14624 Dalewood Street Hotel Renovation Project

Initial Study and Mitigated Negative Declaration

Lead Agency:

City of Baldwin Park
Community Development Department
14403 Pacific Avenue
Baldwin Park, California 91706

Prepared For:

SNS Hotels, LLC
18543 Yorba Linda Boulevard, #328
Yorba Linda, California 92886

Prepared By:

MIG, Inc.
1650 Spruce Street, Suite 106
Riverside, California 92507

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- This document is designed for double-sided printing. -

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1 Introduction

The City of Baldwin Park ("Lead Agency" or "City") has received an application from SNS Hotels, LLC ("applicant") for the renovation of an existing hotel ("project") located at 14624 Dalewood Street in the City of Baldwin Park, California. The project site is comprised of two parcels (APN #s 8463-001-014 & -015) and is located near the Puente Avenue off-ramp, to the Interstate 10 (I-10) Freeway. The project application includes a Conditional Use Permit (CUP) to allow the Hotel use pursuant to Section 153.050.020 of the City's Municipal Code, a Zoning Code Amendment to reduce the number of rooms required, and a Variance to allow for a parking reduction. The approval of the application constitutes a *project* that is subject to review under the California Environmental Quality Act (CEQA) 1970 (Public Resources Code, Section 21000 et seq.) and the State CEQA Guidelines (California Code of Regulations, Section 15000 et seq.).

This Initial Study has been prepared to assess the short-term, long-term, and cumulative environmental impacts that could result from approval of the proposed project. This report has been prepared to comply with Section 15063 of the State CEQA Guidelines, which sets forth the required contents of an Initial Study as follow:

- A description of the project, including the location of the project (see Section 2)
- Identification of the environmental setting (see Section 2.10)
- Identification of environmental effects by use of a checklist, matrix, or other methods, provided that entries on the checklist or other form are briefly explained to indicate that there is some evidence to support the entries (see Section 4)
- Discussion of ways to mitigate significant effects identified, if any (see Section 4)
- Examination of whether the project is compatible with existing zoning, plans, and other applicable land use controls (see Section 4.11)
- The name(s) of the person(s) who prepared or participated in the preparation of the Initial Study (see Section 5)

1.1 – Purpose of CEQA

The body of State law known as CEQA was enacted by the California legislature in 1970. The legislative intent of these regulations is established in Section 21000 of the California Public Resources Code, as follows:

"The Legislature finds and declares as follows:

a) The maintenance of a quality environment for the people of this state now and in the future is a matter of statewide concern.
b) It is necessary to provide a high-quality environment that at all times is healthful and pleasing to the senses and intellect of man.
c) There is a need to understand the relationship between the maintenance of high-quality ecological systems and the general welfare of the people of the state, including their enjoyment of the natural resources of the state.
d) The capacity of the environment is limited, and it is the intent of the Legislature that the government of the state takes immediate steps to identify any critical thresholds for the health and safety of the people of the state and take all coordinated actions necessary to prevent such thresholds being reached.
e) Every citizen has a responsibility to contribute to the preservation and enhancement of the environment.

f) The interrelationship of policies and practices in the management of natural resources and waste disposal requires systematic and concerted efforts by public and private interests to enhance environmental quality and to control environmental pollution.
g) It is the intent of the Legislature that all agencies of the state government which regulate activities of private individuals, corporations, and public agencies which are found to affect the quality of the environment, shall regulate such activities so that major consideration is given to preventing environmental damage, while providing a decent home and satisfying living environment for every Californian.

The Legislature further finds and declares that it is the policy of the State to:

h) Develop and maintain a high-quality environment now and in the future, and take all action necessary to protect, rehabilitate, and enhance the environmental quality of the state.
i) Take all action necessary to provide the people of this state with clean air and water, enjoyment of aesthetic, natural, scenic, and historic environmental qualities, and freedom from excessive noise.
j) Prevent the elimination of fish or wildlife species due to man's activities, insure that fish and wildlife populations do not drop below self-perpetuating levels, and preserve for future generations representations of all plant and animal communities and examples of the major periods of California history.
k) Ensure that the long-term protection of the environment, consistent with the provision of a decent home and suitable living environment for every Californian, shall be the guiding criterion in public decisions.
l) Create and maintain conditions under which man and nature can exist in productive harmony to fulfill the social and economic requirements of present and future generations.
m) Require governmental agencies at all levels to develop standards and procedures necessary to protect environmental quality.
n) Require governmental agencies at all levels to consider qualitative factors as well as economic and technical factors and long-term benefits and costs, in addition to short-term benefits and costs and to consider alternatives to proposed actions affecting the environment."

A concise statement of legislative policy, with respect to public agency consideration of projects for some form of approval, is found in Section 21002 of the Public Resources Code, quoted below:

> The Legislature finds and declares that it is the policy of the state that public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects, and that the procedures required by this division are intended to assist public agencies in systematically. identifying both the significant effects of proposed projects and the feasible alternatives or feasible mitigation measures which would avoid or substantially lessen such significant effects. The Legislature further finds and declares that in the event specific economic, social, or other conditions make infeasible such project alternatives or such mitigation measures, individual projects may be approved in spite of one or more significant effects thereof.

1.2 – Public Comments

The City invites comments from all agencies and individuals regarding the information contained in this Initial Study. Such comments should explain any perceived deficiencies in the assessment of impacts, identify the information that is purportedly lacking in the Initial Study or indicate where the information may be found. All comments on the Initial Study shall be submitted to:

Ron Garcia, Director of Community Development
City of Baldwin Park
14403 Pacific Avenue
Baldwin Park, CA 91706
Phone: (626) 960-4011 Ext. 477
Email: rgarcia@baldwinpark.com

Following a 20-day period of circulation and review of the Initial Study, all comments would be considered by the City of Baldwin Park prior to adoption.

1.3 – Availability of Materials

All materials related to the preparation of this Initial Study are available for public review. To request an appointment to review these materials, please contact Ron Garcia, Director of Community Development, via telephone at (626) 960-4011 Ext. 477 or via email at rgarcia@baldwinpark.com. The Initial Study and Mitigated Negative Declaration is also available online at the City of Baldwin Park's Website:

https://www.baldwinpark.com/online-documents/community-development/planning/environmental-documents.

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2 Project Description

2.1 – Project Title

14624 Dalewood Street Hotel Renovation Project

2.2 – Lead Agency Name and Address

City of Baldwin Park
Community Development Department
14403 East Pacific Avenue
Baldwin Park, CA 91706

2.3 – Contact Person and Phone Number

Ron Garcia, Director of Community Development
Phone: (626) 960-4011 Ext. 477
Email: rgarcia@baldwinpark.com

2.4 – Project Location

The project site is located in the San Gabriel Valley immediately adjacent and south of Interstate 10 (I-10) and approximately 2.35 miles east of Interstate 605 (I-605) (see Exhibit 1 Regional Context Map). The project site is located at 14624 Dalewood Street (Assessor's Parcel Numbers 8463-001-014 & -015), near the intersection of Dalewood Street and Merced Avenue in the southern portion of the City of Baldwin Park (See Exhibit 2, Project Vicinity Map). The project site is also located in close proximity to the Puente Avenue off-ramp of the I-10 Freeway.

2.5 – Project Sponsor's Name and Address

SNS Hotels, LLC
18543 Yorba Linda Boulevard, #328
Yorba Linda, California 92886

2.6 – General Plan Land Use Designation

General Commercial

2.7 – Zoning District(s)

Freeway Commercial

2.8 – Project Description

The City of Baldwin Park has received an application for approval of a site plan for renovation and reopening of the existing, unoccupied 72-room hotel on a 1.23-acre site located at 14624 Dalewood Street (see Exhibit 3, Site Plan). A small expansion of building area is proposed as part of the project. In order to enlarge the size of the rooms, the existing outdoor balconies would be enclosed, and the façade of the building would be redesigned to account for the removal of the balconies (See Exhibit 4,

Project Elevations). In addition, an approximately 350 square-foot hotel lobby would be added and an approximately 300 square-foot steel-framed canopy would be installed over the proposed passenger drop-off zone at the entrance of the hotel. The remodel and renovation of the hotel would add approximately 3,944 square feet of total building space, increasing the hotel's square footage from 33,768 square feet to 37,712 square feet. The proposed project would also include demolition and backfilling of the existing 950-square foot swimming pool with approximately 300 cubic yards of soil, reconfiguration of the existing parking lot to provide additional necessary parking spaces, and landscaping improvements throughout the parking lot area.

Currently, the project site includes a parking lot containing 44 passenger vehicle parking spaces. The proposed project would provide an additional 18 parking spaces for a total of 62. The proposed project would also include 7,710 square feet of landscaping within the parking lot area. Access to the site would be provided via two existing driveways along Dalewood Street. Similar to existing conditions, the westernmost driveway would be restricted only to vehicles exiting the site while the easternmost driveway would allow for vehicles to enter and exit. An approximately 818-squre foot former café/restaurant building is located on the site but is not part of the proposed project at this time; however, the applicant potentially intends to operate a café-type restaurant in the building to serve the proposed hotel use after reopening. As such, this potential future use was included in the technical studies prepared for the proposed project in order to account for potential future impacts.

The current Zoning Code does not allow for hotels with less than 100 rooms within the Freeway Commercial zone. Therefore, the proposed project includes a Zoning Code Amendment to reduce the minimum number of total rooms required for a hotel from 100 to 72. In addition, current parking requirements have increased, requiring 72 parking spaces for a hotel of this size, and an additional four (4) parking spaces for the small retail building, for a total of 76 parking spaces. The project includes a variance to allow a parking reduction for the use subject to a parking analysis. The proposed project includes a Conditional Use Permit (CUP) to allow the Hotel use pursuant to Section 153.050.020 of the City's Municipal Code. Construction of the proposed project is scheduled to begin in January of 2024 and be completed in November of 2024. Construction would require minor demolition activities (i.e., approximately 10 days of demolition work), but would not involve intensive site preparation or grading activities. Demolition activities would involve removal of the hotel exterior walls to allow for an increase in the size of the rooms. The project also includes repaving of the entire parking lot.

