as three times the diameter of the root ball but only as deep as the root ball. It is important to make the hole wide because the roots on the newly establishing tree must push through surrounding soil in order to establish. On most planting sites in new developments, the existing soils have been compacted and are unsuitable for healthy root growth. Breaking up the soil in a large area around the tree provides the newly emerging roots room to expand into loose soil to hasten establishment.
- 2. Identify the trunk flare.** The trunk flare is where the roots spread at the base of the tree. This point should be partially visible after the tree has been planted (see diagram). If the trunk flare is not partially visible, you may have to remove some soil from the top of the root ball. Find it so you can determine how deep the hole needs for proper planting.
- 3. Remove tree container for containerized trees.** Carefully cutting down the sides of the container may make this easier. Inspect the root ball for circling roots and cut or remove them. Expose the trunk flare, if necessary.
- 4. Place the tree at the proper height.** Before placing the tree in the hole, check to see that the hole has been dug to the proper depth and no more. The majority of the roots on the newly planted tree will develop in the top 12 inches of soil. If the tree is planted too deeply, new roots will have difficulty developing because of a lack of oxygen. It is better to plant the tree a little high, 1-2 inches above the base of the trunk flare, than to plant it at or below the original growing level. This planting level will allow for some settling.
- 5. Straighten the tree in the hole.** Before you begin backfilling, have someone view the tree from several directions to confirm that the tree is straight. Once you begin backfilling, it is difficult to reposition the tree.
- 6. Fill the hole gently but firmly.** Fill the hole about one-third full and gently but firmly pack the soil around the base of the root ball. Be careful not to damage the trunk or roots in the process. Fill the remainder of the hole, taking care to firmly pack soil to eliminate air pockets that may cause roots to dry out. To avoid this problem, add the soil a few inches at a time and settle with water. Continue this process until the hole is filled and the tree is firmly planted. It is not recommended to apply fertilizer at time of planting.
- 7. Stake the tree, if necessary.** If the tree is grown properly at the nursery, staking for support will not be necessary in most home landscape situations. Studies have shown that trees establish more quickly and develop stronger trunk and root systems if they are not staked at the time of planting. However, protective staking may be required on sites where lawn mower damage, vandalism, or windy conditions are concerns. If staking is necessary for support, there are three methods to choose among: staking, guying, and ball stabilizing. One of the most common methods is staking. With this method, two stakes used in conjunction with a wide, flexible tie material on the lower half of the tree will hold the tree upright, provide flexibility, and minimize injury to the trunk (see diagram). Remove support staking and ties after the first year of growth.
- 8. Mulch the base of the tree.** Mulch is simply organic matter applied to the area at the base of the tree. It acts as a blanket to hold moisture, it moderates soil temperature extremes, and it reduces competition from grass and weeds. A 2- to 3-inch layer is ideal. More than 3 inches may cause a problem with oxygen and moisture levels. When placing mulch, be sure that the actual trunk of the tree is not covered. Doing so may cause decay of the living bark at the base of the tree. A mulch-free area, 1 to 2 inches wide at the base of the tree, is sufficient to avoid moist bark conditions and prevent decay.

TREE MAINTENANCE AND PRUNING

Some trees do not generally require pruning. The occasional removal of dead twigs or wood is typical. Occasionally a tree has a defect or structural condition that would benefit from pruning. Any pruning activity should be performed under the guidance of a certified arborist or tree expert.

Because each cut has the potential to change the growth of the tree, no branch should be removed without a reason. Common reasons for pruning are to remove dead branches, to remove crowded or rubbing limbs, and to eliminate hazards. Trees may also be pruned to increase light and air penetration to the inside of the tree's crown or to the landscape below. In most cases, mature trees are pruned as a corrective or preventive measure.

Routine thinning does not necessarily improve the health of a tree. Trees produce a dense crown of leaves to manufacture the sugar used as energy for growth and development. Removal of foliage through pruning can reduce growth and stored energy reserves. Heavy pruning can be a significant health stress for the tree.

Yet if people and trees are to coexist in an urban or suburban environment, then we sometimes have to modify the trees. City environments do not mimic natural forest conditions. Safety is a major concern. Also, we want trees to complement other landscape plantings and lawns. Proper pruning, with an understanding of tree biology, can maintain good tree health and structure while enhancing the aesthetic and economic values of our landscapes.

Pruning Techniques – From the I.S.A. Guideline

Specific types of pruning may be necessary to maintain a mature tree in a healthy, safe, and attractive condition.

Cleaning is the removal of dead, dying, diseased, crowded, weakly attached, and low- vigor branches from the crown of a tree.

Thinning is the selective removal of branches to increase light penetration and air movement through the crown. Thinning opens the foliage of a tree, reduces weight on heavy limbs, and helps retain the tree's natural shape.

Raising removes the lower branches from a tree to provide clearance for buildings, vehicles, pedestrians, and vistas.

Reduction reduces the size of a tree, often for clearance for utility lines. Reducing the height or spread of a tree is best accomplished by pruning back the leaders and branch terminals to lateral branches that are large enough to assume the terminal roles (at least one-third the diameter of the cut stem). Compared to topping, reduction helps maintain the form and structural integrity of the tree.

TREE MAINTENANCE AND PRUNING, continued

How Much Should Be Pruned?

Mature trees should require little routine pruning. A widely accepted rule of thumb is never to remove more than one-quarter of a tree's leaf-bearing crown. In a mature tree, pruning even that much could have negative effects. Removing even a single, large-diameter limb can create a wound that the tree may not be able to close. The older and larger a tree becomes, the less energy it has in reserve to close wounds and defend against decay or insect attack. Pruning of mature trees is usually limited to removal of dead or potentially hazardous limbs.

Wound Dressings

Wound dressings were once thought to accelerate wound closure, protect against insects and diseases, and reduce decay. However, research has shown that dressings do not reduce decay or speed closure and rarely prevent insect or disease infestations. Most experts recommend that wound dressings not be used.

DISEASES AND INSECTS

Continual observation and monitoring of your tree can alert you to any abnormal changes. Some indicators are: excessive leaf drop, leaf discoloration, sap oozing from the trunk and bark with unusual cracks. Should you observe any changes, you should contact a Tree specialist or Certified Arborist to review the tree and provide specific recommendations. Trees are susceptible to hundreds of pests, many of which are typical and may not cause enough harm to warrant the use of chemicals. However, diseases and insects may be indication of further stress that should be identified by a professional.

GRADE CHANGES

The growing conditions and soil level of trees are subject to detrimental stress should they be changed during the course of construction. Raising the grade at the base of a tree trunk can have long-term negative consequences. This grade level should be maintained throughout the protected zone. This will also help in maintaining the drainage in which the tree has become accustomed.

INSPECTION

The property owner should establish an inspection calendar based on the recommendation provided by the tree specialist. This calendar of inspections can be determined based on several factors: the maturity of the tree, location of tree in proximity to high-use areas vs. low-use area, history of the tree, prior failures, external factors (such as construction activity) and the perceived value of the tree to the homeowner.

Assumptions and Limiting Conditions

No warranty is made, expressed or implied, that problems or deficiencies of the trees or the property will not occur in the future, from any cause. The Consultant shall not be responsible for damages or injuries caused by any tree defects, and assumes no responsibility for the correction of defects or tree related problems.

The owner of the trees may choose to accept or disregard the recommendations of the Consultant, or seek additional advice to determine if a tree meets the owner's risk abatement standards.

The Consulting Arborist has no past, present or future interest in the removal or retaining of any tree. Opinions contained herein are the independent and objective judgments of the consultant relating to circumstances and observations made on the subject site.

The recommendations contained in this report are the opinions of the Consulting Arborist at the time of inspection. These opinions are based on the knowledge, experience, and education of the Consultant. The field inspection was a visual, grade level tree assessment.

The Consulting Arborist shall not be required to give testimony, perform site monitoring, provide further documentation, be deposed, or to attend any meeting without subsequent contractual arrangements for this additional employment, including payment of additional fees for such services as described by the Consultant.

The Consultant assumes no responsibility for verification of ownership or locations of property lines, or for results of any actions or recommendations based on inaccurate information.

This Arborist report may not be reproduced without the express permission of the Consulting Arborist and the client to whom the report was issued. Any change or alteration to this report invalidates the entire report.

Should you have any further questions regarding this property, please contact me at (310) 663-2290.

Respectfully submitted,

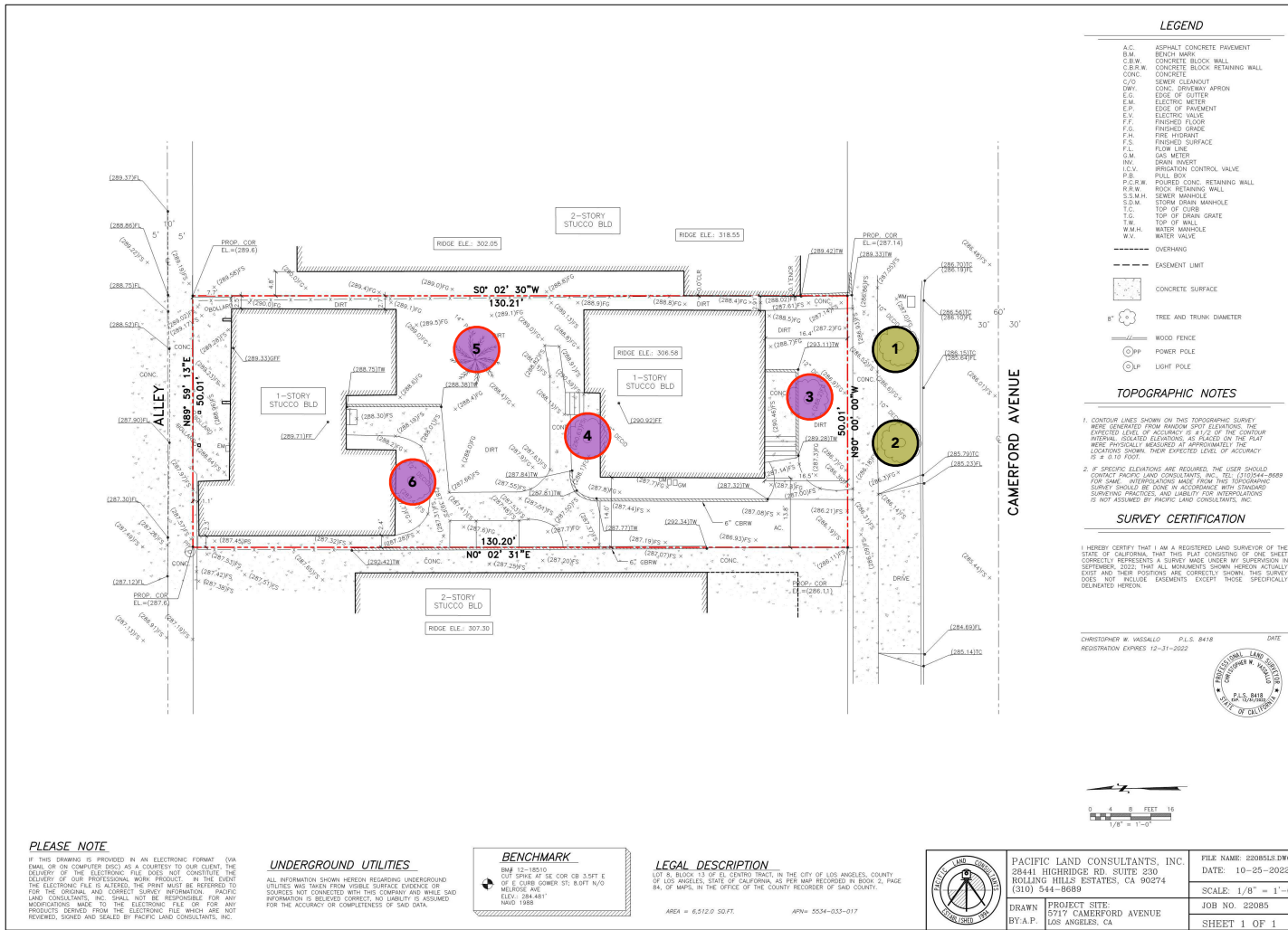


Lisa Smith

Registered Consulting Arborist #464
ISA Board Certified Master Arborist #WE3782B
ISA Tree Risk Assessor Qualified- Instructor
American Society of Consulting Arborists, Member



Appendix A.1: Tree Locations on Project Survey



breakformdesign

5717 CAMERFORD AVE
LOS ANGELES, CA
90038

137 PARKWAY E. BERKLAND, CA 90248
916.722.2200

EXISTING SITE SURVEY

DESIGN: Author
CHECKED: PHK
DATE: 9/20/22 10:48:46 AM
SCALE: 1/8" = 1'-0"
JOB #: 22-007
A0.02

PROJECT SUMMARY	
Site Address	5717 Camerford Ave
Location	Hollywood
Project Description	Multi family housing

KEY

- Street Tree
- Non-Protected Significant Tree
- Tree recommended for removal

SUMMARY OF REPLACEMENT

NON-SIGNIFICANT TREES, 8" DBH + REPLACED 1:1
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Attachment F

Noise Impact Analysis for Proposed Project at 5717 Camerford Avenue

Department of City Planning Case No. CPC-2023-6515-CU-DB-HCA

Noise Effects

Audible Noise Changes – Studies have shown that the smallest perceptible change in sound level for a person with normal hearing sensitivity is approximately 3 dBA. A change of at least 5 dBA is readily perceptible to a person with normal hearing sensitivity. A 10 dBA increase is subjectively heard as a doubling in loudness.

Noise levels decrease as the distance from the noise source to the receiver increases. Noise generated by a stationary noise source, or point source, will decrease by approximately 6 dBA over hard surfaces (e.g., reflective surfaces such as parking lots or smooth bodies of water) and 7.5 dBA over soft surfaces (e.g., absorptive surfaces such as soft dirt, grass, or scattered bushes and trees) for each doubling of the distance. For example, if a noise source produces a noise level of 89 DBA and a reference distance of 50 feet, then the noise level would be 83 DBA at a distance of 100 feet from the noise source, 77 DBA at a distance of 200 feet., and so on. Noise generated by a mobile source will decrease by approximately 3 dBA over hard services and 4.8 dBA over soft services for each doubling of the distance.

Noise is most audible when there is a direct line-of-sight. Solid barriers such as walls, berms, or buildings that break the line-of-sight between the source and the receiver greatly reduced noise levels from the source, since sound can only reach the receiver by bending over the top of the barrier. However, if a barrier is not solid, high, or long enough to break the line-of-sight from the source to the receiver, its effectiveness is greatly reduced.

Regulatory Frameworks

State

Department of Health Services – The Department of Health Services, Environmental Health Division, has published the Guidelines for Noise and Land Use Compatibility (the State Guidelines) which recommend guidelines for local governments to use when setting standards for human exposure to noise and preparing noise elements for general plans. The State Guidelines, which is illustrated in Table 4.12-1, indicates that residential land use and other noise sensitive receptors generally should be located in areas where outdoor ambient noise levels do not exceed 65 to 70 dBA.

According to the State Guidelines, an exterior noise level of 60 dBA is considered to be a “normally acceptable” noise level for single-family, duplex, and mobile homes involving normal, conventional construction, without any special noise insulation requirements. Exterior noise levels up to 65 DBA are typically considered “normally acceptable” for multifamily units and transient lodging without any special noise insulation requirements. Between these values and 70 dBA exterior noise levels are typically considered “conditionally acceptable” and residential construction should only occur after a detailed analysis of noise reduction requirements is made and needed noise attenuation features are included in the project design. Exterior noise attenuation features include, but are not limited to, setbacks that place structures outside the conditionally acceptable noise contour and orientation.

California Code of Regulations (CCR) – Title 24 of the CCR codifies Sound Transmission Control requirements, which establishes uniform minimum noise Insulation performance standards for new hotels, motels, dormitories, apartment houses, and dwellings other than detached single family dwellings. Specifically, Title 24 states that interior noise levels attributable to exterior sources shall not exceed 45 DBA in any habitable room of new multifamily dwellings. Dwellings are to be designed so that interior noise levels will meet this standard for at least 10 years from the time of building permit application.

Department of Housing and Community Development – The Department of Housing and Community Development advises that new residential units should not be exposed to outdoor ambient noise levels in excess of 65 dBA and, if necessary, sufficient noise insulation must be provided to reduce interior ambient noise levels to 45 dBA. Within a 65 dBA exterior noise environment, interior noise levels are typically reduced to acceptable levels (to at least 45 dBA) through conventional construction, but with closed windows and fresh air supply systems or air conditioning.

**Community Noise Exposure
CNEL, dB**

Land Use	Normally Acceptable¹	Conditionally Acceptable²	Normally Unacceptable³	Clearly Unacceptable⁴
Single Family, Duplex, Mobile Homes	50-60	55-70	70-75	Above 70
Multi-Family Homes	50-65	60-70	70-75	Above 70
Schools, Libraries, Churches, Hospitals, Nursing Homes	50-70	60-70	70-80	Above 80
Transient Lodging- Motels, Hotels	50-65	60-70	70-80	Above 80
Auditoriums, Concert Halls, Amphitheaters	-	50-70	-	Above 65
Sports Arena, Outdoor Spectator Sports	-	50-75	-	Above 70
Playgrounds, Neighborhood Parks	50-70	-	67-75	Above 72
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50-75	-	70-80	Above 80

Office Buildings, Business and Professional Commercial	50-70	67-77	Above 75	-
Industrial, Manufacturing, Utilities, Agriculture	50-75	70-80	Above 75	-
<p>Source: California Department of Health Services, as referenced in the 2006 City of Los Angeles L.A. CEQA Thresholds Guide: Your Resource for Preparing CEQA Analyses in Los Angeles.</p> <p>Notes:</p> <p>1 Normally Acceptable: Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.</p> <p>2 Conditionally Acceptable: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.</p> <p>3 Normally Unacceptable: New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.</p> <p>4 Clearly Unacceptable: New construction or development should generally not be undertaken.</p>				

Local

Los Angeles Municipal Code (LAMC) - City of Los Angeles has a comprehensive set of regulations concerning the generation of control of noise that could adversely affect people and noise sensitive land uses that are located in four different chapters of the code – the Zoning Ordinance (Chapter I), the General Welfare (Chapter IV), Building Code (Chapter IX), and Noise Regulation (Chapter XI).

Regarding construction, Section 41.40. (Noise Due to Construction, Excavation Work – When Prohibited) in Chapter IV (Public Welfare) of the LAMC indicates that no construction or repair work shall be performed between the hours of 9:00 PM and 7:00 AM, since such activities would generate loud noises and disturb persons occupying the sleeping quarters in any adjacent dwelling, hotel, apartment or other place of residence. No person, other than an individual homeowner engaged in the repair or construction of his/her single-family dwelling, shall perform any construction or repair work of any kind, or perform such work within 500 feet of land so occupied before 8:00 AM or after 6:00 PM on any Saturday or on a federal holiday, or at any time on Sunday. Under certain conditions, the City may grant a waiver to allow limited construction activities to occur outside the limits described above.

LAMC Section 91.106.4.8, in the Building Code (L AMC Chapter IX) requires a construction site notice to be provided that includes the following information: job site address, permit number, name and phone number of the contractor and owner or owner’s agent, hours of construction allowed by code or any discretionary approval for the sites, and City telephone numbers where violations can be reported. The notice shall be posted and maintained at the construction site prior to the start of construction and displayed in a location that is readily visible to the public and approved by the City's Department of Building and Safety.

Chapter XI (Noise Regulation) of the LAMC addresses sources of noise other than construction activities. Chapter XI is intended to prohibit unnecessary, excessive, and annoying noises from all sources within the city. A noise level increase from certain regulated noise sources of 5 dBA over the existing or presumed ambient noise level at an adjacent property line is considered a violation of the noise regulations. The 5 dBA increase above ambient is applicable to City regulated noise sources (e.g., mechanical equipment – LAMC Section 112.02), and it is applicable anytime of the day. The LAMC states that the baseline ambient noise shall be the actual measured ambient noise level or the City’s presumed ambient noise level, whichever is greater. The actual ambient noise level is the measured noise levels averaged over a period of at least 15 minutes. The LAMC indicates that in cases where the actual measured ambient conditions are not known, the City's presumed noise levels should be used. The presumed ambient noise levels are in section 111.03. (Minimum Ambient Noise Level) of the LAMC.

ZONE	PRESUMED AMBIENT NOISE LEVEL (dB(A))	
	DAY	NIGHT
A1, A2, RA, RE, RS, RD, RW1, RW2, R1, R2, R3, R4, and R5	50	40
P, PB, CR, C1, C1.5, C2, C4, C5, and CM	60	55
M1, MR1, and MR2	60	55
M2 and M3	65	65
Source: LAMC 111.03 In this chart, daytime levels are to be used from 7:00 a.m. to 10:00 p.m. and nighttime levels from 10:00 p.m. to 7:00 a.m.		

To account for people's increased tolerance for short-duration noise events, the LAMC provides a 5 dBA allowance for noise sources occurring more than 5 minutes but less than 15 minutes in any one-hour period (for a total of 10 DBA above the ambient), and an additional 5 dBA allowance (total of 15 dBA above the ambient) for noise sources occurring 5 minutes or less in any one hour periods. These additional allowances for short-duration noise sources are applicable to noise sources occurring between the hours of 7:00 AM and 10:00 PM (daytime hours). Furthermore, LAMC provides a reduction of 5 dBA for steady, high-pitched noise or repeated impulsive noise. The LAMC defines impulsive noise as sound of short duration, usually less than one second, with an abrupt onset and rapid decay. By way of example, in the LAMC, impulsive sound includes explosions, musical bass, drum beats, or the discharge of firearms.

LAMC Section 112.02 (Air Conditioning, Refrigeration, Heating, Pumping, Filtering Equipment) requires that any heating, ventilation, or air conditioning (HVAC) system within any zone of the City not cause an increase in ambient noise levels on any other occupied property or if a condominium, apartment house, or attached business, within any adjoining unit to exceed the ambient noise level by more than 5 dBA.

Section 112.05 (Maximum Noise Level of Powered Equipment or Powered Hand Tools) of the LAMC specifies the maximum noise level of powered equipment or powered hand tools. Any

powered equipment or hand tool that produces a maximum noise level exceeding 75 DBA at a distance of 50 feet is prohibited. However, this noise limitation does not apply where compliance is technically infeasible. Technically infeasible means the above noise limitation cannot be met despite the use of mufflers, shields, sound barriers, and or any other noise reduction device or techniques during the operation of equipment.

Building Code

City of Los Angeles Building Sound Insulation Regulations – With the development of inexpensive insulation materials, air conditioning, and improved noise reduction techniques, it became economically feasible to design buildings that provide effective insulation from outside noise as well as from weather conditions. It has been estimated that standard insulation, window sealing efficiency, and other energy conservation measures reduce exterior-to-interior noise by approximately 15 dBA. Such a reduction generally is adequate to reduce interior noise from outside sources, including street noise, to an acceptable level. Building setbacks and orientation also reduce noise impacts.

Sound transmission control requirements are included in the International Building Code (IBC), which are the basis for the 2016 California Building Code (CBC) CBC states noise insulation standards (CBC Title 24, Section 1207.4). The standards require that intrusive noise not exceed 45 dBA in any habitable room and has been incorporated into the City of Los Angeles Building Code (LAMC Section 91).

The City of Los Angeles Building Code guides building construction. The insulation provisions are intended to mitigate interior noise from outside sources, as well as sound between structural units. The provisions vary according to the intended use of the building, e.g., residential, commercial, and industrial. The regulations are intended to achieve a maximum interior sound level equal to or less than the ambient noise level standard for a particular zone, as set forth in the city's noise ordinance.

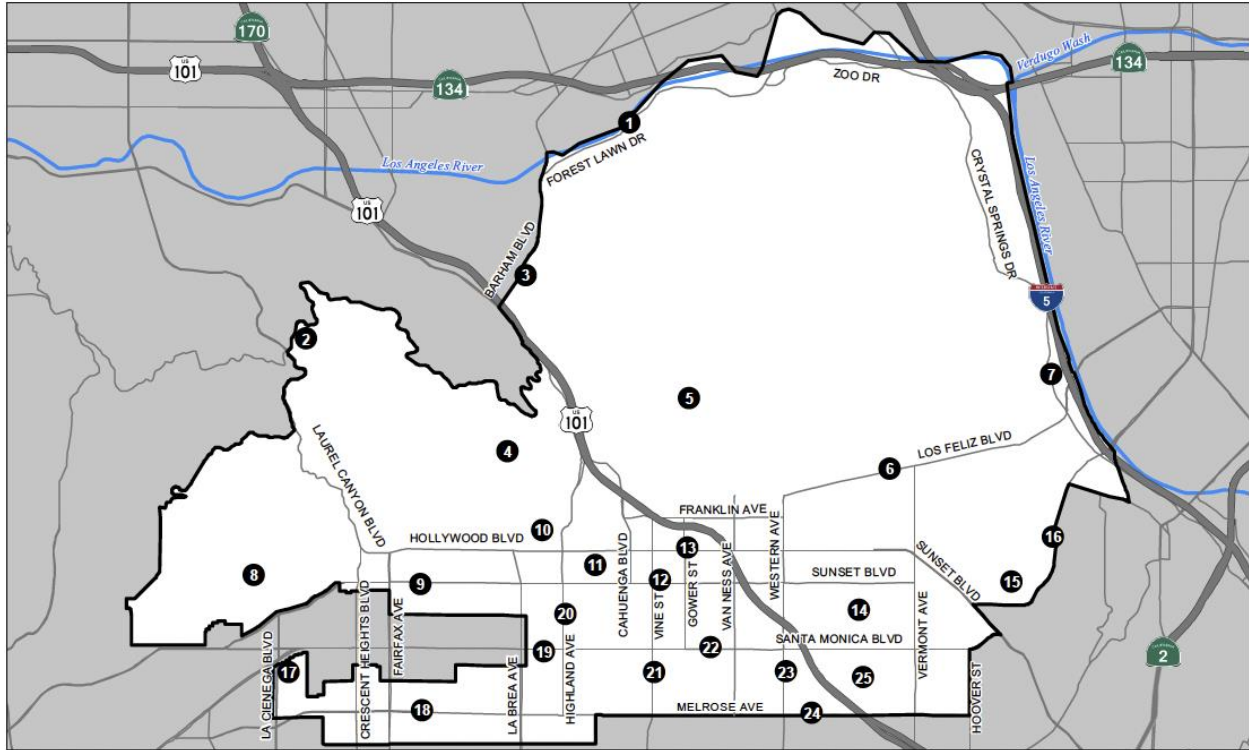
Community Plan

Hollywood Community Plan Area Update Draft EIR, Existing Setting (not yet implemented) – A series of exterior daytime sound measurements were taken on November 9th, 2016 and November 15th, 2016 to characterize existing conditions in the Hollywood Community Plan Area. The monitoring occurred between 8:00 AM and 4:00 PM. Sound measurements were taken using a SoundPro DL Sound Level calibrated before and after the measurements. Noise monitoring locations are shown in Figure 1, and the monitor was typically placed on the property line adjacent to the public right-of-way. The locations were selected to represent a wide variety of noise conditions in the Community Plan Area including residential neighborhoods, commercial corridors, schools, and a cemetery. Table 4.12-4 shows that the existing ambient noise levels within the project area range between 53.9 and 74.0 dBA L_{EQ} . Existing ambient noise levels by type of land are shown in Table 4.12-5. Sources of noise included automobiles and common urban activities.

The two Community Plan monitoring locations nearest the project site are outlined in red on Table 4.12-4 including 950 Vine Street and 5925 Santa Monica Blvd (located 0.32 miles and 0.5 miles from the Project site, respectively) showing existing ambient noise levels of 69.7 dBA L_{EQ} and 76.9 dBA L_{EQ} , respectively.

Hollywood Community Plan Area Update Draft EIR, Construction Noise (not yet implemented) – Redevelopment in urban infill locations is very common and usual within urban locations, such as the Hollywood Community Plan area, and the associated short-term construction activities and noise created by those activities are typically found in urban environments. Construction noise from typical projects is intermittent throughout the day during the duration of construction activity. Construction noise levels may fluctuate dependent on type of equipment being used, construction phase, or equipment location. Although some individuals may find construction noise of any kind or of any duration very disturbing, as a general matter, typical construction, including with the imposition of the regulatory measures described, does not result in and would not be considered a significant impact. However, larger projects that require extended construction or heavy duty equipment could expose sensitive uses and users in the surrounding environment to more continuous and/or louder noise impacts and result in significant short term noise exposure. When noise sensitive land uses (e.g., residences, schools, libraries, hospitals) are located within 500 feet of a project site, projects that meet one or more of the characteristics below are considered to have the potential to result in significant impacts:

- Two subterranean levels or more (approximately 20,000 cubic yards of material);
- Construction duration (excluding exterior finishing) of 18 months or more;
- Use of large, heavy-duty equipment rated 300 horsepower or greater; or
- The potential for impact pile driving



LEGEND:
 [Outline] Hollywood CPA # Noise Monitoring Locations



SOURCE: TAHA, 2018.

Figure 1: Hollywood Community Plan Update Draft EIR Noise Monitoring Locations

TABLE 4.12-4: EXISTING (TIME-AVERAGED) NOISE LEVELS IN THE HOLLYWOOD CPA

Figure 4.12-2 ID No.	Noise Monitoring Location	General Plan Land Use Designation	Existing Land Use Description	Time-Averaged Sound Level (dBA, L _{eq})
1	6465 Forest Lawn Dr.	Open Space	Cemetery	74.0
2	8035 Briar Summit Dr.	Very Low II Residential	Single-Family Residential	55.1
3	3359 Primera Ave.	Low II Residential	Single-Family Residential	64.1
4	2216 Chelan Dr.	Minimum Residential	Single-Family Residential	69.4
5	2627 N. Beachwood Dr.	Low Medium II Residential	Multi-Family Residential	66.8
6	2208 N. Catalina St.	Very Low II Residential	Single-Family Residential	71.4*
7	4400 Crystal Springs Dr.	Open Space	Park	64.4
8	8750 Hollywood Blvd.	Low II Residential	Single-Family Residential	53.9
9	7700 Sunset Blvd.	Neighborhood Office Commercial	Commercial	71.4
10	1782 N. Orange Dr.	High Medium Residential	Clubhouse	64.7
11	6611 Selma Ave.	Public Facilities / Regional Center Commercial	School	60.4
12	6255 Sunset Blvd.	Regional Center Commercial	Mixed-Use	69.8
13	6051 Hollywood Blvd.	Highway Oriented / Regional Center Commercial	Strip Mall	69.9
14	1262 N. Mariposa Ave.	Medium Residential	Multi-Family Residential	67.0
15	4003 Sunset Dr.	Neighborhood Commercial	Multi-Family Residential	54.7
16	2431 Hyperion Ave.	Neighborhood Office Commercial	Commercial	73.1
17	932 Alfred St.	Medium Residential	Multi-Family Residential	55.4
18	7673 Melrose Ave.	Neighborhood Office Commercial	Automotive	72.3
19	1050 N. Orange Dr.	Limited Manufacturing / Highway Oriented Commercial	Entertainment Production	66.8
20	1300 Highland Ave.	Highway Oriented Commercial	Strip Mall	71.6
21	950 Vine St.	Highway Oriented Commercial / Public Facilities	Strip Mall	69.7
22	5925 Santa Monica Blvd.	Commercial Manufacturing / Highway Oriented Commercial	Commercial	76.9
23	990 N. Western Ave.	Neighborhood Office Commercial	Restaurant	70.3
24	4809 Melrose Ave.	Limited Commercial	Strip Mall	73.8
25	946 N. Mariposa Ave.	Low Medium II Residential	Multi-Family Residential	58.9

Note: Noise measurements taken over a period of 15 minutes. Due to the nature of short term measurements, noise levels are more variable than measurements taken over longer time periods.
 * This noise level is taken within a single-family residential neighborhood adjacent to Los Feliz (designated an Avenue I in the Mobility Element).
 SOURCE: TAHA, 2017.

TABLE 4.12-5: EXISTING (TIME-AVERAGED) NOISE LEVEL RANGE IN THE HOLLYWOOD CPA BY LAND USE TYPE

Existing Land Use Type	Minimum Recorded Time-Averaged Ambient Sound Level (dBA, L _{eq})	Maximum Recorded Time-Averaged Ambient Sound Level (dBA, L _{eq})
Single-Family Residential	53.9	71.4*
Multi-Family Residential	54.7	67.0
Commercial	64.7	76.9
Public Use	60.4	74.0

Note: Noise measurements taken over a period of 15 minutes. Due to the nature of short term measurements, noise levels are more variable than measurements taken over longer time periods.
 * This noise level is taken within a single-family residential neighborhood adjacent to Los Feliz Boulevard (designated an Avenue I in the Mobility Element).
 SOURCE: TAHA, 2017.

Source: Hollywood Community Plan Area Update Draft EIR
 The monitoring locations nearest the project site are outlined in red.

Project Background

The Project site is located at 5717 W Camerford Avenue. The site is currently occupied by two residential structures and their accompanying landscape and hardscape elements. All existing improvements will be demolished as part of the Project. The Project proposes construction of a 15-unit (fifteen), five-story multifamily residential building with 12 (twelve) parking spaces on the ground floor (no subterranean parking is part of this Project). The lot size is 6,504.3 square feet. Setbacks for the project include a 12-foot front yard (to the south), a 15-foot rear yard, and 7-foot side yards.

Existing Conditions

Surrounding Sensitive Uses

The City's Noise Element defines the following land uses as noise-sensitive receptors: single-family and multi-unit dwellings, long-term care facilities (including convalescent and retirement facilities), dormitories, motels, hotels, transient lodgings and other residential uses; houses of worship; hospitals; libraries; schools; auditoriums; concert halls; outdoor theaters; nature and wildlife preserves, and parks.

Camerford Avenue bounds the site to the south. The Project site is surrounded by other multifamily uses to the north, south, east, and west. An approximately 15-foot wide alley bounds the site to the north (the rear yard), with a five-unit multifamily structure and its accompanying parking facility just to the north of the alley. Additionally, a one-level, at-grade parking lot associated with the Paramount Studio facility nearby sits on the block across from the Project site on the corner of Camerford Avenue and Gower Street. The closest residential use is located to the west at 5725 W Camerford Avenue, approximately 11 feet from the shared property line.

Approximately 460 feet from the project site is a family clinic services center (Uplift Family Services, operated by Pacific Clinics). Located at 815 N El Centro Avenue, the family clinic is separated from the Project site by six residential structures and the diagonal width of the intersection of Waring Avenue and El Centro Avenue.

Camerford Avenue is considered a "Local Street-Standard" roadway with a 60-foot ROW. The half-roadway would be improved from the existing 15-foot roadway to an 18-foot roadway width as part of the project in accordance with The Citywide General Plan Circulation System maps. The most recent traffic count conducted for Camerford Avenue at the intersection of El Centro Avenue and Camerford Avenue (approximately 430 feet from the Project site) shows 982 total vehicles driving east- and west-bound on Camerford Avenue in the 24-hour period between the hours of 00:00:00 (12:00 AM) and 23:59:59. The most recent traffic count conducted for El Centro Avenue at the intersection of El Centro Avenue and Waring Avenue (approximately 300 feet from the Project site) shows 1,145 total vehicles driving north- and south-bound on El Centro Avenue between the hours of 07:00:00 and 18:00:00. El Centro Avenue is considered a "Local Street-Standard." Speed limits are not posted but are presumed to be 25 mph.

Gower Street, a north- and south-bound Modified Avenue II sits approximately 180 feet to the east of the Project site. The most recent traffic count conducted for Gower Street at the intersection of Gower Street and Camerford Avenue (approximately 180 feet from the Project site) shows 20,975 total vehicles driving north- and south-bound on Gower Street between the hours of 00:00:00 (12:00 AM) and 23:59:59.

To identify existing noise conditions, five short-term (15-minute) noise levels were measured in the vicinity of the project site. Figure 2, Noise Measurement Location Map, depicts the locations of the noise measurements. The project team consultant conducted the noise survey on January 16, 2024, between 2:14 PM and 2:39 PM. The consultant calibrated and operated the sound measurement instrument according to the manufacturer’s written specifications. At the measurement sites, the consultant placed the microphone at a height of approximately five feet above grade. As shown on Figure 2, Noise Measurement Location Map, the Consultant took the noise measurements near the closest noise-sensitive land uses: the multifamily residential property to the east of the Project site located at 5715 W Camerford Avenue (NM1); the multifamily residential property to the west of the Project site located at 5725 W Waring Avenue (NM2); and the family clinic services center (Uplift Family Services) located at 815 N El Centro Avenue, approximately 460 feet from the project site (NM3). Table I, Existing Ambient Noise Levels, provides a summary of the ambient noise data. Ambient average noise levels (L_{EQ}) were between 66.3 and 72.4 dBA L_{EQ} . The dominant noise sources were from vehicles traveling along the adjacent roadways, activity on the Paramount Studio lot (located on the west side of the Gower / Camerford intersection), handheld lawn power tools, car doors closing in off- and on-street parking spaces, car horns from the adjacent roadways, residential ambiance (music playing), dogs barking, ambulances, helicopters and other aircraft.



Figure 2 – Noise Measurement Locations

NOISE MEASUREMENT LOCATION	LOCATION	PRIMARY NOISE SOURCES	L_{EQ}	L_{MAX}	L_{MIN}
NM1	5715 W Camerford Ave	<ul style="list-style-type: none"> Roadway vehicular activity 	72.4	96	56.4

NM2	5725 W Camerford Ave	<ul style="list-style-type: none"> • Paramount Studio Lot activity • Helicopters and other aircraft 	66.3	89.1	52
NM3	815 N El Centro Ave (Uplift Family Services)	<ul style="list-style-type: none"> • Handheld power tools • Helicopters and other aircraft • Residential ambience • Car horns 	70.1	96.1	51

Table 1 – Existing Ambient Noise Levels

Project Noise Impacts

Construction Noise Impacts

For this analysis, a noise impact is considered potentially significant if Project construction activities extended beyond ordinance time limits for construction or construction-related noise levels exceed the ordinance noise level standards unless technically infeasible to do so. The proposed Project consists of the construction of a 15-unit, five-story multifamily residential building with 12 parking spaces on the ground floor and no subterranean levels. The Applicant expects construction of the Project to last approximately 12-18 months and require the use of heavy equipment. The Applicant anticipates that the construction phases for the Project would include demolition, site preparation, grading, building construction, paving, and architectural coating. During each construction phase there would be a different mix of equipment operating and noise levels would vary based on the amount of equipment in operation and the location of each activity.

Construction activities and associated noise would be temporary and be restricted to daytime hours pursuant to Los Angeles Municipal Code (LAMC) Section 41.40. The maximum noise level of construction equipment is regulated by LAMC Section 112.05 to 75 dB at 50 feet from the source; however, the LAMC indicates such restrictions do not apply where technically infeasible despite the use of mufflers, shields, sound barriers and/or other noise reduction devices or techniques during the operation of the equipment.

Off-road Equipment

The City of Los Angeles limits construction activities to the hours between 7:00 a.m. and 9:00 p.m. on weekdays and 8:00 a.m. and 6:00 p.m. on any Saturday. Additionally, use of any powered equipment or powered hand tool that produces a maximum noise level exceeding 75 dBA at a distance of 50 feet from construction and industrial machinery is prohibited unless technically infeasible.

The exact construction schedule for the proposed development is not known at this time. Construction activities proposed for similar projects typically include grading and improvements, construction of the building shells, interior finishing, and landscaping. Construction equipment

such as bulldozers, backhoes, loaders, and assorted other hand tools and professional grade equipment would likely be used.

In 2006, the Federal Highway Administration (FHWA) published the Roadway Construction Noise Model that includes a national database of construction equipment reference noise emissions levels. In addition, the database provides an acoustical usage factor to estimate the fraction of time each piece of construction equipment is operating at full power during a construction phase. The usage factor is a key input variable that is used to calculate the average Leq noise levels.

Table 2 identifies highest (LEQ) noise levels associated with each type of equipment identified for use, then adjusts this noise level for distance to the closest sensitive receptor and the extent of equipment usage (usage factor). The table is organized by construction activity and equipment associated with each activity.

Quantitatively, the primary noise prediction equation is expressed as follows for the hourly average noise level (Leq) at distance D between the source and receiver (dBA):

$$LEQ = LEQ @ 50' - 20 \log (D/50') + 10 \log (U.F\%/100) - I.L.(bar)$$

Where:

LEQ@ 50' is the published reference noise level at 50 feet

U.F.% is the usage factor for full power operation per hour

I.L.(bar) is the insertion loss for intervening barriers

Phase Name	Equipment	Usage Factor	dBA at 5725 Camerford Ave (no barrier)	dBA at 50 ft (no barrier)	dBA at 5725 Camerford Ave (with barrier)	dBA at 50 ft (with barrier)
Demolition	Concrete Saw	20%	95.7	82.6	85.7	72.6
	Dozer	40%	90.8	77.7	80.8	67.7
	Backhoe	40%	86.7	73.6	76.7	63.6
	Total	N/A	97.4	84.2	87.4	74.2
Site Preparation	Grader	40%	95.0	81.0	85.0	71.0
	Backhoe	40%	87.6	73.6	77.6	63.6
	Total	N/A	95.1	81.7	85.1	71.7
Grading	Grader	40%	95.0	81.0	85.0	71.0
	Dozer	40%	91.7	77.7	81.7	67.7
	Backhoe	40%	87.6	73.6	77.6	63.6
	Total	N/A	97.2	83.2	87.2	73.2
Building Construction	Crane	16%	86.6	76.7	76.6	66.7
	Forklift	20%	81.7	67.7	71.7	57.7
	Backhoe	40%	87.6	73.6	77.6	63.6
	Total	N/A	88.0	76.7	78.0	66.7
Paving	Concrete Mixer	40%	88.8	74.8	78.8	64.8

	Paver	50%	88.2	74.2	78.2	64.2
	Roller	20%	87.0	73.0	77.0	63.0
	Backhoe	40%	87.6	73.6	77.6	63.6
	Total	N/A	94.0	80.0	84.0	70.0
Table 2: Noise levels at nearest sensitive receptor by construction phase Source: FHWA's Roadway Construction Noise Model, 2006						

On-Site Demolition

Demolition of the two existing residential structures is expected to require 10 days according to CalEEMod output based on a default construction schedule for a project of this size. The closest sensitive off-site use is 11 feet from the shared property line. At this distance, operation of heavy equipment could create noise levels of up to 87.4 dBA when heavy equipment such as a concrete saw or dozer operates directly at the property line. Interior noise levels would be approximately 25 dBA lower assuming closed windows. Although noise levels would be noticeable, they would be temporary as the site is already flat and will occur only when heavy equipment operates at the closest property line. Interior noise levels would be around 62.4 dBA assuming closed windows and doors. The barrier placed at the property line would reduce noise by approximately -10 dBA.

On-Site Grading

Grading is anticipated to require 2 days according to CalEEMod output based on a default construction schedule for a project of this size. The closest sensitive off-site use is 10 feet from the property line. At this distance, operation of heavy equipment could create noise levels of up to 87.2 dBA when heavy equipment such as a grader or dozer operates directly at the property line. Interior noise levels would be approximately 25 dBA lower assuming closed windows. Although noise levels would be noticeable, they would be temporary as the site is already flat and will occur only when heavy equipment operates at the closest property line. Interior noise levels would be around 62 dBA assuming closed windows and doors. The barrier placed at the property line would reduce noise by approximately -10 dBA.

Building Construction

Construction activities would require smaller, less noisy equipment than demolition and grading but would require a longer duration, approximately 100 days, according to CalEEMod output based on a default construction schedule for a project of this size. At the closest residence construction noise levels could be as high as 78 dBA L_{EQ} . With closed windows, the noise interior noise level would decrease to 53-58 dBA L_{EQ} . The construction barrier would assist in blocking noise at ground story units.

Paving

Paving is anticipated to require 5 days according to CalEEMod output based on a default construction schedule for a project of this size. The closest sensitive off-site use is 10 feet from the property line. At this distance, operation of heavy equipment could create noise levels of up to 84 dBA when heavy equipment such as a grader or dozer operates directly at the property line.

Interior noise levels would be approximately 25 dBA lower assuming closed windows. Although noise levels would be noticeable, they would be temporary as the Project design requires minimal paving. Interior noise levels would be around 59 dBA assuming closed windows and doors. The construction barrier would reduce noise by approximately -10 dBA.

Operational Noise Impacts

Noise levels of up to 70 dBA CNEL are “normally acceptable” for residential uses and levels of up to 75 dBA CNEL are considered “conditionally acceptable.”

As stated, Camerford Avenue near the site currently carries approximately 982 vehicles per day. The project is projected to add 48 trips per day to Camerford Avenue, which translates to a total of 50 dBA. When added to the existing noise level of 66 dBA L_{EQ} , the additional vehicle trips expected to be generated by the project results in a 0 dBA increase. Therefore, traffic related noise will not require noise protection to meet the 70 dB CNEL exterior noise standard.

The interior residential noise standard is 45 dB CNEL. For typical wood-framed construction with stucco and gypsum board wall assemblies, the exterior-to-interior noise level reduction is as follows:

- Partly open windows – 12 dB
- Closed single-paned windows – 20 dB
- Closed dual-paned windows – 30 dB

Use of dual-paned windows is required by the California Building Code (CBC) for energy conservation in new construction. Interior standards will be met as long as occupants have the option to close their windows. Where window closure is needed to shut out noise, supplemental ventilation is required by the CBC with some specified gradation of fresh air. Central air conditioning would meet this requirement.

Rooftop HVAC Equipment

Pursuant to LAMC Section 112.02, the project would be considered to exceed operational noise ordinance standards if it would increase the ambient noise level on another property by more than 5 dBA.

This project does not propose to develop commercial, industrial, manufacturing, or institutional facilities that are associated with loud stationary noise sources. The project would introduce new stationary noise sources in the form of Heating, Ventilation, and Air Conditioning (HVAC) units. It is assumed that the project would include rooftop HVAC units for each of the 15 dwelling units for a total of 15 HVAC units. Based on noise levels for HVAC units similar to those expected to be used in the project, each HVAC unit would produce a noise level of 68 dBA L_{eq} at 3.3 ft.

This analysis assumes all 15 roof-mounted HVAC units are in simultaneous use as a “worst-case” scenario although actual HVAC use would depend on weather conditions and tenant

occupancy. Addition of the reference noise levels for the 15 HVAC units would result in a composite reference noise level of 79.8 dBA at 3.3 feet, a value that is used to calculate noise levels at greater distances. While the exact location of the HVAC units is not available as of February 2024 due to the phase of design, it is assumed that the units would be distributed around the perimeter of the roof as a worst-case scenario. The eastern and western edges of the roof would be the nearest to residential structures on either side of the project side, as the southern edge faces Camerford Avenue and the northern edge faces an alley. Even if all 15 units were located on the eastern edge of the roof, where the nearest neighboring structure is located, the vertical distance from the HVAC units to the neighboring units would be approximately 34 feet. At this distance, noise levels would be reduced by 20.3 dBA to 59.5 dBA based on the equation for distance attenuation of a point source. In addition, the parapet and roofline would decrease noise levels by a further 10 dBA based on the Federal Transit Administration (FTA) methodology for calculating barrier insertion loss for a final noise level of 49.5 dBA.

Table 3 below shows the effects of the noise generated by the rooftop HVAC equipment on each nearby sensitive receptor. The average change in noise level for all receptors is 0.1 dBA. Generally, human detection of the change of a change in noise requires a change of +/-3dBA. Therefore, the impact of HVAC operational noise will not cause a potentially significant noise impact.

NOISE MEASUREMENT LOCATION	LOCATION	EXISTING L _{EQ}	L _{EQ} WITH HVAC UNITS ¹	L _{EQ} DIFFERENCE (EXISTING L _{EQ} - L _{EQ} WITH HVAC UNITS)
NM1	5715 W Camerford Ave	72.4	72.6	0.2 dBA
NM2	5725 W Camerford Ave	66.3	66.4	0.1 dBA
NM3	815 N El Centro Ave (Uplift Family Services)	70.1	70.1	0 dBA

Table 3: Noise levels at nearest sensitive receptors with HVAC units

On-Site Traffic Noise Exposure

The project is expected to generate 48 net average daily trips. The addition of 48 vehicle trips to the existing 982 vehicles per day on Camerford Avenue would represent a 0 dBA increase (for reference a doubling of traffic would create a +3 dBA increase). Project traffic noise impacts on Camerford Avenue will not exceed the +3 dBA CNEL noise significance threshold.

Cumulative Impacts

A cumulative impact analysis considers development of project development in combination with ambient growth and other development projects within the project vicinity. As noise is a localized phenomenon, and drastically reduces in magnitude as distance from the source increases, only projects in the nearby area could combine with onsite development to result in cumulative noise impacts.

Based on the City’s screening criteria, noise from construction of development projects has the potential to affect noise-sensitive uses within a 500-foot radius of the construction site. As such, the following projects could contribute to a cumulative noise impact to receptors between these two sites near the project.

Projects within 500 Feet of Project Address	Relationship to Site	Proposed Use
5720 Waring Avenue	15 ft north	35-unit residential building

Noise from construction activities for two projects within proximity to each other can contribute to a cumulative noise impact for receptors located in close proximity to the two construction sites. Of all the sensitive receptors in proximity to the two construction sites, the multifamily residential use at 5716 W Waring Avenue will receive the greatest impact as it is located approximately 10 feet away from the property line of the Project site at 5720 Waring Avenue and approximately 16 feet from the property line at 5717 Camerford Avenue (they are separated by a rear alley).

Figure 3 below shows the Project site (5717 W Camerford Avenue), the other construction site (5720-5728 W Waring Avenue), and the nearest sensitive use (5716 W Waring Avenue).



Figure 3 – Sensitive Uses Near Project Sites



Neither the subject Project nor the one planned at 5720 W Waring Avenue have completed the process of attaining building permits as neither project has currently completed the Planning Entitlement process with the Los Angeles Department of City Planning. However, the project site at 5720-5728 W Waring Avenue will not require demolition, and the initial stages of construction (demolition and grading) generate the highest level of noise. Grading activities are projected to take two days for each project but are not projected to occur at the same time. By the time the proposed Project breaks ground at the 5717 W Camerford site, the 5720-5728 W Waring Project will likely be in the framing stages. Most construction will be accomplished with handheld tools which are considerably quieter than heavy diesel equipment.

Summary

Construction Noise Impacts

The closest sensitive uses bordering the site to the east and west are as close as 11 feet to the Project property line, but 18 feet to the proposed structure with consideration of the required setbacks.

Construction activities from project development may exceed noise levels allowed by Section 112.05 of the Municipal Code at the nearest off-site sensitive uses. This can be mitigated by required compliance with all applicable regulatory measures. Compliance with City of Los Angeles Noise Standards requires that:

- Construction activities are limited to the hours of 7:00 a.m. and 9:00 p.m. on weekdays and 8:00 a.m. to 6:00 p.m. on any Saturday. Construction is not permitted on any national holiday or on any Sunday.
- Construction vehicles and equipment (fixed or mobile) shall be equipped with properly operating and maintained mufflers.
- Backup audible warning devices shall be replaced with backup strobe lights or other warning devices during evening construction activity to the extent permitted by the California Division of Occupational Safety and Health.
- Any powered equipment or powered hand tool that produces a maximum noise level exceeding 75 dBA at receptor is prohibited unless no means exist to reduce such noise below 75 dBA.
- Material stockpiles and/or vehicle staging areas shall be located as far as practical from dwelling units.