2.9 – Surrounding Land Uses

Table 1 (Surrounding Land Uses), below, lists the General Plan designations, zoning districts, and existing land uses surrounding the project site. The proposed project location is within a fully developed area of the City, surrounded on all sides by existing development, vacant land scheduled for redevelopment, and/or public rights-of-way. The I-10 Freeway is located to the north of the site and travels in an east-west direction. To the east of the site are an automobile repair shop and a Veterans of Foreign Wars (VFW) event hall. To the immediate south of the site are single-family residences located in the City of West Covina. To the immediate west of the site are three vacant parcels totaling approximately 1.96 acres that will be redeveloped with a medical office building. The Park Palazzo project, located at 14614-14622 Dalewood Street (APNs 8463-001-007, -012, & -013), will be a six-story medical office building with 50,566 square feet of general office space, 8,000 square feet of medical-office space, and 1,200 square feet of retail space. In addition, the Park Palazzo project will include a total of 221 parking spaces, including one level of subterranean parking with 21 vehicle parking stalls and a surface parking lot with 200 vehicle parking stalls. The Park Palazzo project is currently in plan check and is anticipated to begin construction sometime in late 2024 or early 2025.

Table 1
Surrounding Land Uses

Direction	General Plan Designation	Zoning District	Existing Land Use
Project Site	General Commercial	Freeway Commercial	Unoccupied Hotel; Unoccupied Cafe
North	General Commercial	Freeway Commercial	Interstate 10; Commercial Businesses
South	Neighborhood – Low Density Residential (NL) (West Covina)	R-1: Residential Single Family (West Covina)	Single-Family Residences (West Covina)
East	General Commercial	Freeway Commercial	Auto Repair Shop; VFW Event Hall
West	General Commercial	Freeway Commercial	Vacant Land (Future Medical Office Building)

2.10 – Environmental Setting

The proposed hotel would continue to be located adjacent to the I-10 within the City of Baldwin Park. Baldwin Park is located in the central San Gabriel Valley and is bounded by the cities of Irwindale to the north, West Covina to the south and east, and El Monte to the south and west. I-10 traverses Baldwin Park, and provides access to the regional freeway network, which includes I-605 to the west, State Route 60 (SR-60) to the south, State Route 57 (SR-57) to the east, and Interstate 210 (I-210) to the north. Land uses surrounding the City of Baldwin Park are a mix of suburban residential, commercial, and industrial. The City of Baldwin Park is a fully urbanized area, with limited vacant land available for development. The project vicinity is completely urbanized and built out.

2.11 – Required Approvals

The City of Baldwin Park, as Lead Agency for the project, has discretionary authority over the project. In order to implement this project, the Applicant would be required to obtain the following entitlements:

- Design Review for Hotel Renovation and Parking Lot Modification.
- Conditional Use Permit to allow the Hotel use pursuant to Section 153.050.020 of the City's Municipal Code.
- Zoning Code Amendment to reduce the number of total rooms required for a hotel from 100 to 70 or more.
- Variance to allow a parking reduction for the use subject to a parking analysis.

2.12 – Other Public Agency Whose Approval Is Required

- None.

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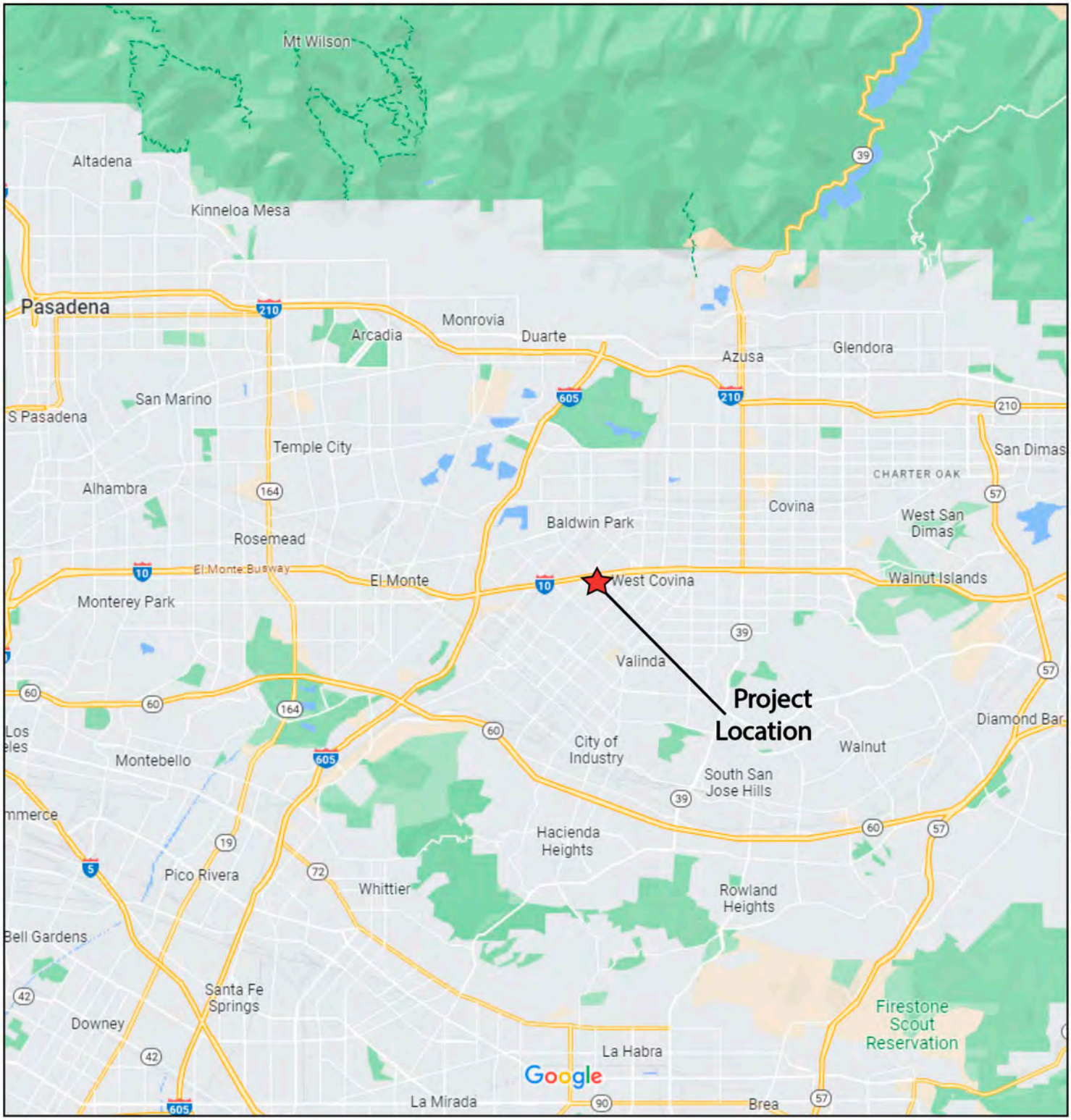

Source: Google Maps

Not to Scale

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Exhibit 1 Regional Context Map

Dalewood Street Hotel Renovation Project
Baldwin Park, California

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- Project Site

- Baldwin Park/West Covina Boundary

Not to Scale

Source: Google Earth

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Exhibit 2 Project Vicinity Map

Dalewood Street Hotel Renovation Project

Baldwin Park, California

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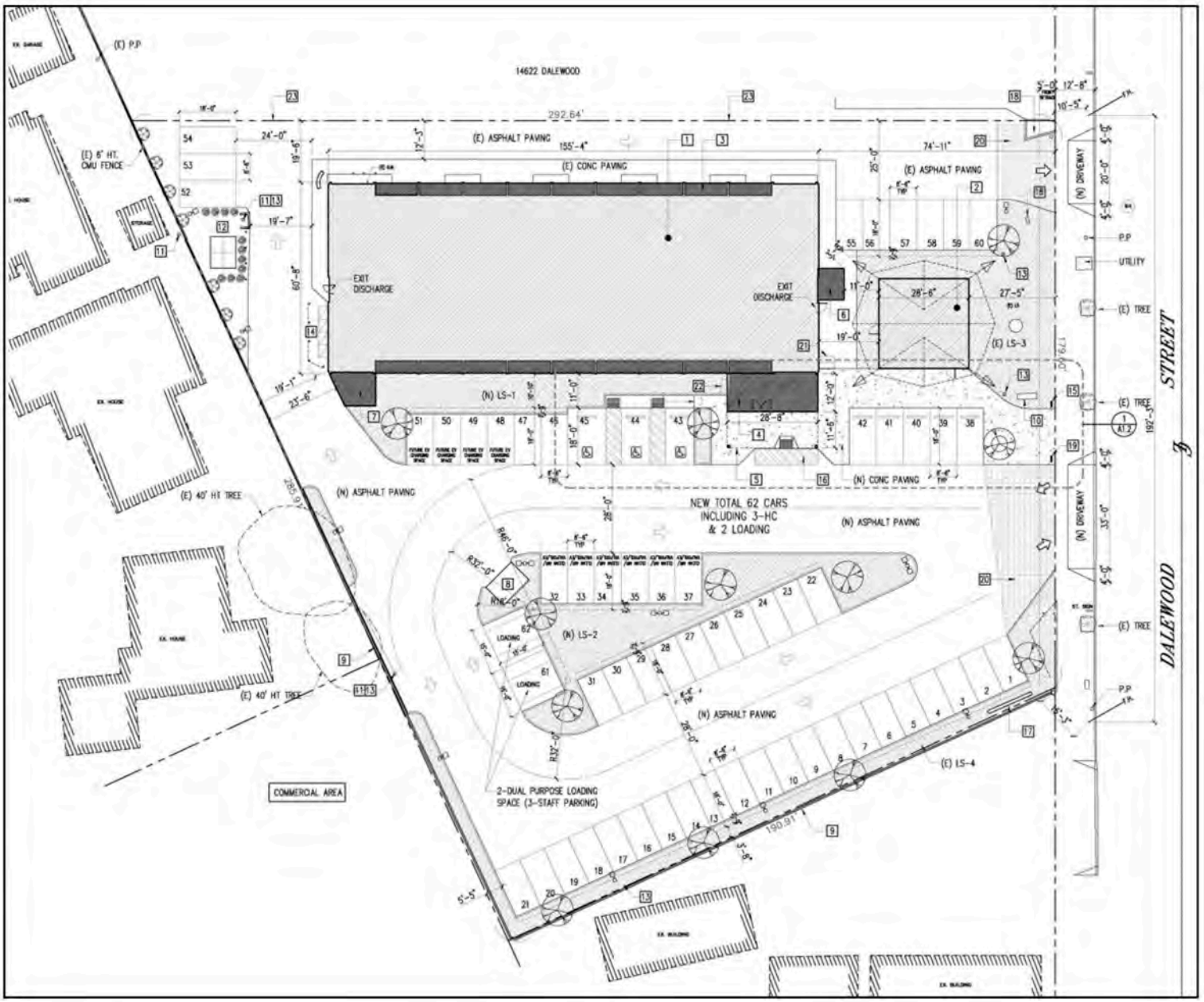

LEGEND

- (N) ADDITION
- (E) & (N) LANDSCAPE
- (N) CONC PAVING
- (N) TREES
- (E) TREES
- (N) LIGHT POLE, SEE E-2 PLAN

1. EX. 4-STORY HOTEL
2. EX. 1-STORY RETAIL, NOT A SCOPE OF WORK
3. EX. BALCONY TO BE ENCLOSED TO GUEST ROOM
4. HOTEL LOBBY ADDITION
5. COVERED PORCH
6. NEW ELEVATOR
7. NEW WATER BOOSTER ROOM
8. NEW TRASH ENCLOSURE, SEE 2/A1.2
9. EX. 6' HT CMU FENCE
10. EX. SIGNAGE TO BE REMOVED
11. EX. POWER POLE
12. NEW TRANSFORMER (TO BE SCREENED)
13. EX. LIGHT POLE TO BE ABANDONED
14. NEW ELECTRICAL MAIN PANELS (TO BE PROTECTED WITH STEEL BOLLARDS AND TO BE COVERED W/ DECORATIVE ARCHITECTURAL METAL SCREEN)
15. DIRECTIONAL SIGN W/ ISA TO ENTRY
16. PASSENGER DROP-OFF ZONE
17. EX. BILLBOARD SIGNAGE TO REMAIN
18. NEW SIGNAGE- 'EGRESS ONLY'
19. NEW. SIGNAGE- 'PARKING LOT ENTRANCE'
20. SCORED OR STAMPED CONCRETE
21. SHORT-TERM BICYCLE PARKING
22. LONG-TERM BICYCLE PARKING
23. FENCE TO BE CONSTRUCTED BY ADJACENT DEVELOPMENT

LANDSCAPE AREA CALCULATION

PARKING LOT (DRIVEWAY+PARKING STALLS) : 30,195 SF
LANDSCAPE : 7,665 SF
(N) TREES
-REQUIRED : 3,019 SF (10 % OF PARKING LOT)
-PROVIDED : 7,665 SF

Exhibit 3 Site Plan

Dalewood Street Hotel Renovation Project

Baldwin Park, California

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Source: Studio Ma Architecture

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Exhibit 4a Project Elevations

Dalewood Street Hotel Renovation Project

Baldwin Park, California

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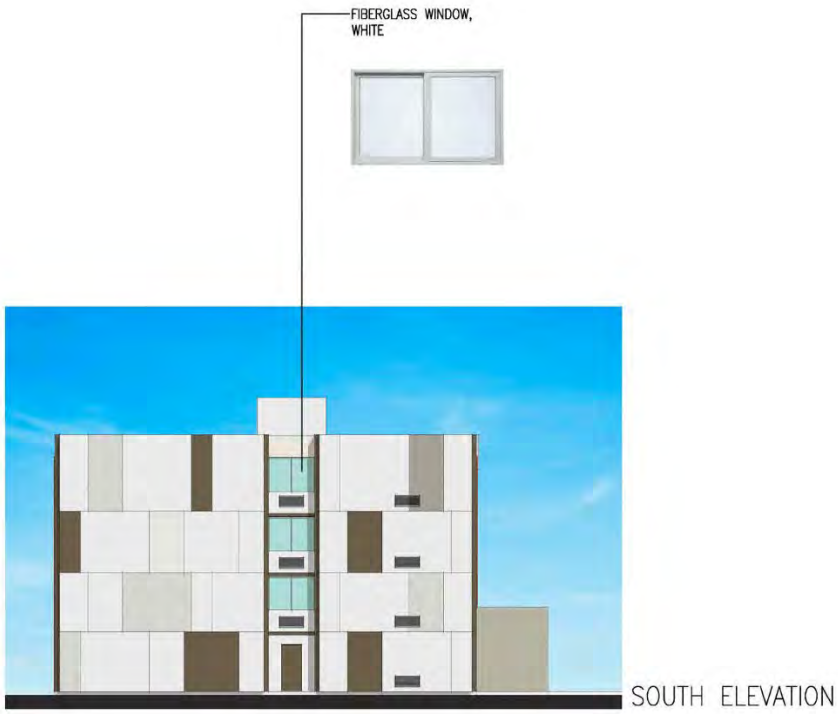
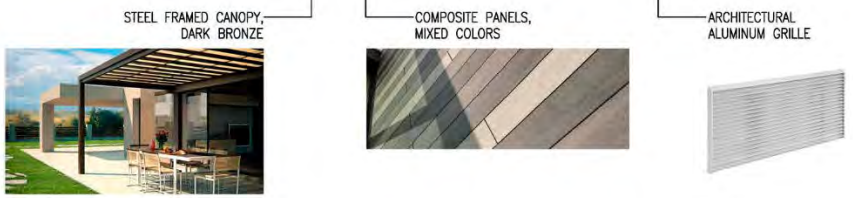


SOUTH ELEVATION

NORTH ELEVATION



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3 Determination

3.1 – Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a 'Potentially Significant Impact' as indicated by the checklist on the following pages.

☐	Aesthetics	☐	Agriculture Resources	☐	Air Quality
☑	Biological Resources	☑	Cultural Resources	☐	Energy
☑	Geology /Soils	☐	Greenhouse Gas Emissions	☐	Hazards & Hazardous Materials
☐	Hydrology / Water Quality	☐	Land Use / Planning	☐	Mineral Resources
☐	Noise	☐	Population/Housing	☐	Public Services
☐	Recreation	☐	Transportation Utilities / Service Systems	☑	Tribal Cultural Resources
☐	Utilities/Service Systems	☐	Wildfire	☐	Mandatory Findings of Significance

3.2 – Determination

☐	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION would be prepared.
☑	I find that although the proposed project could have a significant effect on the environment, there would not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION would be prepared.
☐	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
☐	I find that the proposed project MAY have a 'potentially significant impact' or 'potentially significant unless mitigated' impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
☐	I find that although the proposed project could have a significant effect on the environment because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Name: Ron Garcia, Director of Community Development

Date

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4.1 – Aesthetics

Except as provided in Public Resources Code Section 21099, would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☑
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within view from a state scenic highway?	☐	☐	☐	☑
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☑	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☑	☐

a) No Impact. Scenic vistas can be impacted by development in two ways. First, a structure may be constructed that blocks the view of a vista. Second, the vista itself may be altered (i.e., development on a scenic hillside). The City of Baldwin Park 2020 General Plan does not identify any scenic vistas or other scenic resources in the City.[1] The Angeles National Forest and San Gabriel Mountain range are approximately 10 miles north of the project site. These natural landscapes are scenic resource to Baldwin Park and neighboring cities, and is visible along the I-10 highway. Views of the forest are limited due to intervening buildings and existing landscaping. The proposed project would not further obstruct any views as the hotel is already built, and renovations would not increase the height or involve an expansion of the building area. No impact would occur to scenic vistas.

b) No Impact. The project site is not located adjacent to a designated state scenic highway or eligible state scenic highway, as identified on the California Scenic Highway Mapping System.[2] Route 210 (I-210) in nearby Azuza is eligible for designation approximately 5 miles northeast of the project site. The proposed project would not interfere with the ability of motorists to view scenic vistas from I-210, nor

would it impact the eligibility of the highway for designation. Moreover, the Baldwin Park 2020 General Plan does not identify any scenic resources within the City.[3] The hotel is currently located in a fully developed, urbanized area that contains no scenic resources. Therefore, no impact to scenic resources visible from a state scenic highway would occur.

c) Less Than Significant Impact. The project is located in an urbanized area and is already developed. The proposed project does not involve an expansion or increase in building height and, as such, the project would not interfere with the visibility of scenic vistas. The proposed project is below the required minimum room capacity for a hotel within the Freeway Commercial Zone. The project includes a Zoning Code Amendment to reduce the number of total rooms required for a hotel from 100 to 72 or more. Additionally, the project proposes a variance to allow a parking reduction for the project site. As the project vicinity is characterized by highway-oriented commercial and industrial uses, and is already built, renovations to the project site are not anticipated to substantially degrade the existing visual character or quality of the site and its surroundings. Additionally, while the project would require a zoning amendment and variance for approval, the project would not conflict with any protected views and is consistent with surrounding uses. Impacts would be less than significant.

d) Less Than Significant Impact. Excessive or inappropriately directed lighting can adversely impact night-time views by reducing the ability to see the night sky and stars. Glare can be caused from unshielded or misdirected lighting sources. Reflective surfaces (i.e., polished metal) can also cause glare. Impacts associated with glare range from simple nuisance to potentially dangerous situations (i.e., if glare is directed into the eyes of motorists). The proposed project would be in compliance with the City's Zoning Code Chapter 153.140.040 Light and Glare.[4] The project would not have flashing or flickering lights, and lighting would not be oriented in such a way that would shine onto adjacent properties or obstruct the visions of passing motorists. The building is not currently a substantial source of light and glare, and improvements to the hotel are not expected to produce any increase in glare or light that would affect day or nighttime views. Nevertheless, the project would be in compliance with Baldwin Park Municipal Code regulations related to glare; therefore, the project would have a less than significant impact.