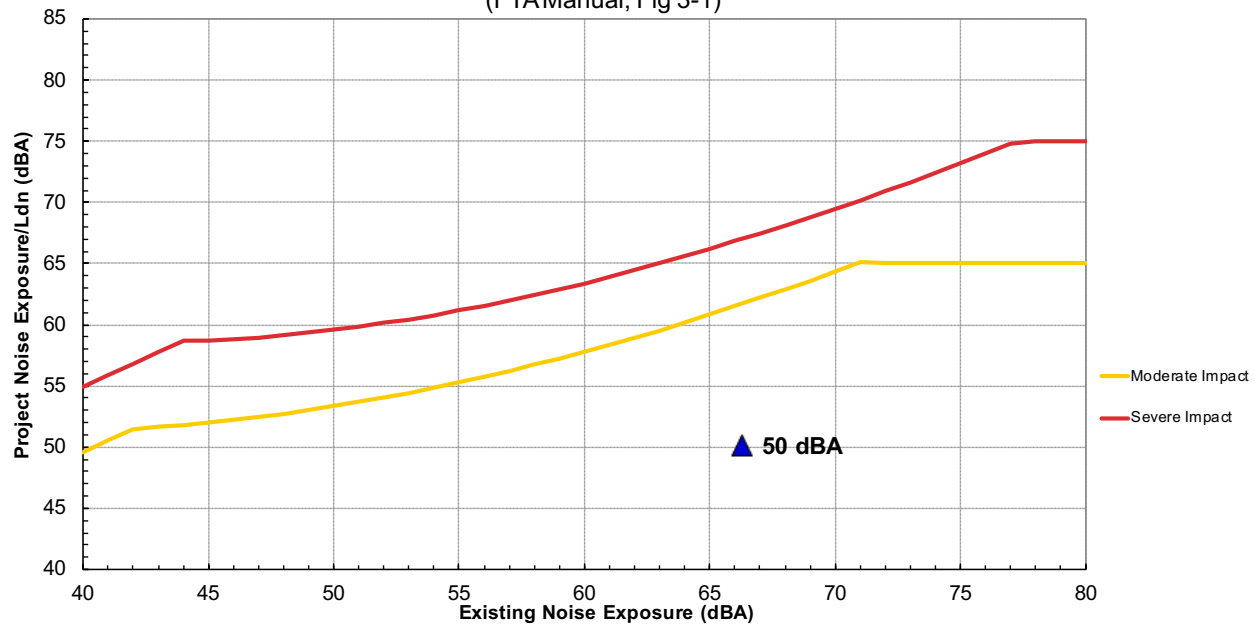
Operational Noise Impacts

Neither noise generated from the HVAC units placed on the Project's rooftop nor from the traffic added to nearby roadways are expected to exceed pre-determined ambient noise significance thresholds.

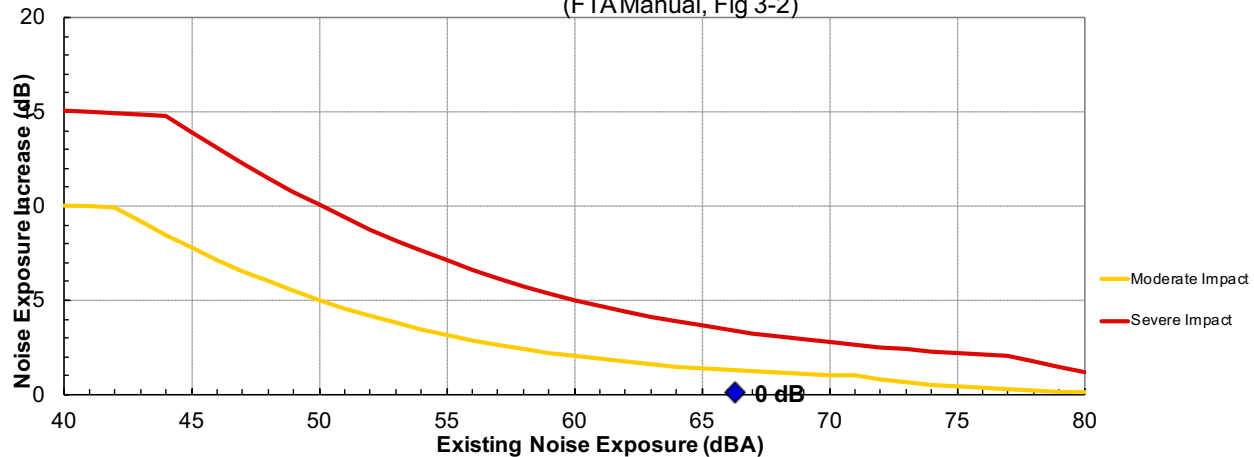
Project: 5717 W Camerford Ave
Receiver: 5225 W Camerford Ave

Source	Distance	Project Ldn	Existing Ldn	Noise Criteria		Impact?
				Mod. Impact	Sev. Impact	
1 Automobiles and Vans	20 ft	50.1 dBA	66 dBA	61 dBA	67 dBA	None
2 --	50 ft		66 dBA	61 dBA	67 dBA	
3 --	50 ft		66 dBA	61 dBA	67 dBA	
4 --	70 ft		66 dBA	61 dBA	67 dBA	
5 --	ft		66 dBA	61 dBA	67 dBA	
6 --	ft		66 dBA	61 dBA	67 dBA	
Combined Sources		50 dBA	66 dBA	61 dBA	67 dBA	None

Noise Impact Criteria
(FTA Manual, Fig 3-1)



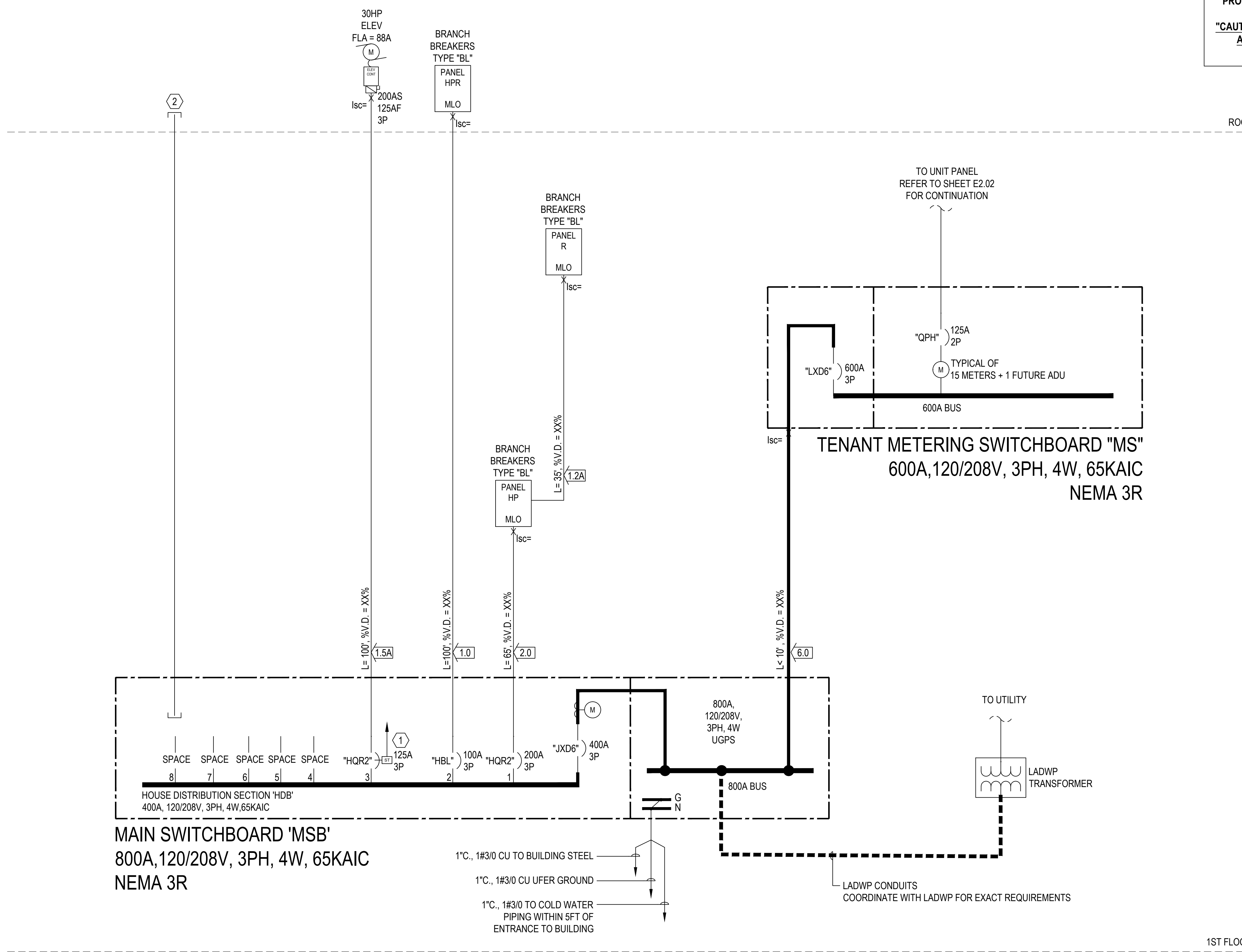
Increase in Cumulative Noise Levels Allowed
(FTA Manual, Fig 3-2)



Attachment G

Electrical Submittal for Energy and Power Requirements for Proposed Project at 5717
Camerford Avenue

Department of City Planning Case No. CPC-2023-6515-CU-DB-HCA



PROVIDE CAUTIONARY LABEL TO THE SERIES RATED DEVICES COVER STATING "CAUTION - SERIES RATED SYSTEM: 65,000 AMPS AVAILABLE. IDENTIFIED REPLACEMENT COMPONENTS REQUIRED."

- GENERAL NOTES:**
- AVAILABLE FAULT CURRENT FROM LADWP UTILITY COMPANY IS: XX,000 AIC. AFC = XX,000 + MOTOR CONTRIBUTION = XX,000 + (6 X $\frac{L}{100}$) = XX,000 A
 - ALL EQUIPMENT BISSING AND GROUNDING ELECTRODE SHALL BE COPPER AND ALL WIRES SHALL BE COPPER, THINWTHIN UNLESS NOTED OTHERWISE.
 - THE MAIN SWITCHBOARD AND PANEL BOARDS SHALL BE BY ONE MANUFACTURER ONLY.
 - ALL FUSES SHALL BE PROVIDED WITH REJECTION TYPE FUSE HOLDER.
 - MAIN SWITCHGEAR CIRCUIT BREAKERS TO BE FULLY RATED FOR THE FAULT CURRENT AVAILABLE. ALL OTHER DOWNSTREAM DEVICES TO BE SERIES RATED PER MANUFACTURERS RECOMMENDATIONS. PROVIDE CAUTIONARY LABEL TO THE SERIES RATED DEVICES COVER STATING "CAUTION - SERIES RATED SYSTEM: 65,000 AMPS AVAILABLE.
 - ALL CIRCUIT BREAKER SHALL BE LABELLED TO CLEARLY INDICATE AREA BEING SERVED.
 - UNDERGROUND CONDUIT SHALL BE MINIMUM OF PVC SCHEDULE 40. REFER TO 2019 CEC TABLE 300.5 FOR THE MINIMUM COVER REQUIREMENTS OF DIRECT BURIAL CABLE.
 - ALL METAL PIPING & STRUCTURES INCLUDING GAS PIPING THAT IS LIKELY TO BE ENERGIZED SHALL BE BONDED TO THE SERVICE GROUNDING POINT AS DESCRIBED IN CEC SECTION 250.104. FIELD VERIFY & PROVIDE BONDING JUMPERS AS REQUIRED.
 - ALL TERMINATIONS AND CIRCUIT BREAKERS SHALL BE RATED FOR 75 DEGREES CENTIGRADE.
 - ALL ELECTRICAL EQUIPMENT, PANELS, FEEDERS, ETC. ARE NEW UNLESS NOTED OTHERWISE.
 - ALL THE ELECTRICAL SERVICES AND REQUIREMENTS ARE SUBJECT TO THE APPROVAL BY THE UTILITY COMPANY AND THE DEPARTMENT OF BUILDING AND SAFETY. VERIFY EXACT REQUIREMENTS PRIOR TO ROUGH-INS.
 - ELECTRICAL CONTRACTOR SHALL BE RESPONSIBLE TO COORDINATE WITH LADWP SERVICE PLANNER FOR THE PRIMARY ELECTRICAL SERVICE PRIOR TO ANY WORK.
 - FEEDER LENGTH IS FOR CALCULATION ONLY NOT FOR BIDDING PURPOSES.
 - THE MAIN SERVICE SHALL BE TESTED BY A THIRD PARTY NRTL TESTING LABORATORY AND SHALL BE CERTIFIED FOR SERVICE GROUND FAULT PROTECTION. THE MAIN SERVICE SHALL NOT BE ENERGIZED PRIOR TO BUILDING INSPECTORS' RECEIPT OF THE THIRD PARTY TESTING REPORT.

- REFERENCE NOTES:**
- PROVIDE SHUNT TRIP CIRCUIT BREAKER, COORDINATE WITH THE FIRE ALARM CONTRACTOR AND INTERCONNECT TO THE FIRE ALARM SYSTEM TO SHUT DOWN ELEVATOR UPON ACTIVATION OF HEAT/SMOKE DETECTOR IN ELEVATOR SHAFT OR MACHINE ROOM.
 - STUB-OUT 2" C.O. WITH PULL STRING ABOVE ROOF, FOR FUTURE SOLAR INSTALLATIONS.

MAIN SWITCHBOARD 'MSB'
800A, 120/208V, 3PH, 4W, 65KAIC
NEMA 3R

GENERAL NOTE:
SERIES COMBINATION RATINGS ARE USED. PROVIDE CAUTIONARY LABEL TO THE SERIES RATED DEVICE COVER STATING: "CAUTION - SERIES RATED SYSTEM: 65,000 AMPS AVAILABLE. IDENTIFIED REPLACEMENT COMPONENT REQUIRED."

HOUSE SERIES RATED MAIN CIRCUIT BREAKER AND BRANCH BREAKER MODEL AND TYPE PER SIEMENS MANUFACTURER

HOUSE SYSTEM SERIES RATING AIC	MAIN BREAKER		BRANCH BREAKER	
	MAX. AMPS	TYPE	MAX. AMPS	TYPE
65K @ 240V	100	HBL	100	BL
	225	HQR2	100	BL
	400	JXD2	100	BLH
	600	LXD6	100	BLH

RESIDENTIAL UNITS SERIES RATED MAIN CIRCUIT BREAKER AND BRANCH BREAKER MODEL AND TYPE PER SIEMENS MANUFACTURER

RESIDENTIAL SYSTEM SERIES RATING AIC	SYSTEM MAIN BREAKER		TENANT MAIN BREAKER		TENANT BRANCH BREAKER	
	MAX. AMPS	TYPE	MAX. AMPS	TYPE	MAX. AMPS	TYPE
65K @ 240V	400	JXD2	125	QPH	100	QP
			200	QS		
	600	LXD6	125	QPH	100	QP
			200	QS		
	800	MXD6, NMG	125	QPH	100	QP
			200	QS		
	1200	NXD6, NNG	125	QPH	100	QP
			200	QS		

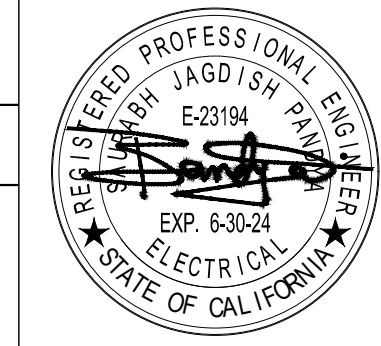
NOTE:
USE MXD6 & NXD6 WHEN SYSTEM MAIN BREAKER IS IN THE METER CENTER.
USE NMG & NNG WHEN SYSTEM MAIN BREAKER IS IN THE SWITCHBOARD.

FEEDER SCHEDULE (ALUMINUM)

FEEDER DESIGNATION	CONDUCTOR SIZE (4-WIRE)	GROUND WIRE SIZE	CONDUIT SIZE
1.0	#1/0	#6	2" C.
1.2	#2/0	#4	2" C.
1.5	#3/0	#4	2" C.
1.7	#4/0	#4	2-1/2" C.
2.0	#250MCM	#4	2-1/2" C.
6.0	2 SETS OF #500MCM	2SETS OF #2/0	(2)3-1/2" C.

FEEDER DESIGNATION	CONDUCTOR SIZE (3-WIRE)	GROUND WIRE SIZE	CONDUIT SIZE
1.0A	#1/0	#6	1-1/2" C.
1.2A	#2/0	#4	2" C.
1.5A	#3/0	#4	2" C.
1.7A	#4/0	#4	2" C.
2.0A	#250MCM	#4	2-1/2" C.
6.0A	2 SETS OF #500MCM	2SETS OF #2/0	(3)3-1/2" C.

breakformdesign
127 ARENA ST. EL SEGUNDO, CA 90245
(610) 310.322.3700



5717 W CAMERFORD AVE
LOS ANGELES, CA 90038

REVISIONS

No.	Date

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WEB: www.an-dg.com

SINGLE LINE DIAGRAM

DRAWN _____ SP
CHECKED _____ SP
DATE _____
SCALE _____ As indicated
JOB # _____ 22-A017

E2.01

GENERAL NOTES:

- ALL EQUIPMENT BUSSING AND GROUNDING ELECTRODE SHALL BE COPPER AND ALL WIRES SHALL BE COPPER, THWN/THHN UNLESS NOTED OTHERWISE.
- THE MAIN SWITCHBOARD AND PANEL BOARDS SHALL BE BY ONE MANUFACTURER ONLY.
- ALL FUSES SHALL BE PROVIDED WITH REJECTION TYPE FUSE HOLDER.
- MAIN SWITCHGEAR CIRCUIT BREAKERS TO BE FULLY RATED FOR THE FAULT CURRENT AVAILABLE. ALL OTHER DOWNSTREAM DEVICES TO BE SERIES RATED PER MANUFACTURERS RECOMMENDATIONS. PROVIDE CAUTIONARY LABEL TO THE SERIES RATED DEVICES COVER STATING "CAUTION - SERIES RATED SYSTEM: 65,000 AMPS AVAILABLE."
- ALL CIRCUIT BREAKER SHALL BE LABELLED TO CLEARLY INDICATE AREA BEING SERVED.
- UNDERGROUND CONDUIT SHALL BE MINIMUM OF PVC SCHEDULE 40. REFER TO 2022CEC TABLE 300.5 FOR THE MINIMUM COVER REQUIREMENTS OF DIRECT BURIAL CABLE.
- ALL METAL PIPING & STRUCTURES INCLUDING GAS PIPING THAT IS LIKELY TO BE ENERGIZED SHALL BE BONDED TO THE SERVICE GROUNDING POINT AS DESCRIBED IN CEC SECTION 250.104. FIELD VERIFY & PROVIDE BONDING JUMPERS AS REQUIRED.
- ALL TERMINATIONS AND CIRCUIT BREAKERS SHALL BE RATED FOR 75 DEGREES CENTIGRADE.
- ALL ELECTRICAL EQUIPMENT, PANELS, FEEDERS, ETC. ARE NEW UNLESS NOTED OTHERWISE.
- ALL THE ELECTRICAL SERVICES AND REQUIREMENTS ARE SUBJECT TO THE APPROVAL BY THE UTILITY COMPANY AND THE DEPARTMENT OF BUILDING AND SAFETY. VERIFY EXACT REQUIREMENTS PRIOR TO ROUGH-INS.
- ELECTRICAL CONTRACTOR SHALL BE RESPONSIBLE TO COORDINATE WITH LADWP SERVICE PLANNER FOR THE PRIMARY ELECTRICAL SERVICE PRIOR TO ANY WORK.
- FEEDER LENGTH IS FOR CALCULATION ONLY NOT FOR BIDDING PURPOSES.
- THE MAIN SERVICE SHALL BE TESTED BY A THIRD PARTY NRTL TESTING LABORATORY AND SHALL BE CERTIFIED FOR SERVICE GROUND FAULT PROTECTION. THE MAIN SERVICE SHALL NOT BE ENERGIZED PRIOR TO BUILDING INSPECTORS' RECEIPT OF THE THIRD PARTY TESTING REPORT.

REFERENCE NOTES:

- STUB-OUT CONDUITS IN THE INTERIOR WALL OF THE ROOM FOR CONNECTION TO THE FUTURE ELECTRICAL PANEL. CONTRACTOR TO VERIFY THE EXACT LOCATION IN FIELD.

GENERAL NOTE:
 SERIES COMBINATION RATINGS ARE USED. PROVIDE CAUTIONARY LABEL TO THE SERIES RATED DEVICE COVER STATING:
 "CAUTION - SERIES RATED SYSTEM: 65,000 AMPS AVAILABLE. IDENTIFIED REPLACEMENT COMPONENT REQUIRED."

HOUSE SERIES RATED MAIN CIRCUIT BREAKER AND BRANCH BREAKER MODEL AND TYPE PER SIEMENS MANUFACTURER

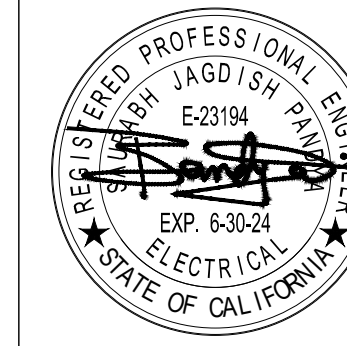
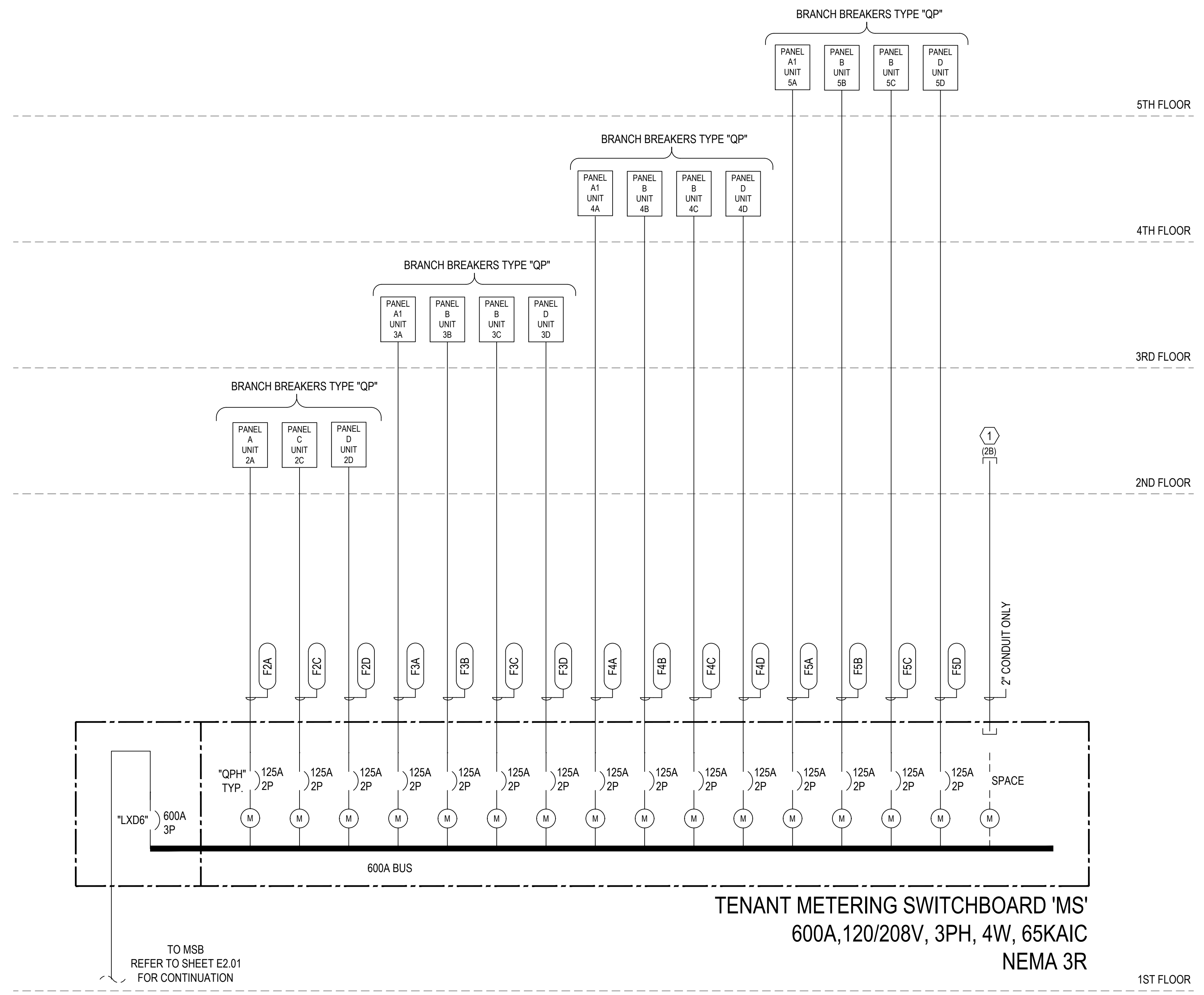
HOUSE SYSTEM SERIES RATING AIC	MAIN BREAKER		BRANCH BREAKER	
	MAX. AMPS	TYPE	MAX. AMPS	TYPE
65K @ 240V	100	HBL	100	BL
	225	HQR2	100	BL
	400	JXD2	100	BLH
	600	LXD6	100	BLH

RESIDENTIAL UNITS SERIES RATED MAIN CIRCUIT BREAKER AND BRANCH BREAKER MODEL AND TYPE PER SIEMENS MANUFACTURER

RESIDENTIAL SYSTEM SERIES RATING AIC	SYSTEM MAIN BREAKER		TENANT MAIN BREAKER		TENANT BRANCH BREAKER	
	MAX. AMPS	TYPE	MAX. AMPS	TYPE	MAX. AMPS	TYPE
65K @ 240V	400	JXD2	125	QPH	100	QP
			200	QS		
	600	LXD6	125	QPH	100	QP
			200	QS		
	800	MXD6, NMG	125	QPH	100	QP
			200	QS		
	1200	NXD6, NNG	125	QPH	100	QP
			200	QS		

NOTE:
 USE MXD6 & NXD6 WHEN SYSTEM MAIN BREAKER IS IN THE METER CENTER.
 USE NMG & NNG WHEN SYSTEM MAIN BREAKER IS IN THE SWITCHBOARD.

PROVIDE CAUTIONARY LABEL TO THE SERIES RATED DEVICES COVER STATING "CAUTION - SERIES RATED SYSTEM: 65,000 AMPS AVAILABLE. IDENTIFIED REPLACEMENT COMPONENTS REQUIRED."



5717 W CAMERFORD AVE
 LOS ANGELES, CA 90038

REVISIONS

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SINGLE LINE DIAGRAM

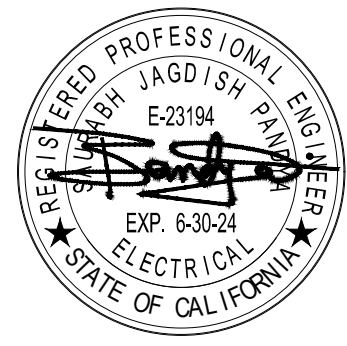
DRAWN _____ SP
 CHECKED _____ SP
 DATE _____
 SCALE _____ As indicated
 JOB # _____ 22-A017

5717 Camerford Ave RESIDENTIAL UNITS LOAD SUMMARY	UNIT 2A (2 BED) (PANEL A)	UNIT 2C, 3B, 3C, 4B, 4C, 5B, 5C (1 BED) (PANEL B)	TYPE 2D, 3D, 4D, 5D (1 BED) (PANEL D)	UNIT 3A, 4A, 5A (2 BED) (PANEL A1)	
SQ. FT	930	420	638	1,008	
GENERAL LIGHTING	2,790	1,260	1,914	3,024	
TWO SMALL APPLIANCES	3,000	3,000	3,000	3,000	
REFRIGERATOR	1,200	1,200	1,200	1,200	
GARBAGE DISPOSAL	756	756	756	756	
MICROWAVE/HOOD	1,200	1,200	1,200	1,200	
SMOKE DETECTORS	40	20	20	40	
WASHER	1,500	1,500	1,500	1,500	
HEAT PUMP DRYER	1,000	1,000	1,000	1,000	
ELECTRIC COOKING	8,000	8,000	8,000	8,000	
DISHWASHER	1,000	1,000	1,000	1,000	
SUB-TOTAL	20,486	18,936	19,590	20,720	
DEMAND CALCULATION PER NEC 220.82(B)					
1ST 1000@100%	10,000	10,000	10,000	10,000	
REM @ 40%	4,194	3,574	3,836	4,288	
TOTAL DEMAND LOAD	14,194	13,574	13,836	14,288	
EXHAUST FAN	68	34	34	68	
HVAC (HP+FC)	4,077	2,704	3,515	4,077	
TOTAL DEMAND VA LOAD	18,339	16,312	17,385	18,433	
LOAD AMPS @ 208V, 1Ø	88	78	84	89	
SERVICE DISCONNECT SIZE	125-2P	100-2P	125-2P	125-2P	
NUMBER OF TYPICAL UNITS					
	1	7	4	3	15
SUB-TOTAL W/O DEMAND	20,486	132,552	78,360	62,160	293,558
TOTAL HVAC	4,077	18,928	14,061	12,230	49,296
TOTAL EXHAUST FAN	68	238	136	204	646
TOTAL CONNECTED (NOT DEMAND LOAD)					343,500

DWELLING UNITS LOAD DEMAND CALCULATIONS (15 UNITS)		
MULTI FAMILY OPTION CALCULATIONS BASED ON NEC 220-84		
	DEMAND FACTOR	
TOTAL CONNECTED LOAD (VA)		343,500
LOAD DEMAND (VA) PER NEC 220-84	40%	137,400
TOTAL RESIDENTIAL DEMAND LOAD @ 208/120V, 3Ø, 4W		382
NEW 600A, 120/208V, 3PH, 4W METER SECTION		

TOTAL LOAD CALCULATION FOR MAIN SWITCHBOARD "MSB"			
HOUSE LOADS		LOAD (VA)	LOAD (A)
1	PANEL 'HP'	44,914	
2	PANEL 'HPR'	21,803	
3	3Ø HP ELEVATOR	31,680	
SUB TOTAL		98,397	
EV CHARGERS (+ 25%)		8,320	
LIGHTING LOAD (+ 25%)		388	
LARGEST MOTOR LOAD (+ 25%)		7,920	
TOTAL HOUSE LOADS		115,025	
TOTAL HOUSE LOADS @120/208V, 3PH, 4W			320
DWELLING UNIT LOAD		LOAD (VA)	LOAD (A)
1	TENANT METERING SWITCHBOARD "MS"	137,400	
TOTAL DWELLING LOADS		137,400	
TOTAL DWELLING LOADS @120/208V, 3PH, 4W			382
TOTAL HOUSE LOADS		115,025	
TOTAL DWELLING LOADS		137,400	
TOTAL LOADS		252,425	
TOTAL LOADS @120/208V, 3PH, 4W			701
RECOMMENDED SERVICE SIZE @120/208V, 3PH, 4W		800 AMPS	

FEEDER SCHEDULE (UNIT PANELS)													
FEEDER NAME	FEEDER FOR UNIT	SOURCE	PANEL TYPE	FEEDER SIZE(AL)	CONDUIT SIZE	LENGTH FEET	VOLTAGE	LOAD AMPS	%V.D.	FAULT CURRENT AMP	PANEL AIC/BRACING RATING	PANEL BUS SIZE AMP	GROUND WIRE SIZE
2ND FLOOR													
F2A	2A	MS	A	3 # 2/0	2"		208/120	88		TBD	65KAIC SERIES RATED	125	6
F2C	2C	MS	B	3 # 1/0	1-1/2"		208/120	78		TBD	65KAIC SERIES RATED	100	6
F2D	2D	MS	D	3 # 2/0	2"		208/120	84		TBD	65KAIC SERIES RATED	125	6
3RD FLOOR													
F3A	3A	MS	A1	3 # 2/0	2"		208/120	89		TBD	65KAIC SERIES RATED	125	6
F3B	3B	MS	B	3 # 1/0	1-1/2"		208/120	78		TBD	65KAIC SERIES RATED	100	6
F3C	3C	MS	B	3 # 1/0	1-1/2"		208/120	78		TBD	65KAIC SERIES RATED	100	6
F3D	3D	MS	D	3 # 2/0	2"		208/120	84		TBD	65KAIC SERIES RATED	125	6
4TH FLOOR													
F4A	4A	MS	A1	3 # 2/0	2"		208/120	89		TBD	65KAIC SERIES RATED	125	6
F4B	4B	MS	B	3 # 1/0	1-1/2"		208/120	78		TBD	65KAIC SERIES RATED	100	6
F4C	4C	MS	B	3 # 1/0	1-1/2"		208/120	78		TBD	65KAIC SERIES RATED	100	6
F4D	4D	MS	D	3 # 2/0	2"		208/120	84		TBD	65KAIC SERIES RATED	125	6
5TH FLOOR													
F5A	5A	MS	A1	3 # 2/0	2"		208/120	89		TBD	65KAIC SERIES RATED	125	6
F5B	5B	MS	B	3 # 1/0	1-1/2"		208/120	78		TBD	65KAIC SERIES RATED	100	6
F5C	5C	MS	B	3 # 1/0	1-1/2"		208/120	78		TBD	65KAIC SERIES RATED	100	6
F5D	5D	MS	D	3 # 2/0	2"		208/120	84		TBD	65KAIC SERIES RATED	125	6



REVISIONS	
No.	Date

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ELECTRICAL LOAD CALCULATIONS

DRAWN _____ **SP**

CHECKED _____ **SP**

DATE _____

SCALE _____ **As indicated**

JOB # _____ **22-A017**

DATE: 10/15/2023 PANEL VOLTAGE: 120/208V CKT CODE: 1=(CONTINUOUS) 2=(NON-CONTINUOUS) 3=(RECEPTACLES) 4=(KITCHEN) **A**

JOB: 5717 Camerford PHASE & WIRE: 1 PH, 3W BUS: 125A MLO

PANEL: A MAINS: MLO NO. OF EQUIP=

CIRCUIT	CKT BKR	LOAD TYPE & DESIGNATION				LOAD				LOAD TYPE & DESIGNATION				NO. OF EQUIP=		
		NO	CODE	TRIP	POLE	VA	A	B	VA	LITE	REC	NOTE	DESCRIPTION	POLE	TRIP	CODE
1	1	15	1	LIGHTING	[1]	29	416	1916	1500	2	[1]	SMALL APPLIANCES - CKT 1	1	20	4	2
3	3	20	1	RECEPTACLE, BEDROOM 1	[1]	7	1260	2760	1500	2	[1]	SMALL APPLIANCES - CKT 2	1	20	4	4
5	3	20	1	RECEPTACLE, BEDROOM 2	[1]	6	1080	1836	756	1	[2]	GARBAGE DISPOSAL	1	20	4	6
7	3	20	1	RECEPTACLE, BATH	[1]	1	180	1380	1200	1	[2]	MICROWAVE/HOOD	1	20	4	8
9	2	30	2	HP-2A	[3]		1882	5882	4000	1	[2]	ELECTRIC RANGE	2	40	4	10
11	2	-	-	W/CKT ABOVE			1882	5882	4000	1		W/CKT ABOVE	-	-	4	12
13	2	15	2	FC-2A	[3]		156	1156	1000	1	[2]	DISHWASHER	1	20	2	14
15	2	-	-	W/CKT ABOVE			156	1356	1200	1	[2]	REFRIGERATOR	1	20	2	16
17	3	20	1	RECEPTACLE, LIVING	[1]	6	1080	2580	1500			WASHER	1	20	2	18
19				SPACE			500	500			[2]	HEAT PUMP DRYER	2	30	2	20
21				SPACE			500	500				W/CKT ABOVE	-	-	2	22
23				SPACE			0	0				SPACE	-	-	2	24
TOTAL							13870	11878				CONNECTED KVA	25.7			

ISSUE DATE: 10/15/2023
PANEL: A

FEEDER DEMAND KVA* 18.3
FEEDER DEMAND AMPS 88.2
*SEE E2.03 FOR THE DEMAND LOAD CALCULATIONS

DATE: 10/15/2023 PANEL VOLTAGE: 120/208V CKT CODE: 1=(CONTINUOUS) 2=(NON-CONTINUOUS) 3=(RECEPTACLES) 4=(KITCHEN) **A1**

JOB: 5717 Camerford PHASE & WIRE: 1 PH, 3W BUS: 125A MLO

PANEL: A1 MAINS: MLO NO. OF EQUIP=

CIRCUIT	CKT BKR	LOAD TYPE & DESIGNATION				LOAD				LOAD TYPE & DESIGNATION				NO. OF EQUIP=		
		NO	CODE	TRIP	POLE	VA	A	B	VA	LITE	REC	NOTE	DESCRIPTION	POLE	TRIP	CODE
1	1	15	1	LIGHTING	[1]	29	416	1916	1500	2	[1]	SMALL APPLIANCES - CKT 1	1	20	4	2
3	3	20	1	RECEPTACLE, BEDROOM 1	[1]	7	1260	2760	1500	2	[1]	SMALL APPLIANCES - CKT 2	1	20	4	4
5	3	20	1	RECEPTACLE, BEDROOM 2	[1]	6	1080	1836	756	1	[2]	GARBAGE DISPOSAL	1	20	4	6
7	3	20	1	RECEPTACLE, BATH	[1]	1	180	1380	1200	1	[2]	MICROWAVE/HOOD	1	20	4	8
9	2	30	2	HP-A	[3]		1882	5882	4000	1	[2]	ELECTRIC RANGE	2	40	4	10
11	2	-	-	W/CKT ABOVE			1882	5882	4000	1		W/CKT ABOVE	-	-	4	12
13	2	15	2	FC-A	[3]		156	1156	1000	1	[2]	DISHWASHER	1	20	2	14
15	2	-	-	W/CKT ABOVE			156	1356	1200	1	[2]	REFRIGERATOR	1	20	2	16
17	3	20	1	RECEPTACLE, LIVING	[1]	6	1080	2580	1500			WASHER	1	20	2	18
19				SPACE			500	500			[2]	HEAT PUMP DRYER	2	30	2	20
21				SPACE			500	500				W/CKT ABOVE	-	-	2	22
23				SPACE			0	0				SPACE	-	-	2	24
TOTAL							13870	11878				CONNECTED KVA	25.7			

ISSUE DATE: 10/15/2023
PANEL: A1

FEEDER DEMAND KVA* 18.4
FEEDER DEMAND AMPS 88.6
*SEE E2.03 FOR THE DEMAND LOAD CALCULATIONS

DATE: 10/15/2023 PANEL VOLTAGE: 120/208V CKT CODE: 1=(CONTINUOUS) 2=(NON-CONTINUOUS) 3=(RECEPTACLES) 4=(KITCHEN) **B**

JOB: 5717 Camerford PHASE & WIRE: 1 PH, 3W BUS: 125A MLO

PANEL: B MAINS: MLO NO. OF EQUIP=

CIRCUIT	CKT BKR	LOAD TYPE & DESIGNATION				LOAD				LOAD TYPE & DESIGNATION				NO. OF EQUIP=		
		NO	CODE	TRIP	POLE	VA	A	B	VA	LITE	REC	NOTE	DESCRIPTION	POLE	TRIP	CODE
1	1	15	1	LIGHTING	[1]	14	202	1702	1500	2	[1]	SMALL APPLIANCES - CKT 1	1	20	4	2
3	3	20	1	RECEPTACLE, BEDROOM	[1]	5	900	2400	1500	2	[1]	SMALL APPLIANCES - CKT 2	1	20	4	4
5	3	20	1	RECEPTACLE, LIVING	[1]	5	900	1656	756	1	[2]	GARBAGE DISPOSAL	1	20	4	6
7	3	20	1	RECEPTACLE, BATH	[1]	1	180	1380	1200	1	[2]	MICROWAVE/HOOD	1	20	4	8
9	2	20	2	HP-BHP-C	[3]		1248	5248	4000	1	[2]	ELECTRIC RANGE	2	40	4	10
11	2	-	-	W/CKT ABOVE			1248	5248	4000	1		W/CKT ABOVE	-	-	4	12
13	2	15	2	FC-B/FC-C	[3]		104	1104	1000	1	[2]	DISHWASHER	1	20	2	14
15	2	-	-	W/CKT ABOVE			104	1304	1200	1	[2]	REFRIGERATOR	1	20	2	16
17				SPACE			1500	1500			[2]	WASHER	1	20	2	18
19				SPACE			500	500			[2]	HEAT PUMP DRYER	2	30	2	20
21				SPACE			500	500				W/CKT ABOVE	-	-	2	22
23				SPACE			0	0				SPACE	-	-	2	24
TOTAL							11710	10832				CONNECTED KVA	22.5			

ISSUE DATE: 10/15/2023
PANEL: B

FEEDER DEMAND KVA* 16.3
FEEDER DEMAND AMPS 78.4
*SEE E2.03 FOR THE DEMAND LOAD CALCULATIONS

DATE: 10/15/2023 PANEL VOLTAGE: 120/208V CKT CODE: 1=(CONTINUOUS) 2=(NON-CONTINUOUS) 3=(RECEPTACLES) 4=(KITCHEN) **D**

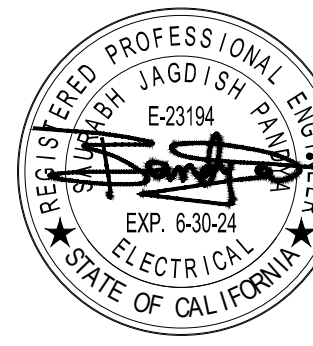
JOB: 5717 Camerford PHASE & WIRE: 1 PH, 3W BUS: 125A MLO

PANEL: D MAINS: MLO NO. OF EQUIP=

CIRCUIT	CKT BKR	LOAD TYPE & DESIGNATION				LOAD				LOAD TYPE & DESIGNATION				NO. OF EQUIP=		
		NO	CODE	TRIP	POLE	VA	A	B	VA	LITE	REC	NOTE	DESCRIPTION	POLE	TRIP	CODE
1	1	15	1	LIGHTING	[1]	17	238	1738	1500	2	[1]	SMALL APPLIANCES - CKT 1	1	20	4	2
3	3	20	1	RECEPTACLE, BEDROOM	[1]	6	1080	2580	1500	2	[1]	SMALL APPLIANCES - CKT 2	1	20	4	4
5	3	20	1	RECEPTACLE, LIVING	[1]	6	1080	1836	756	1	[2]	GARBAGE DISPOSAL	1	20	4	6
7	3	20	1	RECEPTACLE, BATH	[1]	1	180	1380	1200	1	[2]	MICROWAVE/HOOD	1	20	4	8
9	2	25	2	HP-D	[3]		1602	5602	4000	1	[2]	ELECTRIC RANGE	2	40	4	10
11	2	-	-	W/CKT ABOVE			1602	5602	4000	1		W/CKT ABOVE	-	-	4	12
13	2	15	2	FC-D	[3]		156	1156	1000	1	[2]	DISHWASHER	1	20	2	14
15	2	-	-	W/CKT ABOVE			156	1356	1200	1	[2]	REFRIGERATOR	1	20	2	16
17				SPACE			1500	1500			[2]	WASHER	1	20	2	18
19				SPACE			500	500			[2]	HEAT PUMP DRYER	2	30	2	20
21				SPACE			500	500				W/CKT ABOVE	-	-	2	22
23				SPACE			0	0				SPACE	-	-	2	24
TOTAL							12332	11418				CONNECTED KVA	23.7			

ISSUE DATE: 10/15/2023
PANEL: D

FEEDER DEMAND KVA* 17.4
FEEDER DEMAND AMPS 83.6
*SEE E2.03 FOR THE DEMAND LOAD CALCULATIONS



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PANEL SCHEDULES

DRAWN _____ SP
CHECKED _____ SP
DATE _____
SCALE _____ As indicated
JOB # _____ 22-A017

GENERAL NOTES

- ELECTRICAL CONTRACTOR TO CHECK ALL FEASIBLE ROUTING OF CONDUITS AND WIRES AT THE JOB SITE INCLUDING LOCATIONS OF ALL ADDITIONAL EQUIPMENT FOR A COMPLETE FUNCTIONAL CODE COMPLIANT ELECTRICAL SYSTEM.
- COORDINATE ALL PRIMARY ELECTRICAL CONNECTION WITH THE LADWP SERVICE PLANNER PRIOR TO ANY PRIMARY POWER CONSTRUCTION.
- CONTRACTOR SHALL VISIT SITE AND DETERMINE ALL CONDITIONS AFFECTING ELECTRICAL WORK AND INCLUDE COSTS THEREFORE IN THIS CONTRACT PRICE.
- CONTACT UTILITY COMPANIES AND PROVIDE ALL SERVICES, WORK, INSTALLATION AND COORDINATION REQUIRED FOR THEIR USE.
- CONDUITS STUBS SHALL BE TERMINATED IN ACCESSIBLE LOCATIONS, SECURELY CAPPED, AND LOCATED BY AN APPROVED VISIBLE MARKER.
- INSTALL APPROVED GROUNDING BUSHING AT EACH TERMINATION OF RIGID CONDUIT.
- ALL WORK REQUIRED FOR THE UTILITY SERVICES SHALL CONFORM TO THE REQUIREMENTS AND STANDARDS OF THE SERVING UTILITY COMPANIES.
- LOCATION AND ROUTING OF ALL EXPOSED EQUIPMENT, PIPING, DUCTWORK, AND CONDUIT SHALL BE APPROVED BY THE ARCHITECT PRIOR TO START OF ANY WORK.

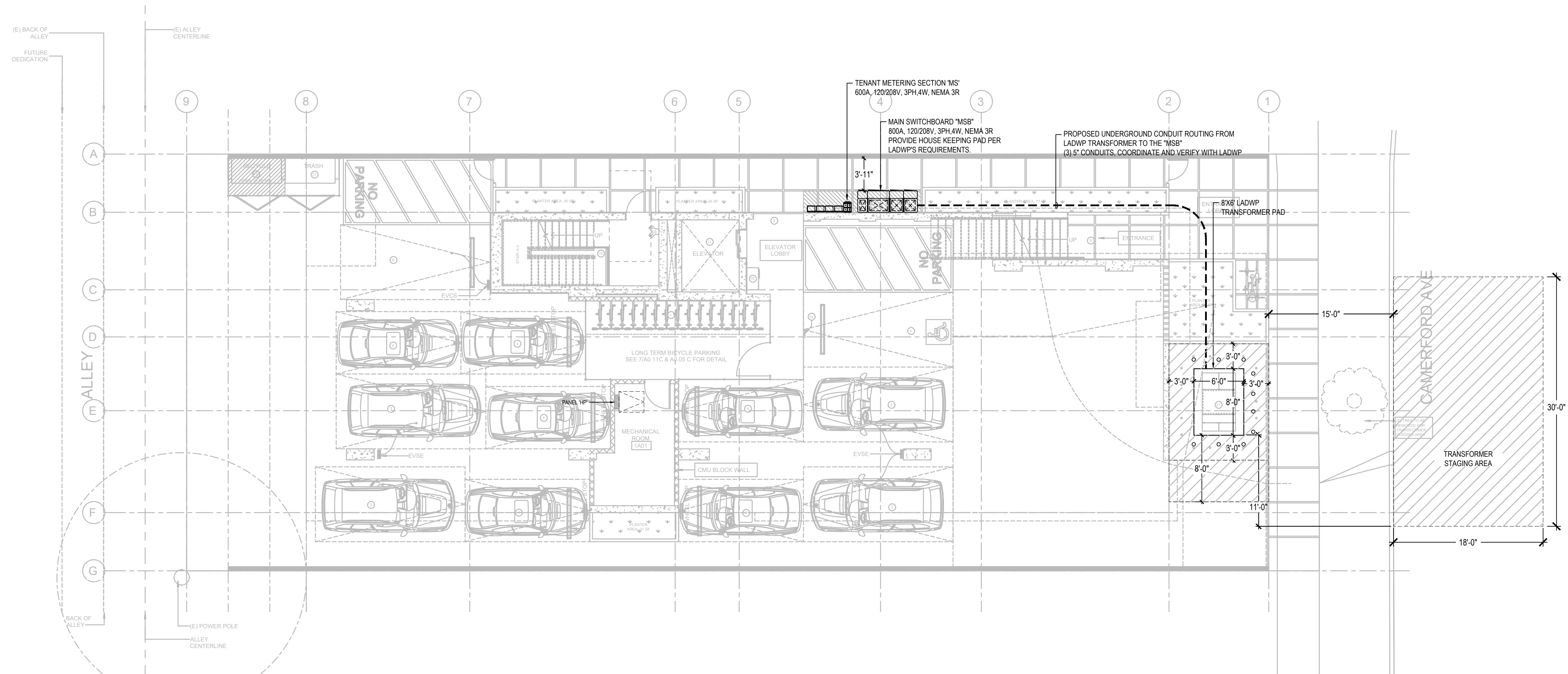
- ALL UNDERGROUND ELECTRICAL CONDUITS SHALL BE PVC SCH. 40 MINIMUM.
- ALL EXTERIOR CONDUITS SHALL BE INSTALLED AT LEAST 24" BELOW GRADE OR SHALL MEET THE REQUIREMENTS BASED ON 2022 CEC TABLE 300.5
- CONDUIT RUNS ARE DIAGRAMMATIC ONLY. REFER TO DRY UTILITY DRAWINGS FOR THE EXACT CONDUIT ROUTING AND EQUIPMENT TERMINATION.
- REFER TO 2022 CEC TABLE 300.5 FOR THE MINIMUM COVER REQUIREMENTS OF DIRECT BURIAL CABLE. PROVIDE 24" BURIAL DEPTH OF UNDERGROUND CABLES FOR CONDUITS AND CONDUCTORS AND PROVIDE ALL REQUIRED COVER MATERIALS FOR THE DIRECT BURIED CONDUCTOR AND THE TOP SURFACE OF FINISH GRADE, CONCRETE OR SIMILAR COVER.
- OBSERVE CLEAN ELECTRICAL INSTALLATION ALL THROUGHOUT THE SPACE.