4.2 – Agriculture and Forest Resources

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project, and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☑
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☑
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104 (g))?	☐	☐	☐	☑
d) Result in loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☑
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☑

a) No Impact. According to the Baldwin Park 2020 General Plan, the City contains no areas that are currently zoned, designated, or used for agricultural or forestry activities. The California Important

Farmland Finder prepared by the California Department of Conservation does not identify the project site as being located on prime farmland, unique farmland, or farmland of Statewide Importance.[5] There would be no impacts to potential farmland conversion.

b) No Impact. Williamson Act contracts are formed between a county or city and a landowner for the purposes of restricting specific parcels of land to agricultural preserve areas. The project site is fully develop, does not contain any agricultural uses, nor is it zoned for agricultural use. There would be no conflict with existing zoning for agricultural use or a Williamson Act contract, therefore there would be no impact.

c) No Impact. The project site is developed and located in an urbanized area of the City of Baldwin Park with no timberland resources on the site or adjoining the site. The project site has a zoning designation of Freeway Commercial, and a General Plan land use designation of General Commercial which do not support forest land or timberland production. There are no areas of forestland as defined in Public Resources Code Section 12220(g) or timberland as defined in Public Resources Code Section 4526 within the City. The proposed project would not conflict with existing zoning or cause rezoning of forest land. Therefore, no impact would occur.

D) No Impact. According to the City of Baldwin Park 2020 General Plan no forest lands occur within the City. Therefore, the proposed project would not result in the loss of forest land or conversion of forest land to non-forest use.

e) No Impact. No timberland or farmland exists in the City. Therefore, the proposed project would not involve changes in the existing environment which would result in conversion of farmland to non-agricultural use or the conversion of forest lands to non-forest use. Therefore, no impact would occur.

4.3 – Air Quality

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☑
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☑	☐
c) Expose sensitive receptors to substantial pollutant concentrations	☐	☐	☐	☑
d) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?	☐	☐	☐	☑

An *Air Quality, Greenhouse Gas, and Energy Memo* was prepared for the proposed project by MIG, dated April 11th, 2023 (See Appendix A). The report estimates the potential air quality emissions for the proposed project and evaluates project emissions against applicable South Coast Air Quality Management District (SCAQMD)-recommended California Environmental Quality Act (CEQA) significance thresholds for construction and operation.

A) No Impact. The City of Baldwin Park is located within the South Coast Air Basin (Basin) under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). SCAQMD and the Southern California Association of Governments (SCAG) are responsible for formulating and implementing the Air Quality Management Plan (AQMP) for the Basin. The AQMP is a series of plans for the purpose of reaching short-and long-term goals for those pollutants for which the Basin is designated as a "nonattainment" area because it does not meet Federal and/or State Ambient Air Quality Standards (AAQS). To determine consistency between a project and the AQMP, the project must comply with all applicable SCAQMD rules and regulations, comply with all proposed or adopted control measures, and be consistent with the growth forecasts utilized in preparation of the Plan.

A project that conflicts with or obstructs the Implementation of the SCAQMD South Coast Air Basin 2022 Air Quality Management Plan (AQMP) could hinder implementation of the AQMP, delay efforts to meet attainment deadlines, and/or interfere with SCAQMD efforts to maintain compliance with, and

attainment of, applicable air quality standards. Pursuant to the methodology provided in Chapter 12 of the 1993 SCAQMD CEQA Air Quality Handbook, consistency with the AQMP is affirmed if the project:

1) Is consistent with the growth assumptions in the AQMP; and
2) Does not increase the frequency or severity of an air quality standards violation or cause a new one.

The proposed project would not induce population or employment growth, because it involves reuse of the site for the same historical purposes and would be consistent with underlying land use designations. Therefore, it would not conflict with the growth assumptions in the 2022 AQMP. As described in the following analysis, the proposed project would not exceed the construction or operational air quality thresholds maintained by the SCAQMD. Accordingly, the proposed project would not conflict with or obstruct implementation of the SCAQMD 2022 AQMP, and no impacts would occur.

b) Less Than Significant Impact. The proposed project is located within the South Coast Air Basin (Basin), where efforts to attain state and federal air quality standards are governed by the SCAQMD. Both the State of California and the federal government have established health-based ambient air quality standards (AAQS) for seven air pollutants (known as criteria pollutants). These pollutants include ozone (O_3), carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), inhalable particulate matter with a diameter of 10 microns or less (PM_{10}), fine particulate matter with a diameter of 2.5 microns or less ($PM_{2.5}$), and lead (Pb). The state has also established AAQS for additional pollutants. The AAQS are designed to protect the health and welfare of the populace within a reasonable margin of safety. Where the state and federal standards differ, California AAQS (CAAQS) are more stringent than the national AAQS (NAAQS). The U.S. Environmental Protection Agency (U.S. EPA), California Air Resources Board (CARB), and the SCAQMD assess the air quality of an area by measuring and monitoring the amount of pollutants in the ambient air and comparing pollutant levels against NAAQS and CAAQS. Based on these comparisons, regions are classified into one of the following categories:

- **Attainment.** A region is “in attainment” if monitoring shows ambient concentrations of a specific pollutant are less than or equal to NAAQS or CAAQS. In addition, an area that has been re-designated from nonattainment to attainment is classified as a “maintenance area” for 10 years to ensure that the air quality improvements are sustained.

- **Nonattainment.** If the NAAQS or CAAQS are exceeded for a pollutant, the region is designated as nonattainment for that pollutant. It is important to note that some NAAQS and CAAQS require multiple exceedances of the standard in order for a region to be classified as nonattainment. Federal and state laws require nonattainment areas to develop strategies, plans, and control measures to reduce pollutant concentrations to levels that meet, or attain, standards.

- **Unclassified.** An area is unclassified if the ambient air monitoring data are incomplete and do not support a designation of attainment or nonattainment.

Air pollution levels are measured at monitoring stations located throughout the Basin. Table 2, *South Coast Air Basin Attainment Status*, summarizes the Basin’s attainment status for the NAAQS and CAAQS.

Table 2
South Coast Air Basin Attainment Status

Pollutant	Attainment Status(A)	
	NAAQS	CAAQS
O_3 (1-hr)	Nonattainment	Nonattainment
O_3 (8-hr)	Nonattainment	Nonattainment
PM_{10} (24-hr and Annual)	Attainment	Nonattainment
$PM_{2.5}$ (24-hr)	Nonattainment	--
$PM_{2.5}$ (Annual)	Nonattainment	Nonattainment
CO	Attainment (Maintenance)	Attainment
NO_2 (1-hr)	Attainment	Attainment
NO_2 (Annual)	Attainment (Maintenance)	Attainment
SO_2	Attainment	Attainment
Lead	Partial Nonattainment	Attainment
Visibility Reducing Particles	--	Unclassified
SO_4	--	Attainment
H_2S	--	Attainment

Source: SCAQMD, 2018a

(A) This table summarizes the Basin's attainments status for the NAAQS and CAAQS (as of September 2018). This table does not present comprehensive information regarding the CAAQS and NAAQS. Each CAAQS and NAAQS has its own averaging time, standard unit of measurement, measurement method, and statistical test for determining if a specific standard has been exceeded. Refer to the table source for detailed information on the NAAQS and CAAQS.

The proposed project would generate both short-term construction emissions and long-term operational emissions. The SCAQMD adopts rules that establish permissible air pollutant emissions levels for a variety of business, processes, operations, and products subject to Federal and State air quality requirements. In general, the proposed project and its potential emissions sources would be subject to the following State and SCAQMD rules which are described in greater detail in the Air Quality Greenhouse Gas and Energy Memo prepared by MIG (See Appendix A):

- SCAQMD Rule 401 (Visible Emissions)
- SCAQMD Rule 402 (Nuisance)
- SCAQMD Rule 403 (Fugitive Dust)
- SCAQMD Rule 1108 (Cutback Asphalt)
- Rule 1113 (Architectural Coatings)
- Rule 1143 (Consumer Paint Thinners and Multi-Purpose Solvents)
- Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities)

These SCAQMD rules would serve to limit and control the proposed project's potential to emit air pollutants. As described in more detail below, the proposed project would not generate short-term or long-term emissions that exceed SCAQMD-recommended pollutant thresholds.

Regional Construction and Operational Emissions

Construction Emissions

The construction of the proposed project would include demolition, building construction, paving, and architectural coating work. The proposed project's potential construction emissions were estimated using the California Emissions Estimator Model (CalEEMod), Version (V.) 2022.1.1.6. Construction phase and duration and the type and amount of equipment used during construction were generated

using CalEEMod default assumptions and modified as necessary to reflect the following project-specific context, information, and details:

- The demolition of approximately 5,882 square-foot of existing concrete surface area was added to the model run;
- Demolition phase was set to have 10 working days;
- Site Preparation and Grading phases were removed as the proposed project includes remodel and renovation of an existing structure;
- Fugitive dust control measures were incorporated into the model consistent with requirements contained in SCAQMD Rule 403, Fugitive Dust.

The proposed project's maximum daily unmitigated construction emissions are shown in Table 3, *Unmitigated Maximum Daily Regional Construction Emissions*. Refer to Appendix 2 of the Air Quality, Greenhouse Gas and Energy Memo (see Appendix A of this Initial Study) for CalEEMod output files and detailed construction emissions assumptions.

Table 3
Unmitigated Maximum Daily Regional Construction Emissions

Construction Season	Maximum Pollutant Emissions (Pounds Per Day)					
	ROG	**NO_X**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Summer 2023	1.0	8.2	9.8	<0.1	0.4	0.3
Winter 2023	11.4	8.2	9.7	<0.1	0.7	0.3
SCAQMD Regional Threshold[(A)]	**75**	**100**	**550**	**150**	**150**	**55**
Exceeds Threshold?	***No***	***No***	***No***	***No***	***No***	***No***
Source: MIG, 2023 (see Appendix A) and SCAQMD, 2020.						

As shown in Table 3, the proposed project's maximum daily, unmitigated criteria air pollutant emissions would be well below the SCAQMD's recommended regional pollutant thresholds. Project construction, therefore, would not generate criteria air pollutant emissions levels that exceed SCAQMD regional CEQA thresholds. In addition, construction of the proposed project would be completed by the time construction of the adjacent Park Palazzo project begins. Therefore, cumulative construction air quality impacts would not occur.

Operational Emissions

Once operational, the proposed project would generate long-term emissions from the following sources:

- **"Area" Sources.** The proposed project would generate emissions from small area sources, including landscaping equipment, the use of consumer products (e.g., paints, cleaners, and fertilizers) that result in the evaporation of chemicals into the atmosphere during product use.
- **Energy Use and Consumption**. The proposed project would generate emissions from the combustion of natural gas in water and space heating equipment, as well as industrial processes.
- **Mobile Sources.** The proposed project would generate emissions from vehicles traveling to and from the project site.

The proposed project's operational emissions were estimated using CalEEMod, V. 2022.1.1.6. The modeling is based on the project's first full year of operations (assumed to be 2024), using default data

assumptions generated by CalEEMod, modified as necessary to reflect the following project-specific context, information, and details:

- Project-specific land use information (i.e., lot acreage, building square footage, etc.) was applied to the model;
- Project-specific weekday trip generation rates were applied to the model (Ganddini Group, 2023a).

The proposed project's maximum daily unmitigated operational emissions are shown in Table 4, *Unmitigated Maximum Daily Regional Operational Emissions*. Please refer to Appendix A for CalEEMod output files and detailed construction emissions assumptions.

Table 4
Unmitigated Maximum Daily Regional Operational Emissions

Emissions Source	Maximum Daily Pollutant Emission (Pounds Per Day)(A)					
	ROG	NO_X	CO	SO_2	PM_{10}	$PM_{2.5}$
Area Sources	0.4	<0.1	0.5	<0.1	<0.1	<0.1
Energy Demand	<0.1	0.1	0.1	<0.1	<0.1	<0.1
Mobile Sources	4.8	4.5	45.9	0.1	3.7	0.7
Total Daily Emissions(D)	5.2	4.6	46.5	0.1	3.7	0.7
SCAQMD Regional Threshold	**55**	**55**	**550**	**150**	**150**	**55**
Exceeds Threshold?	***No***	***No***	***No***	***No***	***No***	***No***

Source: MIG, 2023 (see Appendix A) and SCAQMD, 2020.

(A) Emissions presented are worst-case emissions and may reflect summer or winter emissions levels. Maximum daily ROG, CO, SO_2 emissions occur during the summer. Maximum daily NO_X emissions occur during the winter. In general, due to rounding, there is no difference between summer and winter PM_{10} and $PM_{2.5}$ emissions levels for the purposes of this table.

(B) Totals may not equal due to rounding.

As shown in Table 4, the proposed project's maximum daily, unmitigated operational criteria air pollutant emissions would be well below the SCAQMD's-recommended regional pollutant thresholds. Project operation, therefore, would not generate criteria air pollutant emissions levels that exceed SCAQMD regional CEQA thresholds. In addition, it was determined in the IS/MND prepared for the adjacent Park Palazzo project that criteria pollutant emissions from future operation of the medical office building to be constructed immediately to the west of the proposed project site would be below established SCAQMD significance criteria thresholds.[6] Therefore, because neither the Park Palazzo project nor the proposed project would result in individually significant criteria pollutant emissions, no cumulatively considerable impacts would occur as a result of simultaneous operation of the two projects.

Localized Construction and Operational Emissions

In addition to regional CEQA thresholds, the SCAQMD has also developed Local Significance Thresholds (LSTs) that represent the maximum emissions from a project that are expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standards, which would result in significant adverse localized air quality impacts.

Localized Construction Emissions

The project's maximum daily construction emissions are compared against the SCAQMD's-recommended LSTs thresholds in Table 5, *Local Significance Threshold (LST) Construction Analysis*. Consistent with the SCAQMD's LST methodology, the emissions included in the construction LST analysis are on-site emissions only. The LST thresholds are for source receptor area (SRA) 9, the SRA in which the proposed project is located, and are based on a receptor distance of 25 meters (82 feet), the closest LST receptor distance thresholds recommended for use by the SCAQMD, and a project size of 1.0 acre.

Table 5
Local Significance Threshold Construction Analysis

Construction Phase[A, B]	Maximum Pollutant Emissions (Pounds Per Day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Demolition	4.7	5.7	0.7	0.3
Building Construction	8.2	9.8	0.4	0.3
Paving	5.2	7.4	0.4	0.3
Architectural Coating	0.9	1.2	<0.1	<0.1
SCAQMD LST[I]	**89**	**623**	**5**	**3**
Exceeds Threshold?	***No***	***No***	***No***	***No***

Source: MIG, 2023 (see Appendix A) and SCAQMD, 2009.

(A) Emissions estimated using CalEEMod, v. 2022.1.1.6. Estimates are based on default model assumptions unless otherwise noted in this document.

(B) Emissions presented are worst-case emissions and may reflect summer or winter emission levels. In general, due to rounding, there is no difference between summer and winter emission levels for the purposes of this table.

(C) The LSTs are based on 1.0-acre project size and 25-meter receptor distance.

As shown in Table 5, the proposed project's construction emissions would not exceed the SCAQMD's recommended construction LSTs. Project construction, therefore, would not generate criteria air pollutant emissions levels that exceed SCAQMD local CEQA thresholds. In addition, as previously discussed, construction of the proposed project would be completed by the time construction of the adjacent Park Palazzo project would begin. Therefore, cumulative localized construction emissions impacts would not occur.

Localized Operational Emissions

Typically, operations related LSTs become a concern when there are substantial on-site stationary or on-site mobile sources (e.g., heavy duty or idling trucks) that could impact surrounding receptors, which is not the case for the proposed project. Nonetheless, the proposed project's maximum daily operational emissions are compared against the SCAQMD's-recommended LSTs in Table 6, *Local Significance Threshold Operational Analysis*.

Table 6
Local Significance Threshold Operational Analysis

Emissions	Maximum On-Site Pollutant Emissions (Pounds Per Day) [A]			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Area Sources	<0.1	0.5	<0.1	<0.1
Energy Sources	0.1	0.1	<0.1	<0.1

Emissions	Maximum On-Site Pollutant Emissions (Pounds Per Day) (A)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Mobile Sources(B)	0.1	0.9	0.1	<0.1
Total On-site Emissions	0.2	1.5	0.1	<0.1
SCAQMD LST(D)	**89**	**623**	**2**	**1**
Threshold Exceeded?	***No***	***No***	***No***	***No***

Source: MIG 2023 (see Appendix A) and SCAQMD, 2009.

(A) Emissions presented are worst-case emissions and may reflect summer or winter emissions levels. In general, due to rounding, there is no difference between summer and winter emissions levels for the purposes of this table.

(B) Mobile source emissions estimates reflect potential on-site vehicle emissions only and were derived by assuming 2% of operational mobile source emissions in Table 3 would occur on site.

(C) Totals may not equal due to rounding.

(D) LST threshold is conservatively based on a 1.0-acre project size and 25-meter (82-foot) receptor distance.

As shown in Table 6, the proposed project's on-site operational emissions would not exceed the SCAQMD's recommended operational LSTs. Project operation, therefore, would not generate criteria air pollutant emissions levels that exceed SCAQMD local CEQA thresholds. In addition, as previously discussed, it was determined in the IS/MND prepared for the adjacent Park Palazzo project that localized emissions from future operation of the medical office building to be constructed immediately to the west of the proposed project site would be below established SCAQMD significance criteria thresholds. Therefore, because neither the Park Palazzo project nor the proposed project would result in individually significant criteria pollutant emissions, no cumulatively considerable impacts would occur as a result of simultaneous operation of the two projects. The project would contribute a less than significant amount of criteria pollutants to the area during project construction and operation. Therefore, impacts would be less than significant.

c) No Impact. The SCAQMD identifies sensitive receptors as populations more susceptible to the effects of air pollution than the general population. Some people are more affected by air pollution than others. Sensitive air quality receptors include specific subsets of the general population that are susceptible to poor air quality and the potential adverse health effects associated with poor air quality. Both CARB and the SCAQMD consider residences, schools, parks and playgrounds, childcare centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes to be sensitive air quality land uses and receptors (SCAQMD 2017a; CARB 2005). The potential sensitive air quality receptors adjacent or in close proximity to the perimeter of the Project area (i.e., within 1,000 feet) include:

- The single-family residential land uses on South Ardilla Avenue that border or are in close proximity to the project site (the closest of which is approximately 45 feet from the southern façade of the hotel);
- Other single-family residential areas southwest of the project site, along South Siesta Avenue, Garden View Lane, and South Halinor Avenue, and east of the project site along West Merced Avenue;
- Multi-family family residential land uses east of the project site along South Leland Avenue;
- The Garden View Post-Acute Rehab facility on Garden View Lane.