REFERENCE NOTES:

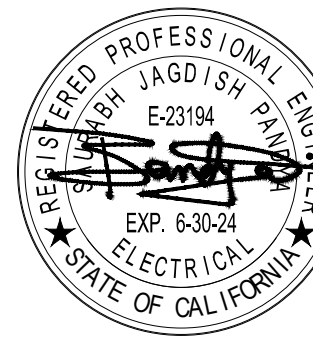
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LADWP CONTACT PERSON:

SAMANTHA NESHEIWAT
 SERVICE PLANNER
 LOS ANGELES DEPARTMENT OF WATER AND POWER
 METRO WEST SERVICE PLANNING
 ADD: 2633 ARTESIAN ST, RM 250
 LOS ANGELES, CA 90031
 TEL. #: (818) 771-3595
 EMAIL: SAMANTHA.NESHEIWAT@LADWP.COM



1 SITE ELECTRICAL PLAN
 Scale: 1/8"=1'-0"



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SITE ELECTRICAL PLAN

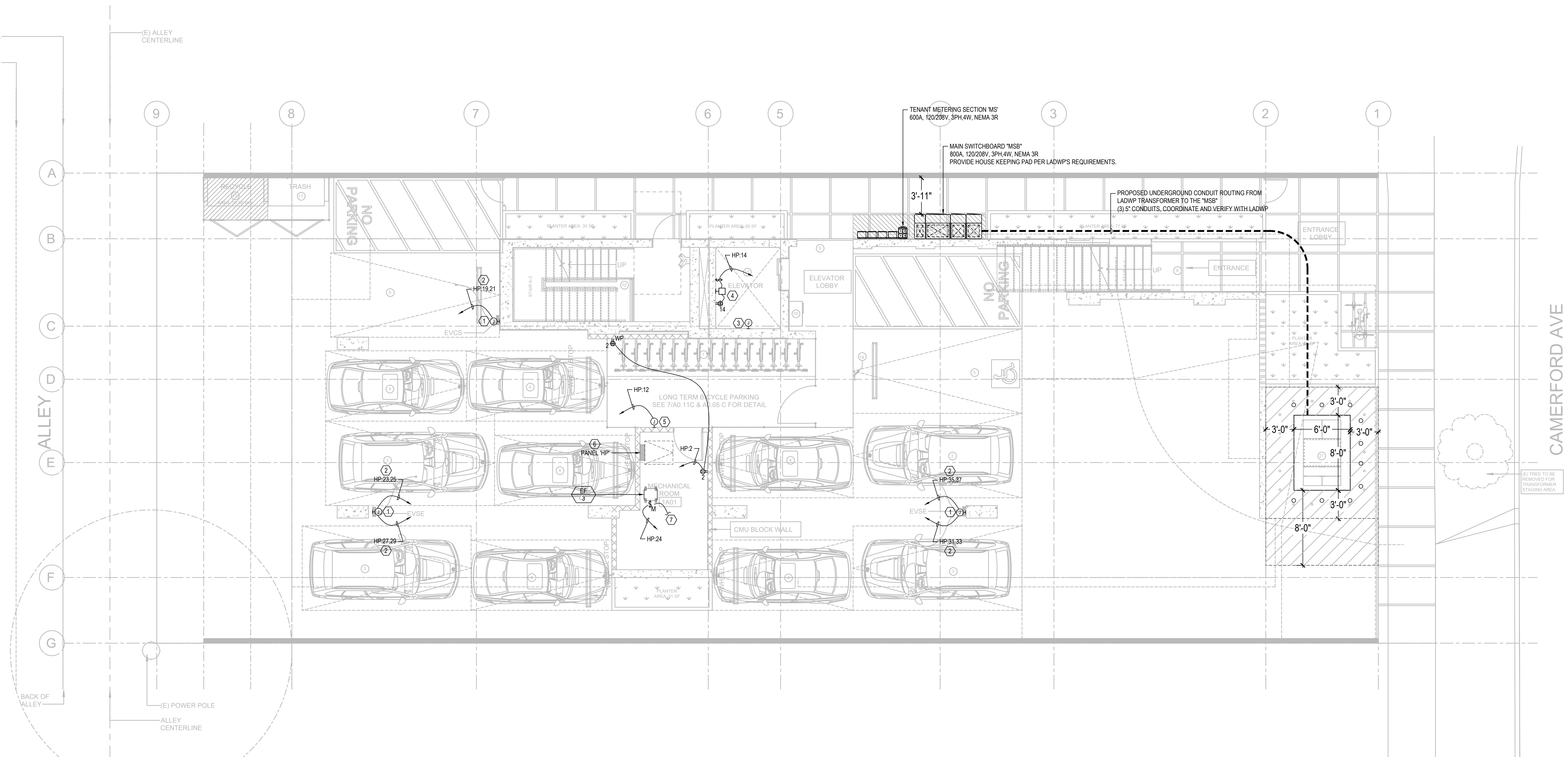
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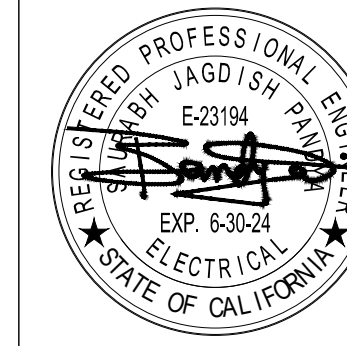
- REFER TO MECHANICAL DRAWINGS FOR THE EXACT HVAC EQUIPMENT LOCATIONS.
- REFER TO PLUMBING DRAWINGS FOR THE EXACT PLUMBING EQUIPMENT LOCATIONS.
- ALL OUTDOOR LIGHTING FIXTURE EXPOSED TO WET LOCATIONS SHALL BE WEATHERPROOF RATED. OUTDOOR FIXTURES LOCATED ON THE COVERED CEILING SPACES SHALL BE DAMP RATED FIXTURES.
- LIGHTING SPECIFICATIONS SHALL BE COORDINATED WITH THE LIGHTING DESIGNER AND WITH THE ARCHITECT PRIOR TO PURCHASING.
- VERIFY EXACT SWITCH LOCATION AND MOUNTING HEIGHTS PRIOR TO INSTALLATION.
- LOWER CASE LETTER INDICATES THE SWITCHING DESIGNATION.
- ALL DEDICATED RECEPTACLE OUTLET SHALL HAVE SEPARATE CIRCUIT.
- COORDINATE ALL LOW VOLTAGE (COMMUNICATION, ACCESS, SECURITY, CCTV) CONDUIT AND WIRING REQUIREMENTS WITH LOW-VOLTAGE CONTRACTOR AND PROVIDE CONDUITS AND WIRES AS REQUIRED FOR COMPLETE INSTALLATION. PROVIDE ALL REQUIRED LOW VOLTAGE ELECTRICAL CONNECTION FOR A COMPLETE FUNCTIONAL SYSTEM.
- COORDINATE WITH FIRE ALARM CONTRACTOR FOR THE FIRE ALARM DRAWINGS. FIRE ALARM SHALL BE DESIGN BUILD ON A SEPARATE PERMIT.
- CONDUIT RUNS ARE DIAGRAMMATIC ONLY. E.C. TO VERIFY FEASIBLE CONDUIT ROUTING.
- ALL 125V, 15 AND 20 AMPERE RECEPTACLE AS REQUIRED IN CEC SECTION 210.52 IN DWELLING UNITS SHALL BE TAMPER-RESISTANCE.
- OBSERVE CLEAN ELECTRICAL INSTALLATION ALL THROUGHOUT THE SPACE.
- NO CONDUIT AND FEEDER WILL BE INSTALLED EXPOSE ON THE UNIT AREA. CONDUIT SHALL BE INSTALLED ABOVE CEILING SPACE AND/OR CONCEALED TO WALL SPACES.
- ALL HVAC CONTROLS SHALL BE PROVIDED AND PROGRAMMED BY THE MECHANICAL CONTRACTOR ELECTRICAL CONTRACTOR TO PROVIDE ALL REQUIRED CONDUIT AND WIRES UP TO THE CONTROL BOX COORDINATE WITH MECHANICAL DRAWINGS FOR THE CONTROLS AND INTERCONNECTION AS REQUIRED BY ALL TRADES.
- ALL FEEDER WIRES SHALL BE COPPER (CU), UNLESS NOTED OTHERWISE.
- FOR 15A, 20A, 25 AND 30 AMPERE BRANCH CIRCUIT, THE EQUIPMENT GROUNDING CONDUCTORS SHALL BE THE SAME AWG AS THE UNGROUNDED CONDUCTOR. (CEC 250.122 (A)(B)).
- LOCATION AND ROUTING OF ALL EXPOSED EQUIPMENT, PIPING, DUCTWORK, AND CONDUIT SHALL BE APPROVED BY THE ARCHITECT PRIOR TO START OF ANY WORK.
- NO PIPING, DUCTS, OR EQUIPMENT FOREIGN TO THE ELECTRICAL EQUIPMENT SHALL BE PERMITTED TO BE LOCATED ABOVE THE ELECTRICAL EQUIPMENT.
- ALL EXTERIOR RECEPTACLES SHALL BE WEATHERPROOF, GFCI TYPE.
- ALL RECEPTACLE DUPLEX OUTLET SHALL BE RECESSED OR FLUSH MOUNTED TO WALL. NO EXCEPTION.
- ALL ELECTRICAL OUTLETS LOCATED ABOVE COUNTERTOP INCLUDING BATHROOM COUNTERTOP SHALL BE GFCI DUPLEX OUTLET. GFCI OUTLET SHALL BE SELF-TEST, SELF-DIAGNOSTIC TYPE HUBBELL AUTOGUARD SERIES OR EQUAL.
- ALL STAIRWELL LIGHTING SHALL BE AUTOMATICALLY DIM TO 50% OUTPUT WHEN AREA IS UNOCCUPIED.
- ALL THE BRANCH CIRCUITS SHALL BE (1)3/4" - 2#12 CU-1#12CU G, UNLESS OTHERWISE NOTED.
- PROVIDE UNISTRUT FOR THE DISCONNECT SWITCHES AS REQUIRED.
- PROVIDE 3'-0" CLEARANCE IN FRONT OF ALL DISCONNECT SWITCHES.

REFERENCE NOTES:

- FOR CONNECTION TO EV CHARGING OUTLET.
- PROVIDE 1" C - 2#8 CU + 1#10 CU G.
- JUNCTION BOX FOR ELEVATOR TELEPHONE CONNECTION AND CAB LIGHTING COORDINATE WITH THE ELEVATOR CONTRACTOR AND PROVIDE REQUIRED CONDUITS AND WIRING AS PER MANUFACTURER'S TYPICAL CONNECTION.
- COORDINATE LOCATION, PROVIDE GFCI RECEPTACLE, MANUAL SWITCH AND GASKETED WALL MOUNTED CFL IN THE ELEVATOR PIT AS REQUIRED. ALL UNDERGROUND WIRING SHALL BE SEALED FOR GAS PENETRATION.
- FOR CONNECTION TO FIRE ALARM CONTROL PANEL. COORDINATE EXACT LOCATION WITH ARCHITECT AND FIRE ALARM CONTRACTOR IN FIELD.
- PROPOSED LOCATION OF ELECTRICAL PANEL.
- 1/2" O.D. TO THE HVAC CONTROL UNIT. REFER TO MECHANICAL DRAWINGS FOR EXACT LOCATION.



1 FIRST FLOOR POWER PLAN
Scale: 3/16"=1'-0"



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FIRST FLOOR POWER PLAN

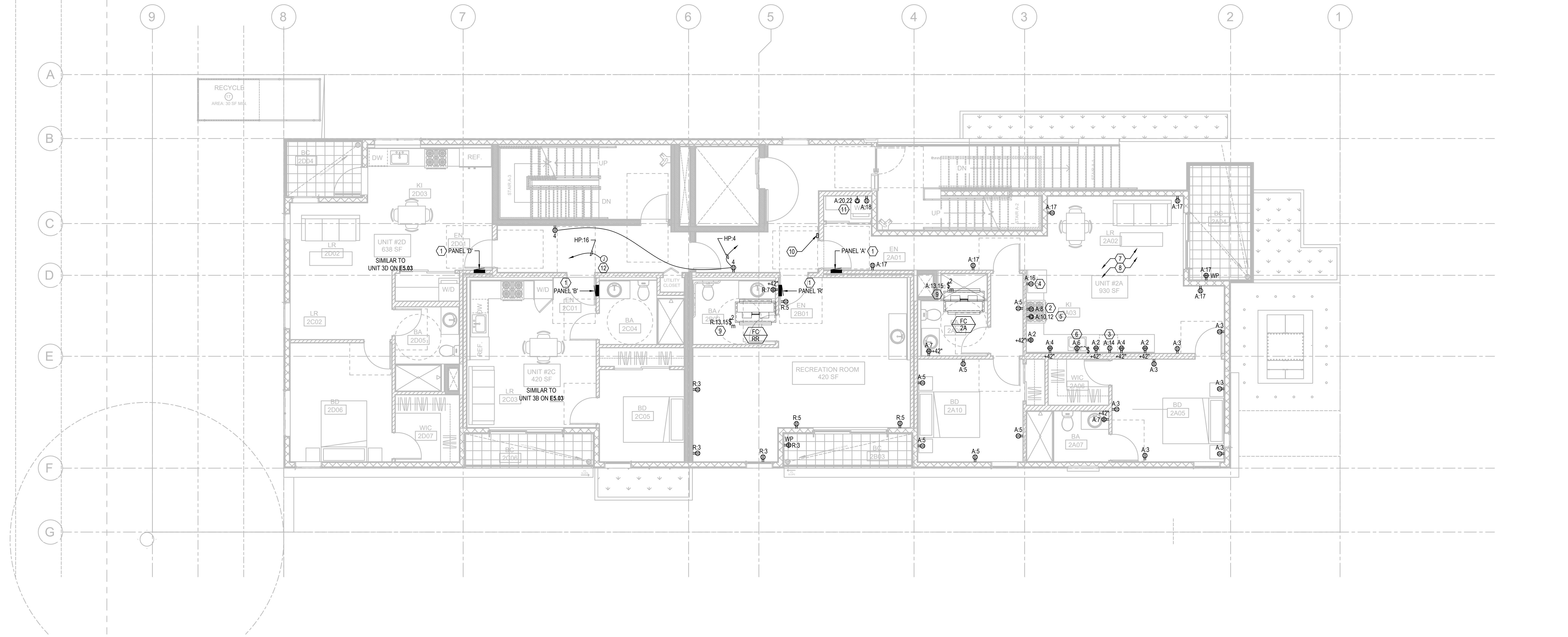
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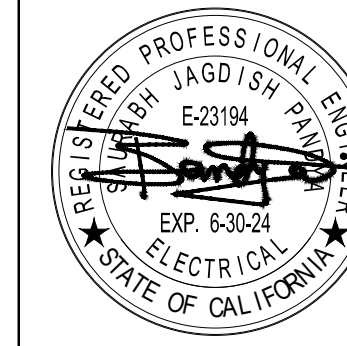
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- LIGHTING SPECIFICATIONS SHALL BE COORDINATED WITH THE LIGHTING DESIGNER AND WITH THE ARCHITECT PRIOR TO PURCHASING.
- VERIFY EXACT SWITCH LOCATION AND MOUNTING HEIGHTS PRIOR TO INSTALLATION.
- LOWER CASE LETTER INDICATES THE SWITCHING DESIGNATION.
- ALL DEDICATED RECEPTACLE OUTLET SHALL HAVE SEPARATE CIRCUIT.
- COORDINATE ALL LOW VOLTAGE (COMMUNICATION, ACCESS, SECURITY, CCTV) CONDUIT AND WIRING REQUIREMENTS WITH LOW-VOLTAGE CONTRACTOR AND PROVIDE CONDUITS AND WIRES AS REQUIRED FOR COMPLETE INSTALLATION. PROVIDE ALL REQUIRED LOW VOLTAGE ELECTRICAL CONNECTION FOR A COMPLETE FUNCTIONAL SYSTEM.
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- ALL THE BRANCH CIRCUITS SHALL BE (1)3/4" - 2#12 CU-1#12CU G, UNLESS OTHERWISE NOTED.
- PROVIDE UNISTRUT FOR THE DISCONNECT SWITCHES AS REQUIRED.
- PROVIDE 3'-0" CLEARANCE IN FRONT OF ALL DISCONNECT SWITCHES.

REFERENCE NOTES:

- PROPOSED LOCATION OF ELECTRICAL PANEL.
- FOR CONNECTION TO MICROWAVE/ HOOD. COORDINATE EXACT LOCATION IN FIELD.
- FOR CONNECTION TO DISHWASHER. COORDINATE EXACT LOCATION IN FIELD.
- FOR CONNECTION TO REFRIGERATOR. COORDINATE EXACT LOCATION IN FIELD.
- FOR CONNECTION TO ELECTRIC RANGE/OVEN. COORDINATE EXACT LOCATION AND OUTLET NEMA REQUIREMENT WITH MANUFACTURER PRIOR TO INSTALLATION. PROVIDE 3/4" - 3#8 CU + 1#10 CU G.
- FOR CONNECTION TO GARBAGE DISPOSAL. COORDINATE EXACT LOCATION IN FIELD.
- PROVIDE A LISTED COMBINATION TYPE ARC-FAULT INTERRUPTER PROTECTION FOR ENTIRE BRANCH CIRCUIT PROTECTION ON CIRCUIT BREAKER SUPPLYING OUTLETS OR DEVICES INSTALLED IN KITCHEN, FAMILY ROOMS, LAUNDRY ROOM, DINING ROOMS, LIVING ROOMS, LIBRARIES, DEN, BEDROOMS, SUNROOMS, RECREATION ROOMS & CLOSET PER NEC 210.12(A).
- ALL 125V, 15 AND 20 AMPERE RECEPTACLES AS REQUIRED IN SECTION 220.52 IN DWELLING UNITS, GUESTROOMS/SUITES AND CHILD CARE FACILITIES SHALL BE TAMPER-RESISTANT.
- 12" O.C. TO THE HVAC CONTROL UNIT. REFER TO MECHANICAL DRAWINGS FOR EXACT LOCATION.
- COORDINATE DOOR BELL AND CHIME LOCATION IN FIELD WITH ARCHITECT/OWNER AND PROVIDE CONNECTION AS REQUIRED. PROVIDE LOW VOLTAGE TRANSFORMER IF REQUIRED AND INSTALL DOOR BELL AND LOW VOLTAGE TRANSFORMER PER MANUFACTURER WIRING DIAGRAM AND CONNECT THE NEAREST 120V GENERAL PURPOSE RECEPTACLE CIRCUIT.
- FOR CONNECTION TO ELECTRIC DRYER. COORDINATE EXACT LOCATION AND NEMA OUTLET REQUIREMENT WITH MANUFACTURER IN THE FIELD. PROVIDE 3/4" - 3#10 CU + 1#10 CU G.
- FOR CONNECTION TO FIRE SMOKE DAMPERS. REFER TO THE MECHANICAL DRAWINGS FOR EXACT LOCATION. NO MORE THAN 10 FIRE SMOKE DAMPERS SHALL BE CONNECTION TO SINGLE 120V, 20A CIRCUIT.



1 SECOND FLOOR POWER PLAN
Scale: 3/16"=1'-0"



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SECOND FLOOR POWER PLAN

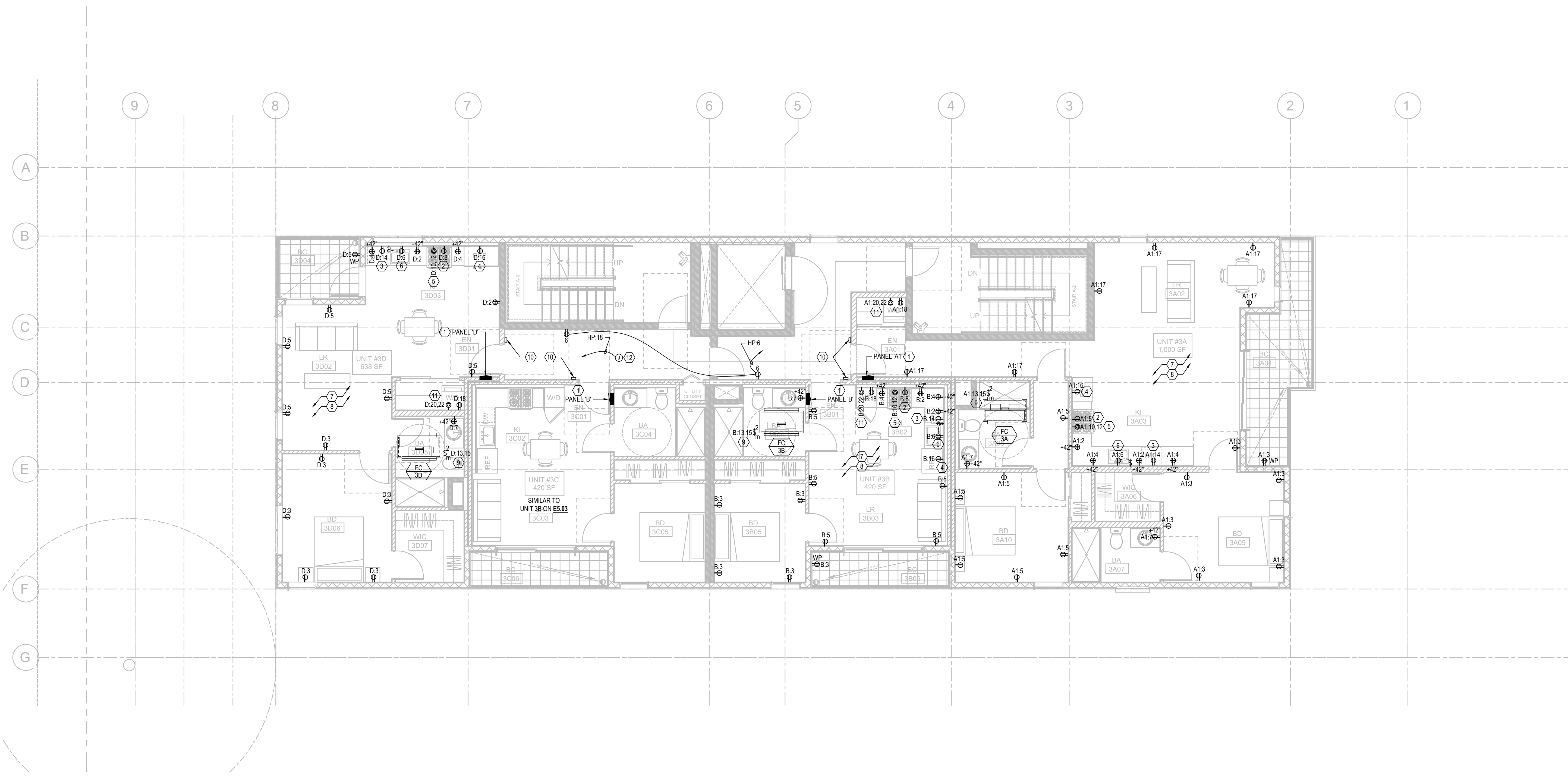
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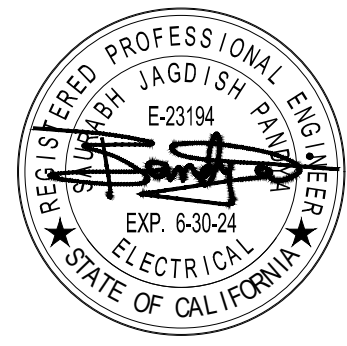
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- LIGHTING SPECIFICATIONS SHALL BE COORDINATED WITH THE LIGHTING DESIGNER AND WITH THE ARCHITECT PRIOR TO PURCHASING.
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- ALL DEDICATED RECEPTACLE OUTLET SHALL HAVE SEPARATE CIRCUIT.
- COORDINATE ALL LOW VOLTAGE (COMMUNICATION, ACCESS, SECURITY, CCTV) CONDUIT AND WIRING REQUIREMENTS WITH LOW-VOLTAGE CONTRACTOR AND PROVIDE CONDUITS AND WIRES AS REQUIRED FOR COMPLETE INSTALLATION. PROVIDE ALL REQUIRED LOW VOLTAGE ELECTRICAL CONNECTION FOR A COMPLETE FUNCTIONAL SYSTEM.
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REFERENCE NOTES:

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- FOR CONNECTION TO ELECTRIC DRYER. COORDINATE EXACT LOCATION AND NEMA OUTLET REQUIREMENT WITH MANUFACTURER IN THE FIELD. PROVIDE 3/4" - 3#10 CU + 1#10 CU G.
- FOR CONNECTION TO FIRE SMOKE DAMPERS. REFER TO THE MECHANICAL DRAWINGS FOR EXACT LOCATION. NO MORE THAN 10 FIRE SMOKE DAMPERS SHALL BE CONNECTION TO SINGLE 120V, 20A CIRCUIT.