In addition to criteria air pollutants, the U.S. EPA and CARB have classified certain pollutants as Hazardous Air Pollutants (HAPs) (by U.S. EPA) or Toxic Air Contaminants (TACs) (by CARB), respectively. These pollutants can cause severe health effects at very low concentrations (non-cancer

effects), and many are suspected or confirmed carcinogens (i.e., can cause cancer). People exposed to HAPs/TACs at sufficient concentrations and durations may have an increased chance of getting cancer or experiencing other serious health effects. These health effects can include damage to the immune system, as well as neurological, reproductive (e.g., reduced fertility), developmental, respiratory, and/or other health problems.

A portion of the PM10 and PM2.5 emissions generated during construction of the project would be diesel particulate matter, or DPM, a known TAC. The proposed project's construction activities would not expose adjacent residential receptors to substantial levels of DPM that would pose a substantial adverse health risk for several reasons. First, the proposed project does not involve substantial earthmoving or grading activities that would require large amounts of heavy-duty equipment associated with the highest DPM emissions. This is because the proposed project would be renovating an existing structure. Second, potential long-term adverse health risks from DPM are evaluated assuming a constant exposure to emissions over a 70-year lifetime, 24 hours a day, seven days a week, with increased risks generally associated with increased proximity to emissions sources. Since construction activities would only generate DPM emissions on an intermittent, short-term basis (lasting less than 11 months), DPM emissions from construction activities would be unlikely to result in adverse health effects to existing sensitive receptors that exceed the SCAQMD's significance criteria. Local meteorological conditions would also affect how pollutants disperse and transport in proximity to the proposed project site. The SCAQMD maintains publicly available meteorological data for use in air quality analyses. The closest meteorological station with data representative of those at the project site is from the Pico Rivera Meteorological Station, approximately 4.25 miles southeast of the project site. The wind rose for the Pico Rivera meteorological station is shown in Figure 1 of Appendix A. As shown in Figure 1, prevailing wind near the project site is from the southwest. This indicates that pollutant emissions associated with construction of the project would be transported to the northeast, i.e., away from sensitive receptors in proximity to the project site. In addition, as previously discussed, construction of the proposed project would be completed by the time construction of the adjacent Park Palazzo project would begin. Therefore, cumulative pollutant emissions impacts from construction would not occur.

Demolition, removal, and transport of building materials containing asbestos containing material could result in airborne emissions of lead resulting in exposure of workers or the environment to a hazardous material. In accordance with Section 112 of the Federal Clean Air Act, the U.S. EPA establishes National Emission Standards for Hazardous Air Pollutants (NESHAP). Asbestos was one of the first hazardous air pollutants regulated under the air toxics program. Air toxics regulations under the Clean Air Act specify work practices for asbestos to be followed during demolitions and renovations of all facilities, including, but not limited to, structures, installations, and buildings (excluding residential buildings that have four or fewer dwelling units). The regulations require a thorough inspection where the demolition or renovation operation would occur. The regulations require the owner or the operator of the renovation or demolition operation to notify the appropriate delegated entity before any demolition, or before any renovations of buildings that contain a certain threshold amount of regulated asbestos-containing material. For projects occurring in City, the SCAQMD has been delegated authority from the U.S. EPA to enforce the Asbestos NESHAP. The project would comply with SCAQMD Rule 1403, which is the enforcing rule of the Asbestos NESHAP, and sets forth requirement for asbestos surveying, notification, removal procedures, and storage, disposal, and land filling requirements for asbestos containing waste materials. Compliance with SCAQMD Rule 1403 would ensure the proposed project does not expose sensitive receptors to asbestos containing material. Impacts to sensitive receptors would be less than significant.

D) Less than Significant Impact. According to the SCAQMD CEQA Air Quality Handbook, land uses associated with odor complaints include agricultural operations, wastewater treatment plants, landfills, and certain industrial operations (such as manufacturing uses that produce chemicals, paper, etc.).

Odors are typically associated with industrial projects involving the use of chemicals, solvents, petroleum products, and other strong-smelling elements used in manufacturing processes, as well as sewage treatment facilities and landfills. Operation of the proposed hotel could result in localized odors during on-site vehicle idling; however, these odors would be quick to disperse, and would not affect a substantial number of people. Impacts would be less than significant.

4.4 – Biological Resources

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☑
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☐	☐	☑
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☑
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☑	☐	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☑
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☑

a) No Impact. The City of Baldwin Park is a built out urbanized area with limited to no natural habitat for special status species. The project site is already developed within an urbanized area of the City. The project involves renovations to the hotel building that would not increase the building footprint, but would include the enlargement of rooms, the addition of a lobby, the addition of parking spaces, and new landscaping. Since the project is located in an already heavily developed portion of Baldwin Park devoid of natural open space, it would not disturb existing habitat, or impact local candidate, sensitive or sensitive species of fauna and flora. Impacts would be less than significant.

b) No Impact. As previously discussed, the project site is located in a highly urbanized area, and the site itself is currently developed. According to the Baldwin Park 2020 General Plan Open Space/Conservation Element, the City has limited park and open space resources. The San Gabriel Mountains to the north of the City contain riparian forest habitats for wildlife. There is no riparian habitat or other sensitive natural community on the project site or identified in the City's General Plan. No impacts would occur.

c) No Impact. A significant impact would occur if state or federally protected wetlands would be modified or removed as a result of the proposed project. The project site is currently developed and is located in a fully urbanized area; no wetlands, marsh, vernal pool, coastal resource, or other resource occur on or near the project site. Therefore, no impact would occur.

d) Less than Significant with Mitigation Incorporated. The City of Baldwin Park is highly urbanized, with limited open space or parks within the City's boundaries. The project site is currently developed and located in a commercial area of the City, and is directly adjacent to the I-10 Freeway. The City does not maintain any wildlife corridors and the project site is surrounded on all sides by commercial and residential development and surface street features. The proposed project includes removal of several palm trees and planting of a variety of new trees within the parking lot area and along the project frontages. The Federal Migratory Bird Treaty Act (MBTA; 16 USC sections 703–711) and California Fish and Game Code (CFGC) sections 3503, 3503.5, and 3513 extend protection to many avian species known to occur in the project area. The palm trees that would be removed as part of the proposed project are ornamental; however, ornamental trees still have the potential to provide nesting habitat for bird species protected by the CFGC sections 3503 and 3513. In addition, there is potential for tree-nesting birds to establish nests in the palm trees prior to project-related construction. The loss of an active nest of common or special-status bird species and/or their eggs or young as a result of project construction would be considered a violation of the CFGC, section 3503, 3503.5, 3513 and therefore, would be considered a potentially significant impact. Therefore, implementation of Mitigation Measure BIO-1 would be required to reduce impacts to nesting birds to a less than significant level.

e) No Impact. Section 153.165 (Tree Preservation and Protection) of the Baldwin Park Municipal Code establishes regulations and standards to promote the benefits of a healthy urban forest in the City.[7] There are no trees on the project site and the proposed renovations to the hotel building would not remove or disturb any trees. There are no other City policies or ordinances protecting biological resources. No impacts would occur.

f) No Impact. No native habitat exists on the currently developed project site. The project site is not located in an area that would be subject to any Habitat Conservation Plans or Natural Community Conservation Plan. Therefore, the proposed project would not conflict with the provisions of any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. No impact would occur.

Mitigation Measures

BIO-1: If vegetation removal is scheduled during the nesting season (typically February 1 to September 1), then a focused survey for active nests shall be conducted by a qualified biologist no more than five (5) days before the beginning of project-related activities (e.g., demolition, excavation, grading and vegetation removal). Surveys must be conducted in proposed work areas, staging and storage areas, and soil, equipment, and material stockpile areas. For passerines and small raptors, surveys must be conducted within a 250-foot radius surrounding the work area (in non-developed areas and where access is feasible). For larger raptors, such as those from the genus *Buteo*, the survey area must encompass a 500-foot radius. Surveys must be conducted by a qualified biologist during weather conditions suited to maximize the observation of possible nests and concentrate on areas of suitable habitat. If a lapse in project-related work of five days or longer occurs, an additional nest survey is required before work can be reinitiated. If nests are encountered during any preconstruction survey, a qualified biologist must determine if it may be feasible for construction to continue as planned without impacting the success of the nest, depending on conditions specific to each nest and the relative location and rate of construction activities. Any nest(s) within the project site shall be monitored by a qualified biologist during vegetation removal if work is occurring directly adjacent to the pre-determined no-work buffer. If the qualified biologist determines construction activities have potential to adversely affect a nest, the biologist would immediately inform the construction manager to halt construction activities within minimum exclusion buffer of 50 feet for songbird nests, and 200 to 500 feet for raptor nests, depending on species and location. Construction activities within the no-work buffer may proceed after a qualified biologist determines the nest is no longer active due to natural causes (e.g., young have fledged, predation or other non-anthropogenic nest failure).

4.5 – Cultural Resources

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in 15064.5?	☐	☐	☐	☑
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to 15064.5?	☐	☑	☐	☐
C) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☑	☐	☐

a) No Impact. The proposed project site does not satisfy any of the criteria for a historic resource defined in Section 15064.5 of the State CEQA Guidelines. CEQA Guidelines state the term "historical resources" applies to resources that meet any of the following criteria for listing on the California Register of Historical Resources:

(1) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
(2) Is associated with the lives of persons important in our past.
(3) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.
(4) Has yielded, or may be likely to yield, information important in prehistory or history. (PRC §5024.1I).