1 THIRD FLOOR POWER PLAN
Scale: 3/16"=1'-0"



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THIRD FLOOR POWER PLAN

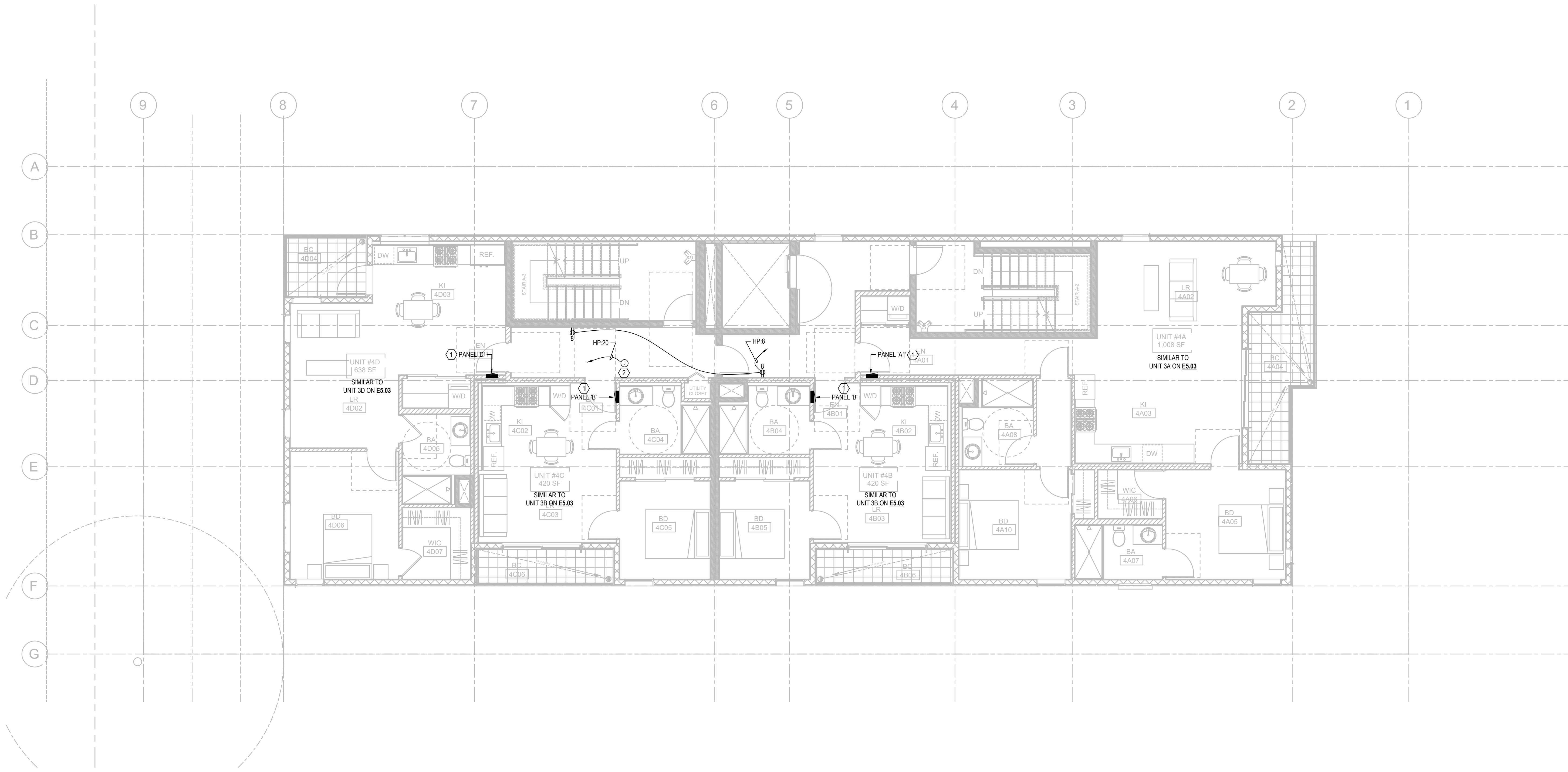
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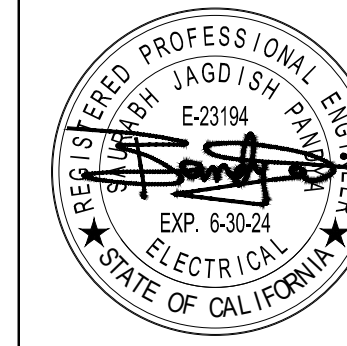
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- LOWER CASE LETTER INDICATES THE SWITCHING DESIGNATION.
- ALL DEDICATED RECEPTACLE OUTLET SHALL HAVE SEPARATE CIRCUIT.
- COORDINATE ALL LOW VOLTAGE (COMMUNICATION, ACCESS, SECURITY, CCTV) CONDUIT AND WIRING REQUIREMENTS WITH LOW-VOLTAGE CONTRACTOR AND PROVIDE CONDUITS AND WIRES AS REQUIRED FOR COMPLETE INSTALLATION. PROVIDE ALL REQUIRED LOW VOLTAGE ELECTRICAL CONNECTION FOR A COMPLETE FUNCTIONAL SYSTEM.
- COORDINATE WITH FIRE ALARM CONTRACTOR FOR THE FIRE ALARM DRAWINGS. FIRE ALARM SHALL BE DESIGN BUILD ON A SEPARATE PERMIT.
- CONDUIT RUNS ARE DIAGRAMMATIC ONLY. E.C. TO VERIFY FEASIBLE CONDUIT ROUTING.
- ALL 125V, 15 AND 20 AMPERE RECEPTACLE AS REQUIRED IN CEC SECTION 210.52 IN DWELLING UNITS SHALL BE TAMPER-RESISTANCE.
- OBSERVE CLEAN ELECTRICAL INSTALLATION ALL THROUGHOUT THE SPACE.
- NO CONDUIT AND FEEDER WILL BE INSTALLED EXPOSE ON THE UNIT AREA. CONDUIT SHALL BE INSTALLED ABOVE CEILING SPACE AND/OR CONCEALED TO WALL SPACES.
- ALL HVAC CONTROLS SHALL BE PROVIDED AND PROGRAMMED BY THE MECHANICAL CONTRACTOR ELECTRICAL CONTRACTOR TO PROVIDE ALL REQUIRED CONDUIT AND WIRES UP TO THE CONTROL BOX COORDINATE WITH MECHANICAL DRAWINGS FOR THE CONTROLS AND INTERCONNECTION AS REQUIRED BY ALL TRADES.
- ALL FEEDER WIRES SHALL BE COPPER (CU), UNLESS NOTED OTHERWISE.
- FOR 15A, 20A, 25 AND 30 AMPERE BRANCH CIRCUIT, THE EQUIPMENT GROUNDING CONDUCTORS SHALL BE THE SAME AWG AS THE UNGROUNDED CONDUCTOR. (CEC 250.122 (A)(B)).
- LOCATION AND ROUTING OF ALL EXPOSED EQUIPMENT, PIPING, DUCTWORK, AND CONDUIT SHALL BE APPROVED BY THE ARCHITECT PRIOR TO START OF ANY WORK.
- NO PIPING, DUCTS, OR EQUIPMENT FOREIGN TO THE ELECTRICAL EQUIPMENT SHALL BE PERMITTED TO BE LOCATED ABOVE THE ELECTRICAL EQUIPMENT.
- ALL EXTERIOR RECEPTACLES SHALL BE WEATHERPROOF, GFCI TYPE.
- ALL RECEPTACLE DUPLEX OUTLET SHALL BE RECESSED OR FLUSH MOUNTED TO WALL. NO EXCEPTION.
- ALL ELECTRICAL OUTLETS LOCATED ABOVE COUNTERTOP INCLUDING BATHROOM COUNTERTOP SHALL BE GFCI DUPLEX OUTLET. GFCI OUTLET SHALL BE SELF-TEST, SELF-DIAGNOSTIC TYPE HUBBELL AUTOGUARD SERIES OR EQUAL.
- ALL STAIRWELL LIGHTING SHALL BE AUTOMATICALLY DIM TO 50% OUTPUT WHEN AREA IS UNOCCUPIED.
- ALL THE BRANCH CIRCUITS SHALL BE (1)3/4" - 2#12 CU-1#12CU G. UNLESS OTHERWISE NOTED.
- PROVIDE UNISTRUT FOR THE DISCONNECT SWITCHES AS REQUIRED.
- PROVIDE 3'-0" CLEARANCE IN FRONT OF ALL DISCONNECT SWITCHES.

REFERENCE NOTES:

- PROPOSED LOCATION OF ELECTRICAL PANEL.
- FOR CONNECTION TO FIRE SMOKE DAMPERS, REFER TO THE MECHANICAL DRAWINGS FOR EXACT LOCATION. NO MORE THAN 10 FIRE SMOKE DAMPERS SHALL BE CONNECTION TO SINGLE 120V, 20A CIRCUIT.



1 FORTH FLOOR POWER PLAN
Scale: 3/16"=1'-0"



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FORTH FLOOR POWER PLAN

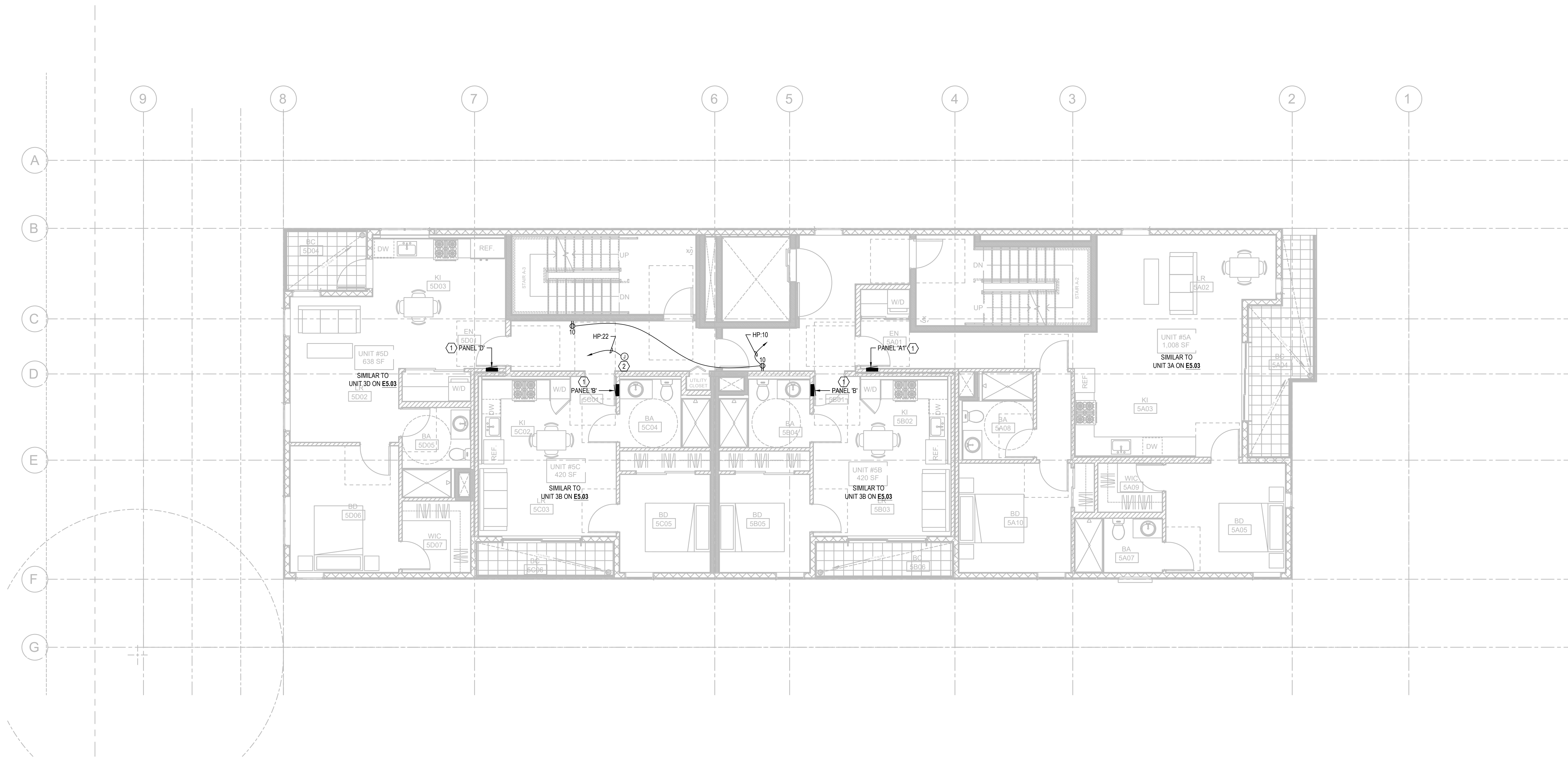
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SCALE	As indicated
JOB #	22-A017

GENERAL NOTES

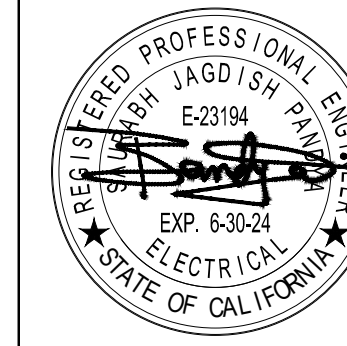
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- REFER TO PLUMBING DRAWINGS FOR THE EXACT PLUMBING EQUIPMENT LOCATIONS.
- ALL OUTDOOR LIGHTING FIXTURE EXPOSED TO WET LOCATIONS SHALL BE WEATHERPROOF RATED. OUTDOOR FIXTURES LOCATED ON THE COVERED CEILING SPACES SHALL BE DAMP RATED FIXTURES.
- LIGHTING SPECIFICATIONS SHALL BE COORDINATED WITH THE LIGHTING DESIGNER AND WITH THE ARCHITECT PRIOR TO PURCHASING.
- VERIFY EXACT SWITCH LOCATION AND MOUNTING HEIGHTS PRIOR TO INSTALLATION.
- LOWER CASE LETTER INDICATES THE SWITCHING DESIGNATION.
- ALL DEDICATED RECEPTACLE OUTLET SHALL HAVE SEPARATE CIRCUIT.
- COORDINATE ALL LOW VOLTAGE (COMMUNICATION, ACCESS, SECURITY, CCTV) CONDUIT AND WIRING REQUIREMENTS WITH LOW-VOLTAGE CONTRACTOR AND PROVIDE CONDUITS AND WIRES AS REQUIRED FOR COMPLETE INSTALLATION. PROVIDE ALL REQUIRED LOW VOLTAGE ELECTRICAL CONNECTION FOR A COMPLETE FUNCTIONAL SYSTEM.
- COORDINATE WITH FIRE ALARM CONTRACTOR FOR THE FIRE ALARM DRAWINGS. FIRE ALARM SHALL BE DESIGN BUILD ON A SEPARATE PERMIT.
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- OBSERVE CLEAN ELECTRICAL INSTALLATION ALL THROUGHOUT THE SPACE.
- NO CONDUIT AND FEEDER WILL BE INSTALLED EXPOSE ON THE UNIT AREA. CONDUIT SHALL BE INSTALLED ABOVE CEILING SPACE AND/OR CONCEALED TO WALL SPACES.
- ALL HVAC CONTROLS SHALL BE PROVIDED AND PROGRAMMED BY THE MECHANICAL CONTRACTOR ELECTRICAL CONTRACTOR TO PROVIDE ALL REQUIRED CONDUIT AND WIRES UP TO THE CONTROL BOX COORDINATE WITH MECHANICAL DRAWINGS FOR THE CONTROLS AND INTERCONNECTION AS REQUIRED BY ALL TRADES.
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- ALL EXTERIOR RECEPTACLES SHALL BE WEATHERPROOF, GFCI TYPE.
- ALL RECEPTACLE DUPLEX OUTLET SHALL BE RECESSED OR FLUSH MOUNTED TO WALL. NO EXCEPTION.
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- ALL STAIRWELL LIGHTING SHALL BE AUTOMATICALLY DIM TO 50% OUTPUT WHEN AREA IS UNOCCUPIED.
- ALL THE BRANCH CIRCUITS SHALL BE (1)3/4" C. - 2#12 CU-1#12CU G. UNLESS OTHERWISE NOTED.
- PROVIDE UNISTRUT FOR THE DISCONNECT SWITCHES AS REQUIRED.
- PROVIDE 3'-0" CLEARANCE IN FRONT OF ALL DISCONNECT SWITCHES.

REFERENCE NOTES:

- PROPOSED LOCATION OF ELECTRICAL PANEL.
- FOR CONNECTION TO FIRE SMOKE DAMPERS, REFER TO THE MECHANICAL DRAWINGS FOR EXACT LOCATION. NO MORE THAN 10 FIRE SMOKE DAMPERS SHALL BE CONNECTION TO SINGLE 120V, 20A CIRCUIT.



1 FIFTH FLOOR POWER PLAN
Scale: 3/16"=1'-0"



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FIFTH FLOOR POWER PLAN

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DATE	
SCALE	As indicated
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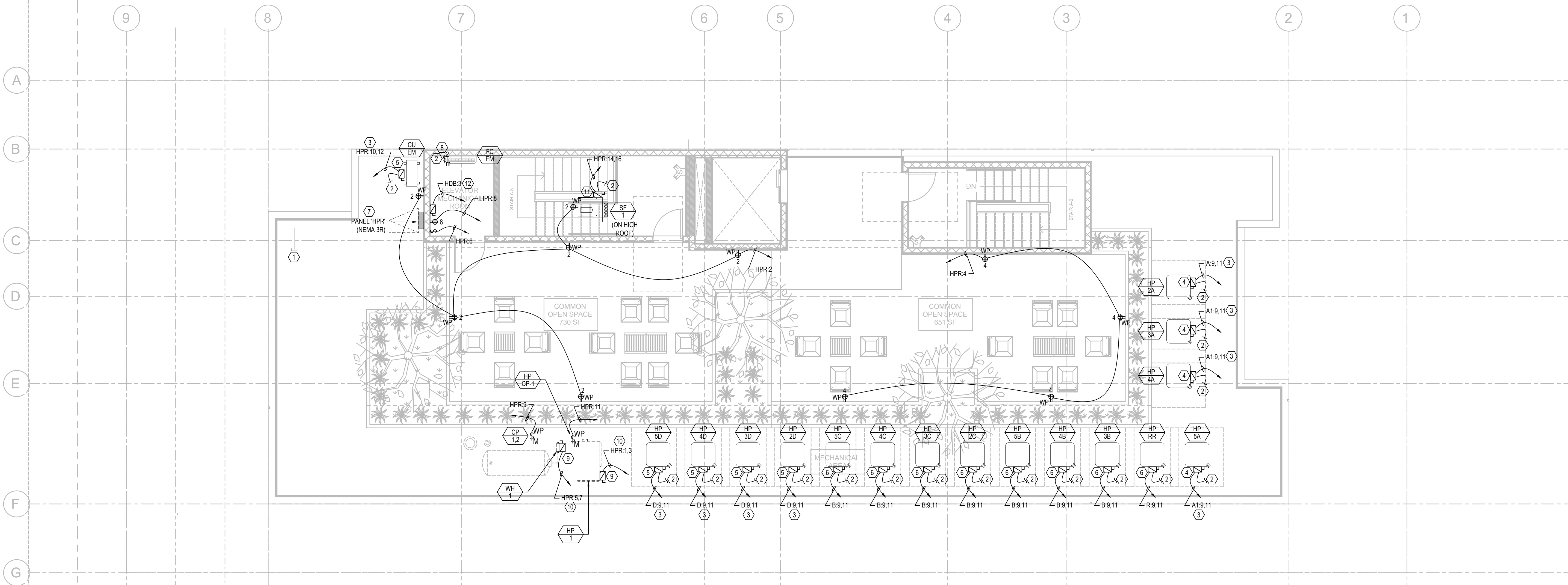
GENERAL NOTES

1. VERIFY WITH THE MECHANICAL DRAWINGS FOR THE EXACT LOCATION OF HVAC EQUIPMENT.
2. VERIFY WITH THE PLUMBING DRAWINGS FOR THE EXACT LOCATION OF PLUMBING EQUIPMENT.
3. LOCATION AND ROUTING OF ALL EXPOSED EQUIPMENT, PIPING, DUCTWORK, AND CONDUIT SHALL BE APPROVED BY THE ARCHITECT PRIOR TO START OF ANY WORK.
4. COORDINATE WITH FIRE ALARM CONTRACTOR FOR THE FIRE ALARM DRAWINGS. FIRE ALARM SHALL BE DESIGN BUILD ON A SEPARATE PERMIT.
5. ALL FEEDER WIRES SHALL BE COPPER (CU), UNLESS NOTED OTHERWISE.
6. PROVIDE GFCI, WEATHERPROOF RECEPTACLE ON THE ROOF AS SHOWN.
7. PROVIDE UNISTRUT FOR THE DISCONNECT SWITCHES AS REQUIRED.
8. PROVIDE 3'-0" CLEARANCE IN FRONT OF ALL DISCONNECT SWITCHES.
9. ALL THE BRANCH CIRCUITS SHALL BE (1)3/4" - 2#12 CU+1#12CU G. UNLESS OTHERWISE NOTED.
10. CONDUIT RUNS ARE DIAGRAMMATIC ONLY. ELECTRICAL CONTRACTOR SHALL VERIFY FEASIBLE CONDUIT ROUTING.
11. OBSERVE CLEAN ELECTRICAL INSTALLATION ALL THROUGHOUT THE SPACE.

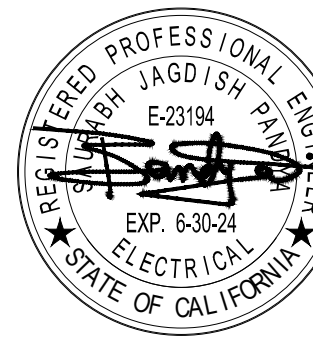
12. ALL ELECTRICAL EQUIPMENT ON ROOF SHALL BE WEATHERPROOF, NEMA-3R OR BETTER.
13. ALL HVAC CONTROLS SHALL BE PROVIDED AND PROGRAMMED BY THE MECHANICAL CONTRACTOR ELECTRICAL CONTRACTOR TO PROVIDE ALL REQUIRED CONDUIT AND WIRES UP TO THE CONTROL BOX COORDINATE WITH MECHANICAL DRAWINGS FOR THE CONTROLS AND INTERCONNECTION AS REQUIRED BY ALL TRADES.
14. THE MOTOR OVERLOAD PROTECTION SHALL BE PERMITTED AS A SEPARATE FIELD INSTALLED DEVICE OR INTEGRAL WITH THE MOTOR ASSEMBLY. USE THE MOTOR NAMEPLATE FULL LOAD CURRENT TO SELECT THE OVERLOAD PROTECTION.

REFERENCE NOTES:

1. STUB-OUT 2" CONDUIT WITH PULL STRING FOR FUTURE SOLAR PV CONNECTION. VERIFY EXACT LOCATION IN FIELD.
2. PROVIDE 1/2" CONDUIT TO CONTROL UNIT. REFER TO MECHANICAL DRAWING FOR EXACT LOCATION.
3. PROVIDE 3/4" - 2#10 CU + 1#10 CU G.
4. PROVIDE 30AS, 30AF, 2P WEATHER PROOF FUSIBLE DISCONNECT SWITCH.
5. PROVIDE 30AS, 25AF, 2P WEATHER PROOF FUSIBLE DISCONNECT SWITCH.
6. PROVIDE 30AS, 20AF, 2P WEATHER PROOF FUSIBLE DISCONNECT SWITCH.
7. PROPOSED LOCATION OF ELECTRICAL PANEL.
8. INDOOR FAN COIL IS POWERED FROM OUTDOOR UNIT. PROVIDE 3/4" TO THE OUTDOOR UNIT. WIRING PER MANUFACTURER'S INSTRUCTIONS.
9. PROVIDE 60AS, 40AF, 2P WEATHER PROOF FUSIBLE DISCONNECT SWITCH.
10. PROVIDE 3/4" - 2#8 CU + 1#10 CU G.
11. PROVIDE 30AS, 15AF, 2P WEATHER PROOF FUSIBLE DISCONNECT SWITCH.
12. REFER TO SINGLE LINE DIAGRAM ON SHEET E2.01 FOR THE FUSE DISCONNECT AND FEEDER SIZE.



1 ROOF DECK POWER PLAN
Scale: 3/16"=1'-0"



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ROOF DECK POWER PLAN

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SCALE _____ As indicated

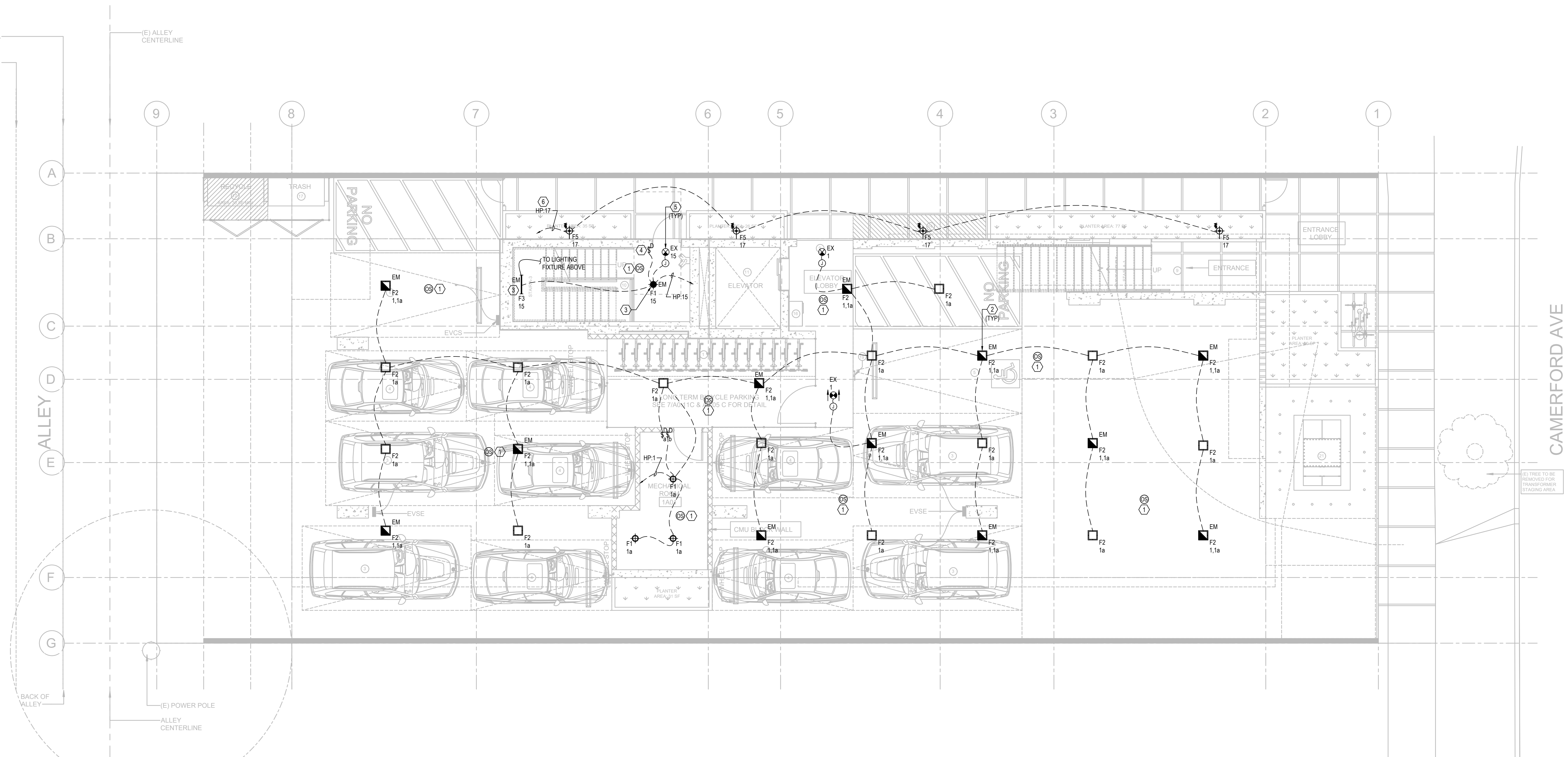
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GENERAL NOTES:

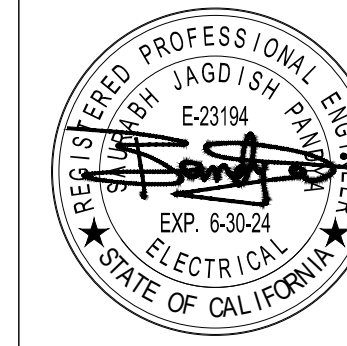
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- LIGHTING SPECIFICATIONS SHALL BE COORDINATED WITH THE LIGHTING DESIGNER AND WITH THE ARCHITECT PRIOR TO PURCHASING.
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- LOWER CASE LETTER INDICATES THE SWITCHING DESIGNATION.
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- COORDINATE ALL LOW VOLTAGE (COMMUNICATION, ACCESS, SECURITY, CCTV) CONDUIT AND WIRING REQUIREMENTS WITH LOW-VOLTAGE CONTRACTOR AND PROVIDE CONDUITS AND WIRES AS REQUIRED FOR COMPLETE INSTALLATION. PROVIDE ALL REQUIRED LOW VOLTAGE ELECTRICAL CONNECTION FOR A COMPLETE FUNCTIONAL SYSTEM.
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- ALL STAIRWELL LIGHTING SHALL BE AUTOMATICALLY DIM TO 50% OUTPUT WHEN AREA IS UNOCCUPIED.
- ALL THE BRANCH CIRCUITS SHALL BE (1)3/4" C. - 2#12 CU-1#12CU G. UNLESS OTHERWISE NOTED.
- PROVIDE UNISTRUT FOR THE DISCONNECT SWITCHES AS REQUIRED.
- PROVIDE 3'-0" CLEARANCE IN FRONT OF ALL DISCONNECT SWITCHES.

REFERENCE NOTES:

- PROVIDE CEILING MOUNTED OCCUPANCY SENSOR WITH A DIMMING CAPABILITY THAT SHALL DIM THE LIGHTING FIXTURE TO 50% OUTPUT WHEN AREA IS UNOCCUPIED.
- HATCH INDICATES EMERGENCY LIGHTING FIXTURE. PROVIDE EMERGENCY BATTERY PACK MINIMUM OF 90-MINUTES AS INDICATED ON THE PLAN.
- STAIR LIGHTING SHALL BE PROVIDED WITH 90 MINUTE BATTERY BACK UP.
- PROVIDE COVER FOR PROTECTION AND/OR LOCKABLE SWITCH ACCESSIBLE TO BUILDING MANAGEMENT ONLY.
- EXIT SIGN SHALL BE FED FROM UNSWITCHED CIRCUIT AND SHALL BE PROVIDED WITH 90 MINUTE BATTERY BACK UP.
- EXTERIOR LIGHTING FIXTURES SHALL BE CONTROLLED VIA PHOTOCELL AND ASTRONOMICAL TIME-CLOCK.



1 FIRST FLOOR LIGHTING PLAN
Scale: 3/16"=1'-0"



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REVISIONS

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FIRST FLOOR LIGHTING PLAN

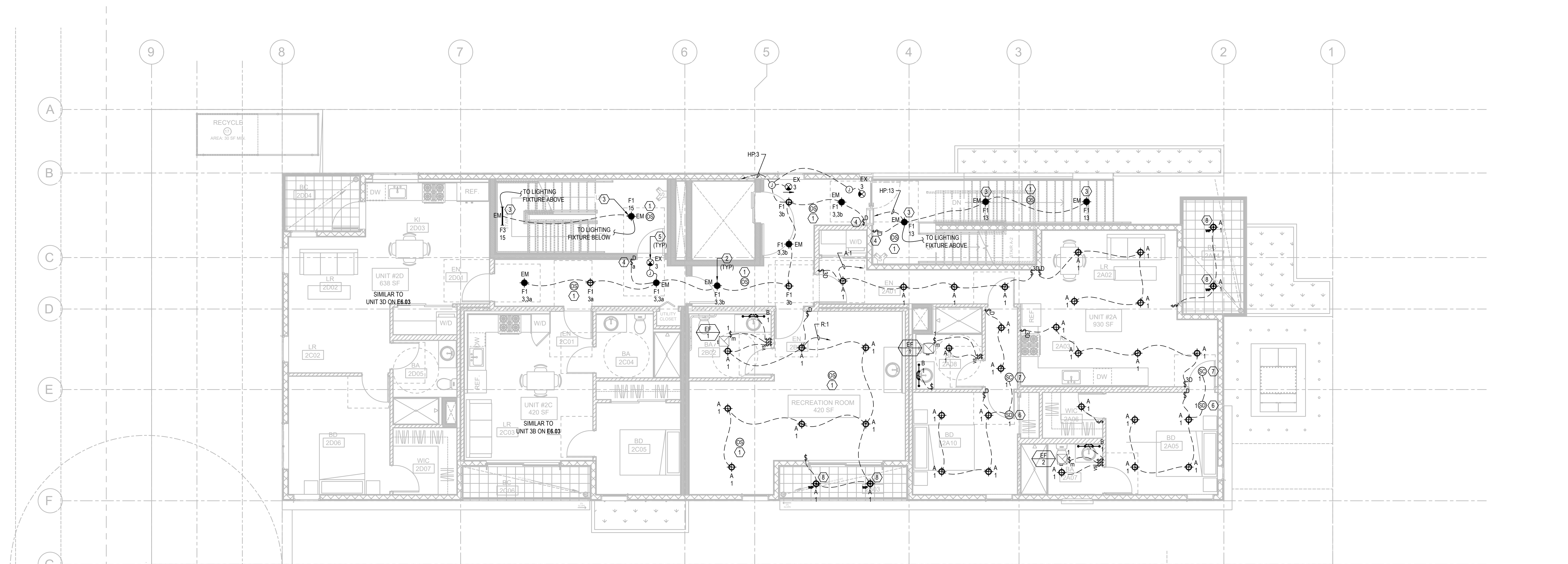
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SCALE	As indicated
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GENERAL NOTES

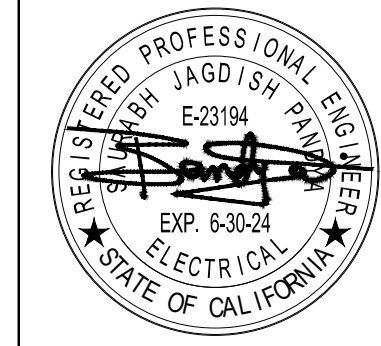
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- ALL OUTDOOR LIGHTING FIXTURE EXPOSED TO WET LOCATIONS SHALL BE WEATHERPROOF RATED. OUTDOOR FIXTURES LOCATED ON THE COVERED CEILING SPACES SHALL BE DAMP RATED FIXTURES.
- LIGHTING SPECIFICATIONS SHALL BE COORDINATED WITH THE LIGHTING DESIGNER AND WITH THE ARCHITECT PRIOR TO PURCHASING.
- VERIFY EXACT SWITCH LOCATION AND MOUNTING HEIGHTS PRIOR TO INSTALLATION.
- LOWER CASE LETTER INDICATES THE SWITCHING DESIGNATION.
- ALL DEDICATED RECEPTACLE OUTLET SHALL HAVE SEPARATE CIRCUIT.
- COORDINATE ALL LOW VOLTAGE (COMMUNICATION, ACCESS, SECURITY, CCTV) CONDUIT AND WIRING REQUIREMENTS WITH LOW-VOLTAGE CONTRACTOR AND PROVIDE CONDUITS AND WIRES AS REQUIRED FOR COMPLETE INSTALLATION. PROVIDE ALL REQUIRED LOW VOLTAGE ELECTRICAL CONNECTION FOR A COMPLETE FUNCTIONAL SYSTEM.
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- ALL STAIRWELL LIGHTING SHALL BE AUTOMATICALLY DIM TO 50% OUTPUT WHEN AREA IS UNOCCUPIED.
- ALL THE BRANCH CIRCUITS SHALL BE (1)3/4" - 2#12 CU-1#12CU G, UNLESS OTHERWISE NOTED.
- PROVIDE UNISTRUT FOR THE DISCONNECT SWITCHES AS REQUIRED.
- PROVIDE 3'-0" CLEARANCE IN FRONT OF ALL DISCONNECT SWITCHES.

REFERENCE NOTES:

- PROVIDE CEILING MOUNTED OCCUPANCY SENSOR WITH A DIMMING CAPABILITY THAT SHALL DIM THE LIGHTING FIXTURE TO 50% OUTPUT WHEN AREA IS UNOCCUPIED.
- HATCH INDICATES EMERGENCY LIGHTING FIXTURE. PROVIDE EMERGENCY BATTERY PACK MINIMUM OF 90-MINUTES AS INDICATED ON THE PLAN.
- STAIR LIGHTING SHALL BE PROVIDED WITH EMERGENCY BATTERY PACK AND BOTH FIXTURE SHALL HAVE OCCUPANCY SENSOR PER SECTION 130.1(C)(6).
- PROVIDE COVER FOR PROTECTION AND/OR LOCKABLE SWITCH ACCESSIBLE TO BUILDING MANAGEMENT ONLY.
- EXIT SIGN SHALL BE FED FROM UNSWITCHED CIRCUIT AND SHALL BE PROVIDED WITH 90 MINUTE BATTERY BACK UP.
- PROVIDE UNSWITCHED POWER CONNECTION TO SMOKE DETECTOR. ALL 120V SMOKE DETECTORS IN THE UNITS SHALL BE EQUIPPED WITH APPROVED BATTERY BACKUP. SMOKE DETECTORS SHALL BE INTERCONNECTED TO ACTIVATE UPON ACTIVATION OF ANY SMOKE DETECTOR PER NFPA REQUIREMENTS. VERIFY EXACT LOCATION WITH ARCHITECT/OWNER IN FIELD.
- COMBINATION SMOKE DETECTOR AND CARBON MONOXIDE ALARM, U.L. LISTED 120V AND EQUIPPED WITH RECHARGEABLE BATTERY BACK-UP. CARBON MONOXIDE ALARM SHALL INTERCONNECTED TO ACTIVATE ALL OF THE ALARMS IN THE INDIVIDUAL UNIT UPON ACTIVATION OF ONE ALARM. VERIFY EXACT LOCATION WITH ARCHITECT/OWNER IN FIELD.
- EXTERIOR LIGHTING FIXTURES SHALL BE CONTROLLED VIA PHOTOCELL AND ASTRONOMICAL TIME-CLOCK.



1 SECOND FLOOR LIGHTING PLAN
Scale: 3/16"=1'-0"



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SECOND FLOOR
LIGHTING PLAN

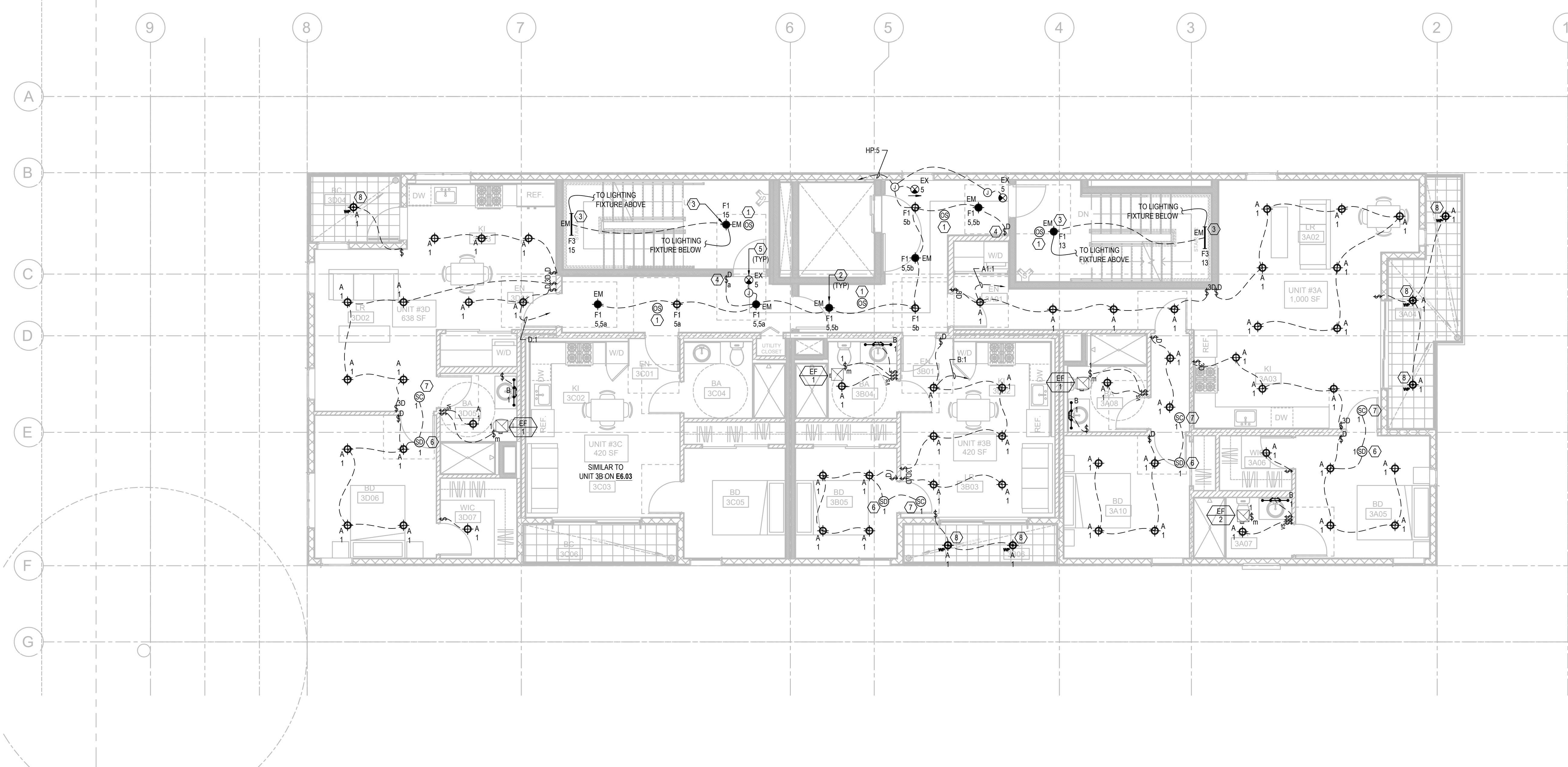
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GENERAL NOTES

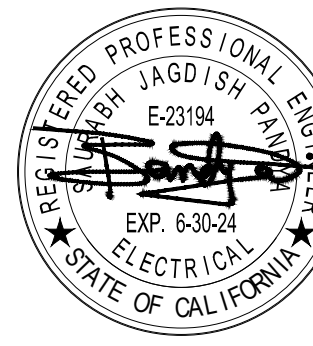
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12. OBSERVE CLEAN ELECTRICAL INSTALLATION ALL THROUGHOUT THE SPACE.
13. NO CONDUIT AND FEEDER WILL BE INSTALLED EXPOSE ON THE UNIT AREA. CONDUIT SHALL BE INSTALLED ABOVE CEILING SPACE AND/OR CONCEALED TO WALL SPACES.
14. ALL HVAC CONTROLS SHALL BE PROVIDED AND PROGRAMMED BY THE MECHANICAL CONTRACTOR ELECTRICAL CONTRACTOR TO PROVIDE ALL REQUIRED CONDUIT AND WIRES UP TO THE CONTROL BOX COORDINATE WITH MECHANICAL DRAWINGS FOR THE CONTROLS AND INTERCONNECTION AS REQUIRED BY ALL TRADES.
15. ALL FEEDER WIRES SHALL BE COPPER (CU), UNLESS NOTED OTHERWISE.
16. FOR 15A, 20A, 25 AND 30 AMPERE BRANCH CIRCUIT, THE EQUIPMENT GROUNDING CONDUCTORS SHALL BE THE SAME AWG AS THE UNGROUNDED CONDUCTOR. (CEC 250.122 (A)(B)).
17. LOCATION AND ROUTING OF ALL EXPOSED EQUIPMENT, PIPING, DUCTWORK, AND CONDUIT SHALL BE APPROVED BY THE ARCHITECT PRIOR TO START OF ANY WORK. NO PIPING, DUCTS, OR EQUIPMENT FOREIGN TO THE ELECTRICAL EQUIPMENT SHALL BE PERMITTED TO BE LOCATED ABOVE THE ELECTRICAL EQUIPMENT.
18. ALL EXTERIOR RECEPTACLES SHALL BE WEATHERPROOF, GFCI TYPE.
20. ALL RECEPTACLE DUPLEX OUTLET SHALL BE RECESSED OR FLUSH MOUNTED TO WALL. NO EXCEPTION.
21. ALL ELECTRICAL OUTLETS LOCATED ABOVE COUNTERTOP INCLUDING BATHROOM COUNTERTOP SHALL BE GFCI DUPLEX OUTLET. GFCI OUTLET SHALL BE SELF-TEST, SELF-DIAGNOSTIC TYPE HUBBELL AUTOGUARD SERIES OR EQUAL.
22. ALL STAIRWELL LIGHTING SHALL BE AUTOMATICALLY DIM TO 50% OUTPUT WHEN AREA IS UNOCCUPIED.
23. ALL THE BRANCH CIRCUITS SHALL BE (1)3/4" - 2#12 CU-1#12CU G, UNLESS OTHERWISE NOTED.
24. PROVIDE UNISTRUT FOR THE DISCONNECT SWITCHES AS REQUIRED.
25. PROVIDE 3'-0" CLEARANCE IN FRONT OF ALL DISCONNECT SWITCHES.

REFERENCE NOTES:

1. PROVIDE CEILING MOUNTED OCCUPANCY SENSOR WITH A DIMMING CAPABILITY THAT SHALL DIM THE LIGHTING FIXTURE TO 50% OUTPUT WHEN AREA IS UNOCCUPIED.
2. HATCH INDICATES EMERGENCY LIGHTING FIXTURE. PROVIDE EMERGENCY BATTERY PACK MINIMUM OF 90-MINUTES AS INDICATED ON THE PLAN.
3. STAIR LIGHTING SHALL BE PROVIDED WITH EMERGENCY BATTERY PACK AND BOTH FIXTURE SHALL HAVE OCCUPANCY SENSOR PER SECTION 130.1(C)(6).
4. PROVIDE COVER FOR PROTECTION AND/OR LOCKABLE SWITCH ACCESSIBLE TO BUILDING MANAGEMENT ONLY.
5. EXIT SIGN SHALL BE FED FROM UNSWITCHED CIRCUIT AND SHALL BE PROVIDED WITH 90 MINUTE BATTERY BACK UP.
6. PROVIDE UNSWITCHED POWER CONNECTION TO SMOKE DETECTOR. ALL 120V SMOKE DETECTORS IN THE UNITS SHALL BE EQUIPPED WITH APPROVED BATTERY BACKUP. SMOKE DETECTORS SHALL BE INTERCONNECTED TO ACTIVATE UPON ACTIVATION OF ANY SMOKE DETECTOR PER NFPA REQUIREMENTS. VERIFY EXACT LOCATION WITH ARCHITECT/OWNER IN FIELD.
7. COMBINATION SMOKE DETECTOR AND CARBON MONOXIDE ALARM, U.L. LISTED 120V AND EQUIPPED WITH RECHARGEABLE BATTERY BACK-UP. CARBON MONOXIDE ALARM SHALL INTERCONNECTED TO ACTIVATE ALL OF THE ALARMS IN THE INDIVIDUAL UNIT UPON ACTIVATION OF ONE ALARM. VERIFY EXACT LOCATION WITH ARCHITECT/OWNER IN FIELD.
8. EXTERIOR LIGHTING FIXTURES SHALL BE CONTROLLED VIA PHOTOCELL AND ASTRONOMICAL TIME-CLOCK.



1 THIRD FLOOR LIGHTING PLAN
Scale: 3/16"=1'-0"



**5717 W CAMERFORD AVE
LOS ANGELES, CA 90038**

REVISIONS

No.	Date

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THIRD FLOOR LIGHTING PLAN

DRAWN _____ **SP**

CHECKED _____ **SP**

DATE _____

SCALE _____ **As indicated**

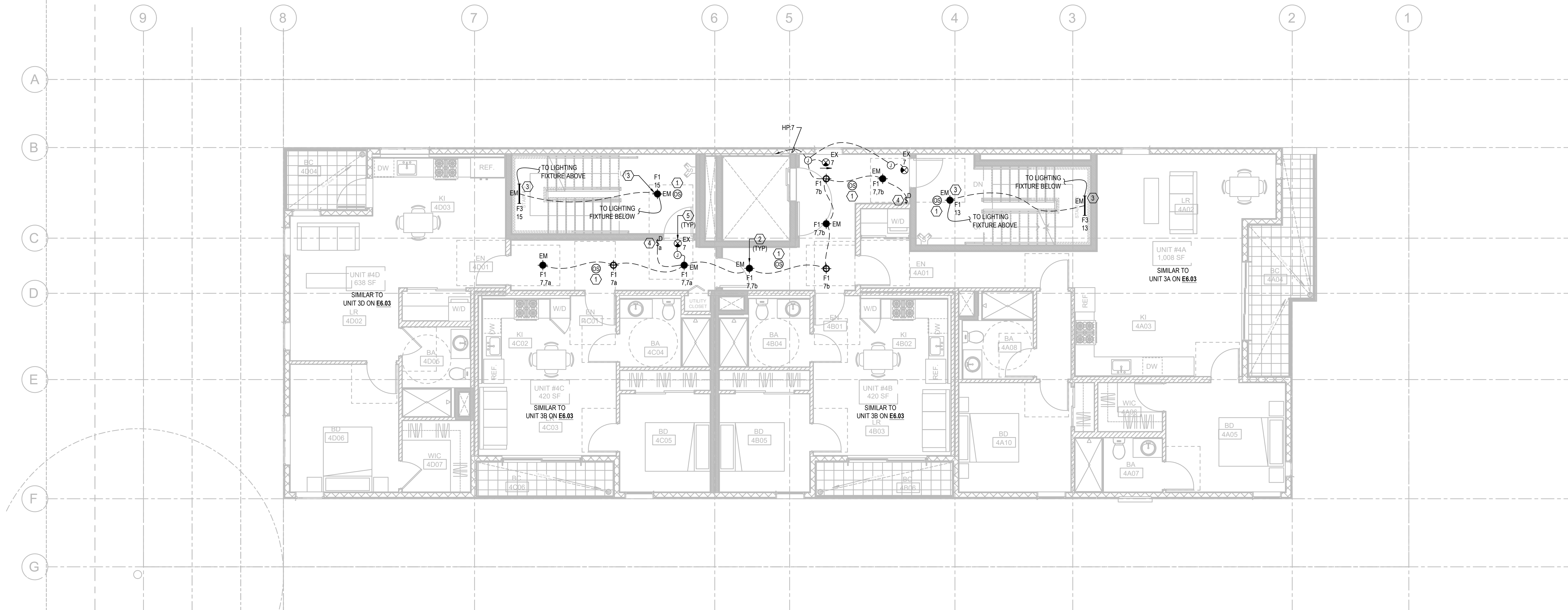
JOB # _____ **22-A017**

GENERAL NOTES:

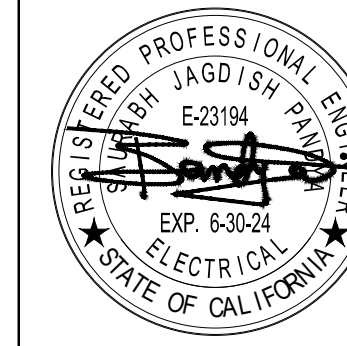
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3. ALL OUTDOOR LIGHTING FIXTURE EXPOSED TO WET LOCATIONS SHALL BE WEATHERPROOF RATED. OUTDOOR FIXTURES LOCATED ON THE COVERED CEILING SPACES SHALL BE DAMP RATED FIXTURES.
4. LIGHTING SPECIFICATIONS SHALL BE COORDINATED WITH THE LIGHTING DESIGNER AND WITH THE ARCHITECT PRIOR TO PURCHASING.
5. VERIFY EXACT SWITCH LOCATION AND MOUNTING HEIGHTS PRIOR TO INSTALLATION.
6. LOWER CASE LETTER INDICATES THE SWITCHING DESIGNATION.
7. ALL DEDICATED RECEPTACLE OUTLET SHALL HAVE SEPARATE CIRCUIT.
8. COORDINATE ALL LOW VOLTAGE (COMMUNICATION, ACCESS, SECURITY, CCTV) CONDUIT AND WIRING REQUIREMENTS WITH LOW-VOLTAGE CONTRACTOR AND PROVIDE CONDUITS AND WIRES AS REQUIRED FOR COMPLETE INSTALLATION. PROVIDE ALL REQUIRED LOW VOLTAGE ELECTRICAL CONNECTION FOR A COMPLETE FUNCTIONAL SYSTEM.
9. COORDINATE WITH FIRE ALARM CONTRACTOR FOR THE FIRE ALARM DRAWINGS. FIRE ALARM SHALL BE DESIGN BUILD ON A SEPARATE PERMIT.
10. CONDUIT RUNS ARE DIAGRAMMATIC ONLY. E.C. TO VERIFY FEASIBLE CONDUIT ROUTING.
11. ALL 125V, 15 AND 20 AMPERE RECEPTACLE AS REQUIRED IN CEC SECTION 210.52 IN DWELLING UNITS SHALL BE TAMPER-RESISTANCE.
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4. PROVIDE COVER FOR PROTECTION AND/OR LOCKABLE SWITCH ACCESSIBLE TO BUILDING MANAGEMENT ONLY.
5. EXIT SIGN SHALL BE FED FROM UNSWITCHED CIRCUIT AND SHALL BE PROVIDED WITH 90 MINUTE BATTERY BACK UP.