There are no historic resources listed in the California Register of Historical Resources pursuant to Section 15064.5 at the project site. The City of Baldwin Park Zoning code allows for the creation of a Historic Overlay Zone for structures or places approved by the City Council, that when approved, would establish a specific set of development and design standards that would need to be followed. Such a zone has not been established on or around the project site. The project site is currently fully developed with a commercial use, and the proposed project does not propose to change any local historic designations of any recognized historical sites or structures. Therefore, no impact would occur.

b) Less than Significant with Mitigation Incorporated. A significant impact would occur if a known or unknown archaeological resource would be removed, altered, or destroyed as a result of the proposed project. According to the City's 2020 General Plan, Baldwin Park does not contain any known archaeological resources as defined by Section 15064.5 of the CEQA Guidelines. Given the urbanized nature of the project vicinity, previously undiscovered archaeological resources are not anticipated to be uncovered during project construction activities. The project site has been previously disturbed during development of the existing hotel building and former restaurant building. Renovations to the hotel building do include an expansion of the building footprint of the site, and do not include major earth-moving activities. The project does include the demolition and back-filling of the swimming pool, as well as the reconfiguration of the parking lot and landscaping. These improvements would not

constitute ground-disturbing activities that could uncover archaeological resources as the project site was previously developed and paved over. However, in the unlikely event that archaeological resources are discovered during ground-disturbing activities, and at the request of the Gabrieleño Band of Mission Indians – Kizh Nation, **Mitigation Measures CUL-1** and **CUL-2** have been incorporated to ensure that buried archaeological resources are properly treated. With implementation of **Mitigation Measures CUL-1** and **CUL-2**, potential impacts to archaeological resources would be reduced to less than significant.

c) Less than Significant with Mitigation Incorporated. No known human remains are anticipated to be located on or beneath the project site. However, in the unlikely event that human remains are uncovered during ground disturbing activities, the contractor is required to halt work in the immediate area of the find and to notify the County Coroner, in accordance with Health and Safety Code § 7050.5, who must then determine whether the remains are of forensic interest. If the Coroner, with the aid of a supervising archaeologist, determines that the remains are or appear to be of a Native American, they must contact the Native American Heritage Commission for further investigations and proper recovery of such remains, if necessary. In addition, at the request of the Gabrieleño Band of Mission Indians – Kizh Nation, **Mitigation Measure CUL-3** has been incorporated to ensure that human remains are properly treated in accordance with existing regulations. With implementation of **Mitigation Measure CUL-3**, potential impacts related to the discovery of buried human remains would be less than significant.

Mitigation Measures

CUL-1: Retain a Native American Monitor Prior to Commencement of Ground-Disturbing Activities

A. The project applicant/lead agency shall retain a Native American Monitor from or approved by the Gabrieleño Band of Mission Indians – Kizh Nation. The monitor shall be retained prior to the commencement of any "ground-disturbing activity" for the subject project at all project locations (i.e., both on-site and any off-site locations that are included in the project description/definition and/or required in connection with the project, such as public improvement work). "Ground-disturbing activity" shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching.
B. A copy of the executed monitoring agreement shall be submitted to the lead agency prior to the earlier of the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity.
C. The monitor will complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs will identify and describe any discovered TCRs, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or "TCR"), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the project applicant/lead agency upon written request to the Tribe.
D. On-site tribal monitoring shall conclude upon the latter of the following (1) written confirmation to the Kizh from a designated point of contact for the project

applicant/lead agency that all ground-disturbing activities and phases that may involve ground-disturbing activities on the project site or in connection with the project are complete; or (2) a determination and written notification by the Kizh to the project applicant/lead agency that no future, planned construction activity and/or development/construction phase at the project site possesses the potential to impact Kizh TCRs.

CUL-2: Unanticipated Discovery of Tribal Cultural Resource Objects (Non-Funerary/Non-Ceremonial)

A. Upon discovery of any TCRs, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet) and shall not resume until the discovered TCR has been fully assessed by the Kizh monitor and/or Kizh archaeologist. The Kizh will recover
B. and retain all discovered TCRs in the form and/or manner the Tribe deems appropriate, in the Tribe's sole discretion, and for any purpose the Tribe deems appropriate, including for educational, cultural and/or historic purposes.

CUL-3: Unanticipated Discovery of Human Remains and Associated Funerary or Ceremonial Objects

A. Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in Public Resources Code Section 5097.98, are also to be treated according to this statute.
B. If Native American human remains and/or grave goods are discovered or recognized on the project site, then Public Resource Code 5097.9 as well as Health and Safety Code Section 7050.5 shall be followed.
C. Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2).
D. Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods.
E. Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.

4.7 – Energy

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction?	☐	☐	☑	☐
b) Conflict with or obstruct a state of local plan for renewable energy or energy efficiency?	☐	☐	☑	☐

An *Air Quality, Health Risk, Greenhouse Gas, and Energy Memo* was prepared to evaluate the potential air quality, energy and greenhouse gas impacts associated with the construction and operation of the proposed project. The information presented below is condensed from the report prepared by MIG, dated April 11th, 2023, and is attached as Appendix A.

a) Less than Significant Impact. The proposed project consists of the renovation and remodeling of an existing 72-room hotel. Construction activities associated with the proposed project would require the use of heavy-duty, off-road equipment and construction-related vehicle trips that would combust fuel, primarily diesel and gasoline. Heavy-duty construction equipment would be required to comply with CARB's airborne toxic control measures, which restrict heavy-duty diesel vehicle idling to five minutes.

Once operational, the proposed project would consume energy for vehicle trips, electricity and natural gas usage, and water and wastewater conveyance. As estimated using CalEEMod, the proposed project would consume approximately 384 million British thermal units (MMBTU) and 213 megawatt-hours (mWh) per year (for both construction and operations). The proposed project would also consume approximately 25,517 gallons of diesel and approximately 103,125 gallons of gasoline from annual operational mobile sources (see Appendix A).

Electricity, natural gas, and gasoline fuel consumption are energy sources necessary to operate and maintain the proposed project in a safe manner. Lighting is essential for safety and security and natural gas consumption is needed for heating, cooking, and other temperature-controlled activities. Due to energy efficiency standards being improved over time, the renovated hotel structure would likely be more efficient than the existing structure due to increased energy efficiency standards (i.e., the California Green Building Standards Code (CALGreen Code)). Since the project is located near I-10, operational annual VMT would likely be lower than the estimated annual VMT of 2,829,348 miles per year (see Attachment 2 of Appendix A). The proposed project would include one long-term and two short-term bicycle parking spaces as well as 10 parking spaces dedicated for clean air and electric vehicle use, which would promote lower gasoline consumption. Finally, the proposed project involves redevelopment of an existing site, which reduces overall resource consumption. For these reasons, the proposed project would not result in the wasteful, inefficient, or unnecessary use of energy resources, and as such, impacts would be less than significant.

b) Less Than Significant Impact. The proposed project would not conflict with or obstruct a state or local plan adopted for the purposes of increasing the amount of renewable energy or energy efficiency. As discussed above, the proposed hotel renovation would be built to the latest CALGreen Code. The proposed project would be more energy efficient than the existing structure and would not conflict with or obstruct a state or local plan for renewable energy. Impacts would be less than significant.

4.8 – Geology and Soils

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☑	☐
ii) Strong seismic ground shaking?	☐	☐	☑	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☑	☐
iv) Landslides?	☐	☐	☐	☑
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☑
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☑	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1997), creating substantial direct or indirect risks to life or property?	☐	☐	☐	☑
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☑

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☑	☐	☐

A *Report of Geotechnical Engineering Investigation* was prepared to evaluate the potential geology and soils impacts associated with the construction and operation of the proposed project. The information presented below is condensed from the report prepared by Cal Land Engineering & Associates, Inc., dated September 8, 2022, and is attached as Appendix D.

a.i) Less Than Significant Impact. The City of Baldwin Park is located in a seismically active region of Southern California, however no Alquist-Priolo Earthquake Fault Zones have been identified in the City.[8] The City lies between the Sierra Madre-Cucamonga Fault to the City's north and the Raymond Hill Fault to the south. No fault lines traverse the project site.[9] Renovation of the hotel building would be subject to all applicable Federal, State, and local building code regulations, including the California Building Code (CBC) seismic standards as approved by the Baldwin Park Building and Safety Division and City approved construction permit. Impacts would be less than significant with adherence to all applicable building regulations.

a.ii) Less Than Significant Impact. The City of Baldwin Park is at risk of strong seismic ground shaking given its Southern California location, as well as its proximity to various fault lines in the region. A significant impact would occur if the proposed hotel renovation project would cause personal injury or death or result in property damage as a result of seismic ground shaking. Although there are no active faults that intersect the project site, the City is located in a region subject to intense ground shaking and heavy damage to property in potential earthquake scenarios; therefore, all construction is required to occur in compliance with the most current California Building Code (CBC) requirements. The potential for strong seismic ground shaking is typical for the region, and the proposed project does not present a unique risk. Impacts related to ground shaking would be less than significant.

a.iii) Less than Significant Impact. Liquefaction is a form of ground failure that occurs when soil transforms from a solid state to liquefied condition due to intense seismic ground shaking. Liquefaction typically occurs in loose granular materials, with saturated silt and clay contents, at shallow groundwater tables less than 50 feet from the surface. The Seismic Hazards Mapping Act specifies that the lead agency of a project shall require, prior to the approval of a project located in a seismic hazard zone, a geotechnical report defining and delineating any seismic hazard. The City may withhold development permits until geologic or soils investigations are conducted for specific sites and mitigation measures are incorporated into plans to reduce hazards associated with seismicity and unstable soils. If a geologic report concludes liquefaction impacts cannot be reduced to less than significant, with mitigation as necessary, development would not be permitted. Based on a review of the "Seismic Hazard Zones, Baldwin Park Quadrangle" by the California Geological Services, CGS, (Formerly Department of Conservation, Division of Mines and Geology), the *Report of Geotechnical Engineering Investigation* concluded that the site is not located in the mapped potential liquefaction areas. However, it was also noted that although the property is not located in seismic induced hazard area, the seismic induced hazard may occur at the site and the property owner should be aware of the potential risks associated with the probability of seismic hazard occurrence. The proposed project includes backfilling the existing swimming pool and construction of a new lobby addition with concrete slab on-grade. Column loads are unknown at this time, but are expected to be light to medium. Minor cut and fill grading operation is anticipated to reach the desired grades. The proposed project would be designed and constructed in accordance with the recommendations presented in the *Report of Geotechnical Engineering Investigation* and the current building codes and supported by the strengthened foundation as recommended in the *Report of Geotechnical Engineering Investigation* to reduce the potential of any

adverse effect as the results of potential earthquake. Therefore, the project would not result in direct or indirect seismic-related ground failure and/or liquefaction. Impacts would be less than significant.