1 FORTH FLOOR LIGHTING PLAN
Scale: 3/16"=1'-0"



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FORTH FLOOR LIGHTING PLAN

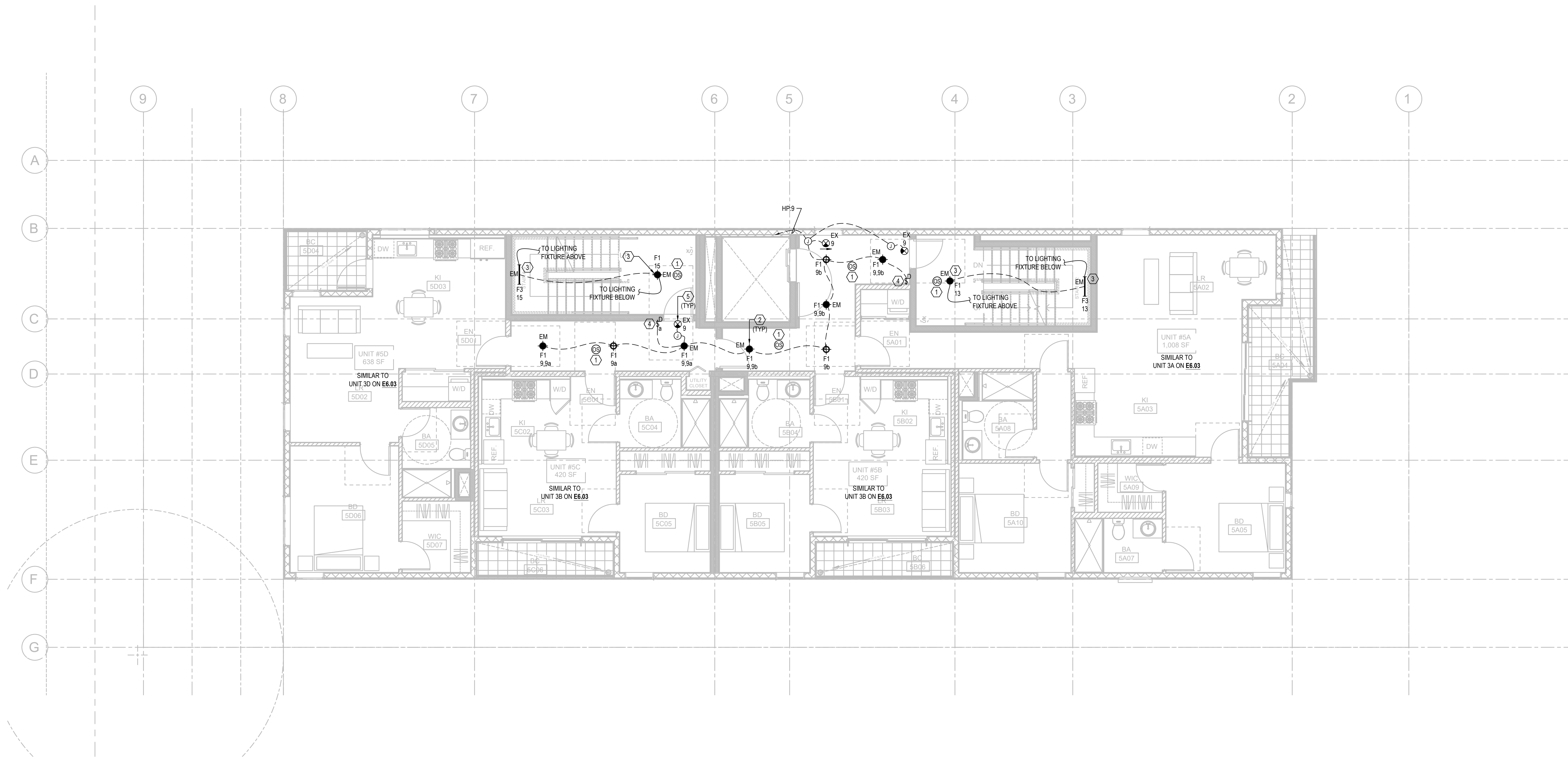
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SCALE	As indicated
JOB #	22-A017

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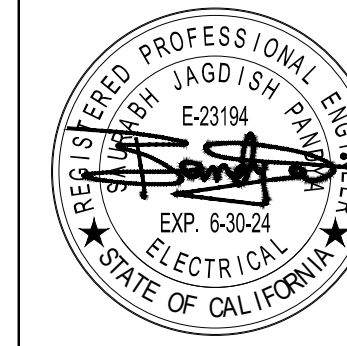
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1 FIFTH FLOOR LIGHTING PLAN
Scale: 3/16"=1'-0"



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REVISIONS

No.	Date

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FIFTH FLOOR LIGHTING PLAN

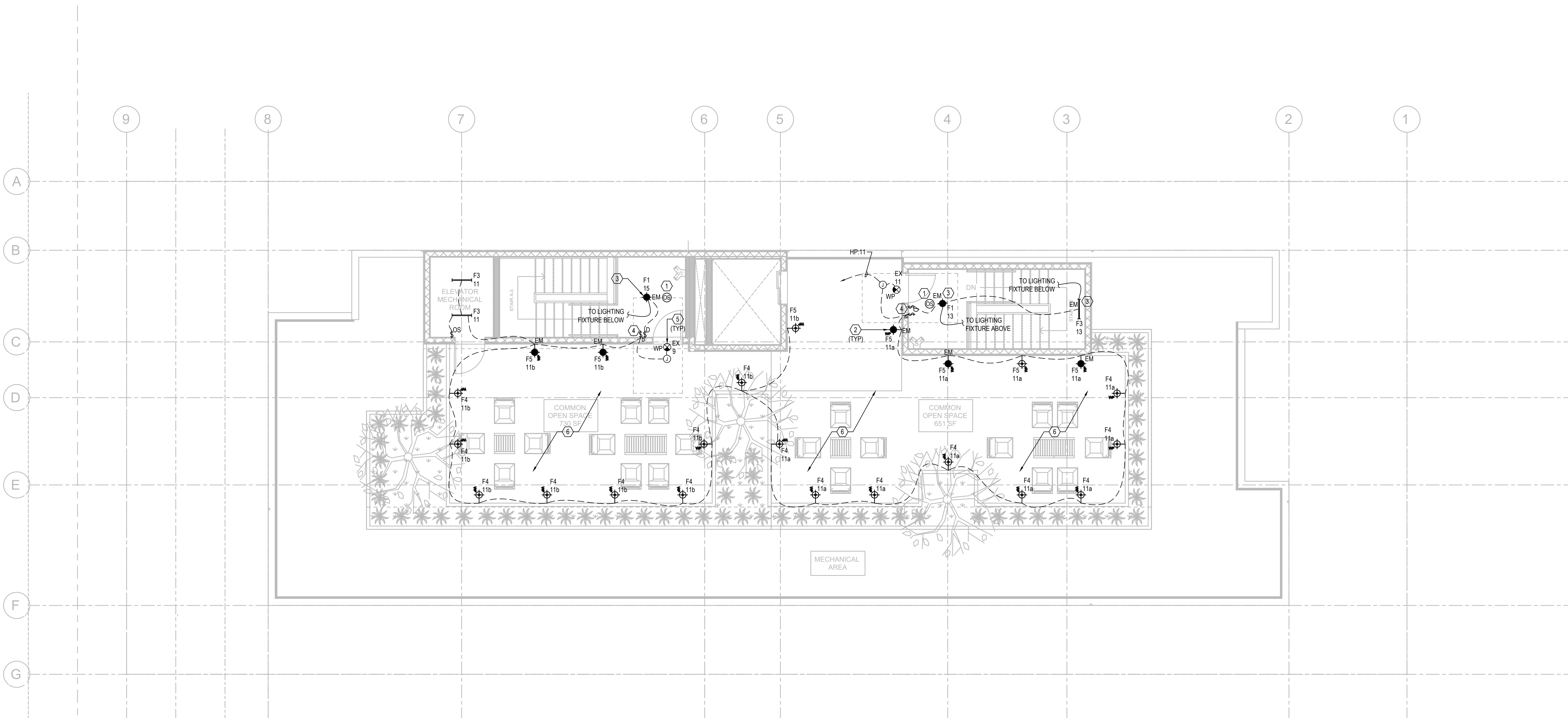
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SCALE	As indicated
JOB #	22-A017

GENERAL NOTES:

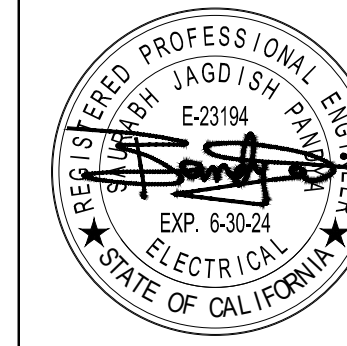
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1 ROOF DECK LIGHTING PLAN
Scale: 3/16"=1'-0"



5717 W CAMERFORD AVE
LOS ANGELES, CA 90038

REVISIONS

No.	Date

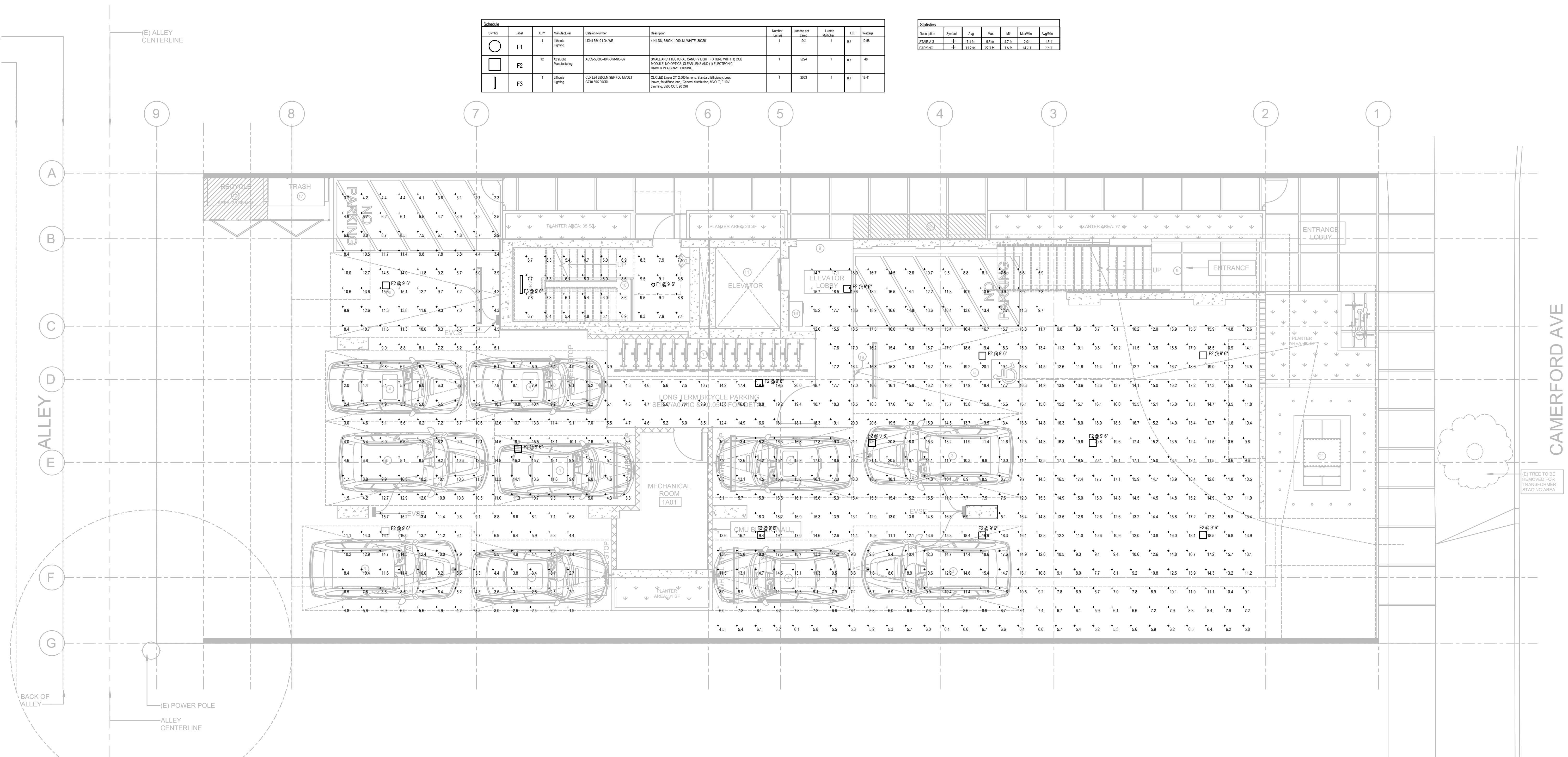
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ROOF DECK LIGHTING PLAN

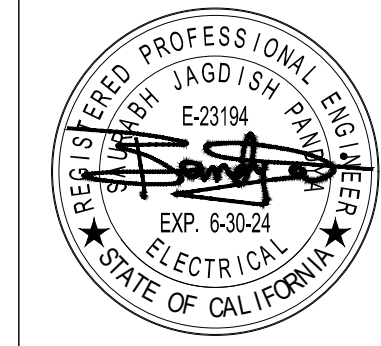
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SCALE	As indicated
JOB #	22-A017

Symbol	Label	QTY	Manufacturer	Category Number	Description	Number	Lumens per Foot	Lumen Output	LF	Footage
○	F1	1	Libra Lighting	LDM 2015 L04 WR	4IN LON, 300K, 100LM, WHITE, BCOR	1	94	94	0.7	16.08
□	F2	12	TruLight Manufacturing	A4LS-8895-40K-0M-HO-Q7	SMALL ARCHITECTURAL CANOPY LIGHT FIXTURE WITH (1) COB MODULE, (6) OPTIC CLEAR LENS AND (1) ELECTRIC DRIVER IN A LIGHT HOUSING	1	324	324	1	4.8
⏏	F3	1	Libra Lighting	CL-L04 200LM-BEP F04 W04LT C020 50K BCOR	CL-L04 200LM-BEP F04 W04LT C020 50K BCOR	1	200	200	1	16.41

Description	Symbol	Avg	Max	Min	MaxMin	AvgMin
STAIR A-1	+	7.1%	8.5%	4.7%	2.1	1.51
ENTRANCE	+	11.2%	12.1%	1.2%	14.21	2.41



1 FIRST FLOOR EGRESS PHOTOMETRIC CALCULATIONS
Scale: 3/16"=1'-0"



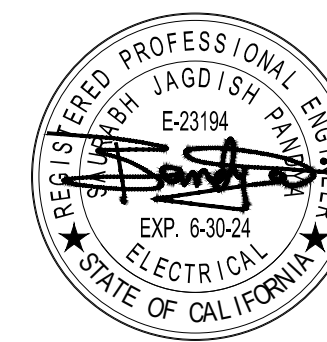
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FIRST FLOOR EGRESS
PHOTOMETRIC
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2ND TO 5TH FLOOR
 EGRESS PHOTOMETRIC
 CALCULATIONS

DRAWN _____ SP

CHECKED _____ SP

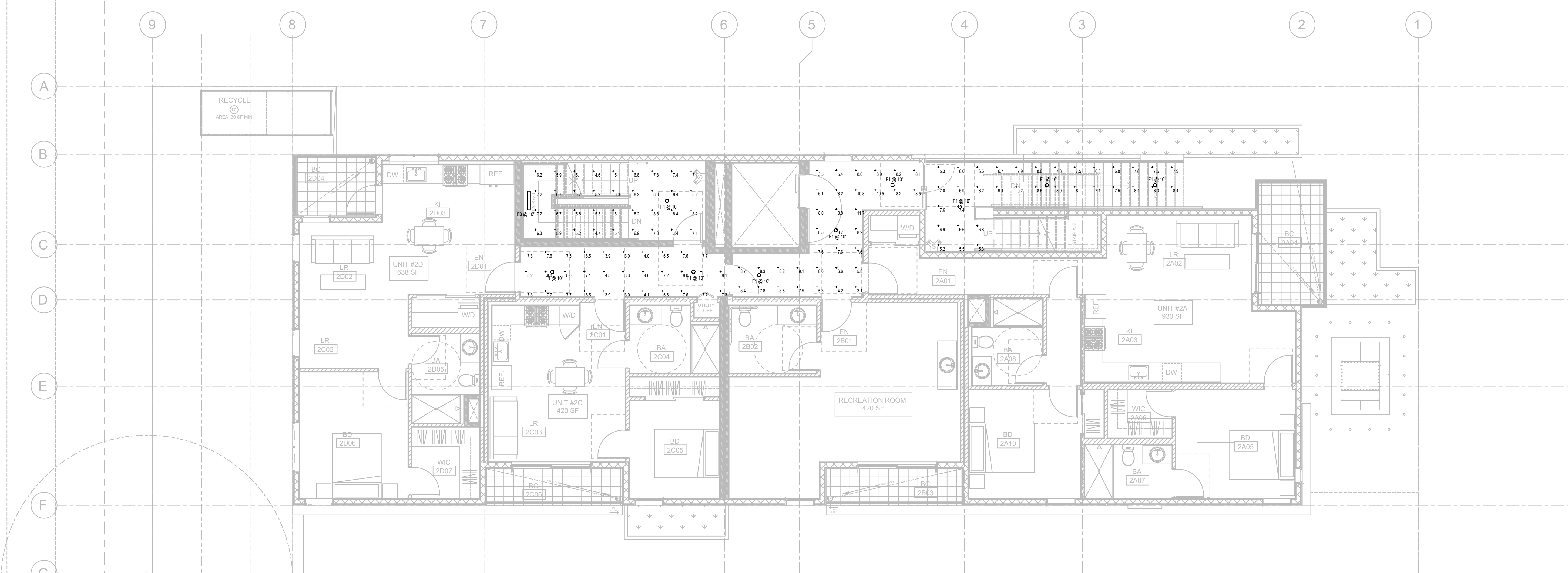
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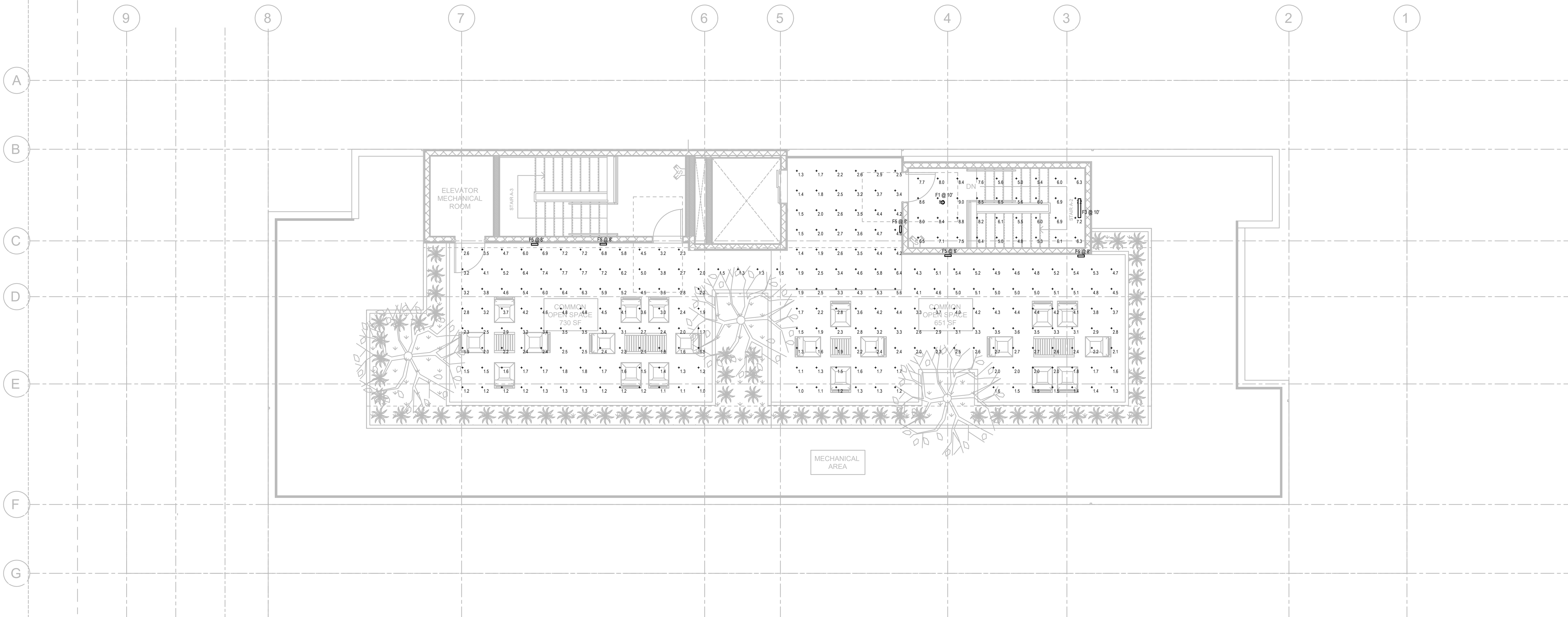
JOB # _____ 22-A017

Symbol	Label	QTY	Manufacturer	Category Number	Description	Number	Lumens per Lamp	Lumen Output	LF	Wattage
○	F1	9	Lithonia Lighting	LDLM 2015 L04 WR	4IN LON. 300K, 100LM, WHITE, BCRP	1	94	1	07	1638
⏏	F3	1	Lithonia Lighting	CLL-LR 200LM SEF FDL WOLST C20 30K BCRP	CLL LED Lamp 20" 2,000 Lumens, Standard Efficiency, Low Temp, 3000 CCT, 30°C	1	200	1	07	1641

Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
COMPOSITE BY STAR A.3	+	6.4%	8.2%	3.0%	2.71	2.11
STAR A.3	+	7.2%	9.2%	3.7%	3.81	2.61
STAR A.3	+	6.7%	8.8%	2.6%	3.81	2.51
COMPOSITE	+	7.7%	11.7%	3.1%	3.81	2.81



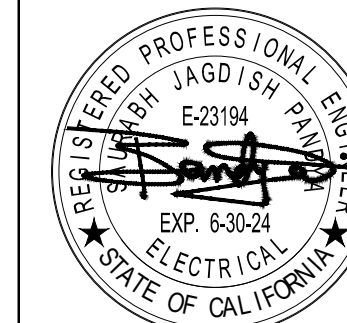
1 2ND TO 5TH FLOOR EGRESS PHOTOMETRIC CALCULATIONS
 Scale: 3/16"=1'-0"



Symbol	Label	QTY	Manufacturer	Category Number	Description	Number	Lumens per Fixture	Lumens	LF	Wattage
○	F1	1	Lithonia Lighting	LDM 2015 L04 WR	4IN LON, 300K, 100LM, WHITE, BCRP	1	94	94	0.7	16.08
⌊	F3	1	Lithonia Lighting	CLL-LM 200LM SEP FDL WOLFT	CLL LED Lamp 247.2 Lumens, Standard Efficiency, Lam	1	263	263	1	18.41
▭	F5	5	Lithonia Lighting	WPV1 LED P1 40W Mini	WPV1 LED wallpack 1000m-4000K color temperature 120-217	1	198	198	1	11.47

Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
STAIRS	+	8.0%	5.0	4.8%	1.91	1.41
EGRESS SPACE	+	3.1%	2.2%	1.6%	2.21	3.11

1 ROOF DECK EGRESS PHOTOMETRIC CALCULATIONS
Scale: 3/16"=1'-0"



5717 W CAMERFORD AVE
LOS ANGELES, CA 90038

REVISIONS	
No.	Date

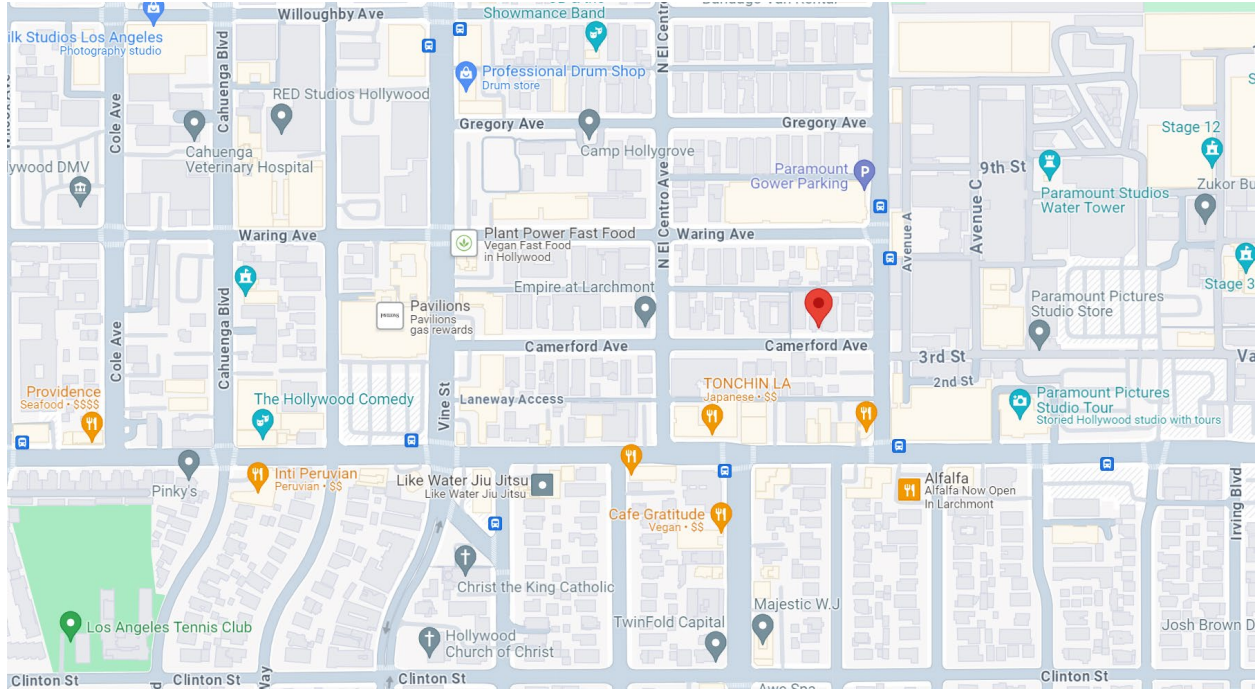
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ROOF DECK EGRESS
PHOTOMETRIC
CALCULATIONS

DRAWN _____ SP
CHECKED _____ SP
DATE _____
SCALE _____ As indicated
JOB # _____ 22-A017

EXHIBIT C – Vicinity and Radius Maps

Vicinity Map 5717 – 5721 Camerford Avenue





CONDITIONAL USE PERMIT - DENSITY BONUS

PROJECT ADDRESS:
5717 - 5721 CAMERFORD AVE
LOS ANGELES, CA 90038
NET ACREAGE: .149

CENTERPOINT RADIIUS MAPS
263 W OLIVE AVE # 193
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centerpointradiusmaps@gmail.com
www.centerpointradiusmaps.com
DRAWN BY: J BOONE
DATE: 09-26-2023

THOMAS BROTHERS:
PAGE: 593, GRID: F6

LEGAL:
LOT: 8

TRACT: EL CENTRO TRACT

M.B: 2 - 84

BLOCK: 13

MAP SHEET: 141B189

C.D: 13

C.T: 1918.20

P.A: HOLLYWOOD

USES: FIELD

CASE #: _____