a.iv) Less than Significant Impact. The City's General Plan does not identify areas in Baldwin Park susceptible to landslides. The project site is not in an area mapped for potential earthquake-induced landslide movement on the State of California Earthquake Zones of Required Investigation Maps.[10] Structures built below or on slopes subject to failure or landslides may expose people and structures to harm. The project site and surrounding area is in a generally flat and highly urbanized area. The project would not expose people or structures to injury or loss due to landslides; impacts would be less than significant.

b) Less than Significant Impact. There is a low likelihood of native topsoil occurring on the project site because the site has been developed and covered with paving, ornamental landscaping, and structures. There would be low potential during construction to expose surficial soils to wind and water erosion during construction activities because the project requires very little ground-disturbing activities. The demolition and back-filling of the swimming pool, and improvements to landscaping around the building have the potential to expose soils to wind and water erosion. Wind erosion would be minimized through soil stabilization measures required by SCAQMD Rule 403 (Fugitive Dust), such as daily watering. Water erosion would be prevented through the City's standard erosion control practices required pursuant to the 2019 CBC and the National Pollution Discharge Elimination System (NPDES) regulations, such as silt fencing, fiber rolls, or sandbags. The proposed project has a low potential to impact soil erosion, and with adherence to erosion control measures, impacts due to erosion of topsoil would be less then significant.

c) Less Than Significant Impact. Lateral spreading is the downslope movement of surface sediment due to liquefaction in a subsurface layer. The downslope movement is due to a combination of gravity and ground shaking. Lateral spreading has been observed to generally take place toward a free face (i.e., retaining wall, slope, or channel) and to lesser extent on ground surfaces with a very gentle slope. Liquefaction occurs when seismic waves pass through saturated granular soil, distorting its granular structure, and causing some of the empty spaces between granules to collapse. The project site is currently developed and located in a generally flat and highly urbanized area; as such the potential for lateral spreading or landslides occurring in or around the project site is negligible. As previously discussed in Section 4.7(a.iii) of this document, the project would be in compliance with existing 2022 CBC regulations (Chapter 18), as well as the recommendations of the *Report of Geotechnical Engineering Investigation*, which would limit liquefaction impacts to less than significant levels. Additionally, as the project site is already built-out and the project includes improvements to an already existing structure, the project would not increase the risk of exposure to people or structures of liquefaction or potential ground failure. The project would not be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse. Impacts would be less than significant.

d) No Impact. The project site is currently developed and as such, subsurface soils would have been excavated, and compacted in accordance with standard building code practices, including removal of any expansive or other non-engineered soils, no impacts related to expansive soils would occur.

e) No Impact. The project site is already developed and connected to the existing municipal sewer system. The proposed project would remain connected to this system once completed, and would not require use of septic tanks. No impact would occur.

f) Less than Significant with Mitigation Incorporated. Given the mostly urbanized nature of the project site and vicinity, previously recorded paleontological resources are not anticipated to be uncovered during construction activities. However, in the event that previously undiscovered paleontological resources are discovered during ground-disturbing activities, **Mitigation Measures GEO-1** through **GEO-4** have been incorporated to ensure that paleontological resources are properly treated. With implementation of **Mitigation Measures GEO-1** through **GEO-4**, impacts to paleontological resources would be less than significant.

Mitigation Measures

GEO-1: **Conduct Paleontological Sensitivity Training for Construction Personnel.** The Applicant must retain a professional paleontologist, who meets the qualifications set forth by the Society of Vertebrate Paleontology, to conduct a Paleontological Sensitivity Training for construction personnel before commencement of excavation activities. The training will include a handout and will focus on how to identify paleontological resources that may be encountered during earthmoving activities, and the procedures to be followed in such an event; the duties of paleontological monitors; notification and other procedures to follow upon discovery of resources; and the general steps a qualified professional paleontologist would follow in conducting a salvage investigation if one is necessary.

GEO-2: **Conduct Periodic Paleontological Spot Checks During Grading and Earth-Moving Activities.** The Applicant must retain a professional paleontologist, who meets the qualifications set forth by the Society of Vertebrate Paleontology, to conduct periodic Paleontological Spot Checks beginning at depths below six feet from the surface to determine if construction excavations extend into older Quaternary deposits. After the initial Paleontological Spot Check, further periodic checks will be conducted at the discretion of the qualified paleontologist. If the qualified paleontologist determines that construction excavations have extended into the older Quaternary deposits, construction monitoring for Paleontological Resources are required. The Applicant must retain a qualified paleontological monitor, who will work under the guidance and direction of a professional paleontologist, who meets the qualifications set forth by the Society of Vertebrate Paleontology. The paleontological monitor must be present during all construction excavations (e.g., grading, trenching, or clearing/grubbing) into the older Pleistocene alluvial deposits. Multiple earth-moving construction activities may require multiple paleontological monitors. The frequency of monitoring is based on the rate of excavation and grading activities, proximity to known paleontological resources and/or unique geological features, the materials being excavated (native versus artificial fill soils), and the depth of excavation, and if found, the abundance and type of paleontological resources and/or unique geological features encountered. Full-time monitoring can be reduced to part-time inspections if determined adequate by the qualified professional paleontologist.

GEO-3: **Cease Ground-Disturbing Activities and Implement Treatment Plan if Paleontological Resources Are Encountered.** In the event that paleontological resources and or unique geological features are unearthed during ground-disturbing activities, ground-disturbing activities the paleontological monitor may halt or divert away from the vicinity of the find so that the find can be evaluated. A buffer area of at least 50 feet must be established around the find where construction activities are not allowed to continue until appropriate paleontological treatment plan is approved by the Applicant and the City. Work is allowed to continue outside of the buffer area. The Applicant and

City will coordinate with a professional paleontologist, who meets the qualifications set forth by the Society of Vertebrate Paleontology, to develop an appropriate treatment plan for the resources. Treatment may include implementation of paleontological salvage excavations to remove the resource along with subsequent laboratory processing and analysis or preservation in place. At the paleontologist's discretion and to reduce construction delay, the grading and excavation contractor will assist in removing rock samples for initial processing.

GEO-4: **Prepare Report Upon Completion of Monitoring Services.** Upon completion of the above activities, the professional paleontologist will prepare a report summarizing the results of the monitoring and salvaging efforts, the methodology used in these efforts, as well as a description of the fossils collected and their significance. The report will be submitted to the Applicant, the City, the Natural History Museums of Los Angeles County, and representatives of other appropriate or concerned agencies to signify the satisfactory completion of the project and required mitigation measures.

4.9 – Greenhouse Gas Emissions

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☑	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☑	☐

An *Air Quality, Health Risk, Greenhouse Gas, and Energy Memo* was prepared to evaluate the potential air quality, energy and greenhouse gas impacts associated with the construction and operation of the proposed project. This memo is consistent with the guidance and recommendations contained in the South Coast Air Quality Management District's (SCAQMD) California Environmental Quality Act (CEQA) Air Quality Handbook. The information presented below is condensed from the memo prepared by MIG, dated April 11th, 2023, and is attached as Appendix A.

a) Les than Significant Impact. Gases that trap heat in the atmosphere and affect regulation of the Earth's temperature are known as GHGs. GHG that contribute to climate change are a different type of pollutant than criteria or hazardous air pollutants because climate change is global in scale, both in terms of causes and effects. Some GHG are emitted to the atmosphere naturally by biological and geological processes such as evaporation (water vapor), aerobic respiration (carbon dioxide), and off-gassing from low oxygen environments such as swamps or exposed permafrost (methane); however, GHG emissions from human activities such as fuel combustion (e.g., carbon dioxide) and refrigerants use (e.g., hydrofluorocarbons) significantly contribute to overall GHG concentrations in the atmosphere, climate regulation, and global climate change. The 1997 United Nations' Kyoto Protocol international treaty set targets for reductions in emissions of four specific GHGs – carbon dioxide, methane, nitrous oxide, and sulfur hexafluoride – and two groups of gases – hydrofluorocarbons and perfluorocarbons. These GHG are the primary GHG emitted into the atmosphere by human activities. The six most common GHG's are carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), sulfur hexafluoride, hydrofluorocarbons (HFCs), and perfluorocarbons (PFCs).

GHG emissions from human activities contribute to overall GHG concentrations in the atmosphere and the corresponding effects of global climate change (e.g., rising temperatures, increased severe weather events such as drought and flooding). GHGs can remain in the atmosphere long after they are emitted. The potential for a GHG to absorb and trap heat in the atmosphere is considered its global warming potential (GWP). The reference gas for measuring GWP is CO_2, which has a GWP of one. By comparison, CH_4 has a GWP of 25, which means that one molecule of CH_4 has 25 times the effect on global warming as one molecule of CO_2. Multiplying the estimated emissions for non-CO_2 GHGs by their GWP determines their carbon dioxide equivalent (CO_2e), which enables a project's combined global warming potential to be expressed in terms of mass CO_2 emissions (referred to as CO_2 equivalents, or CO_2e).

In order to provide guidance to local lead agencies on determining the significance of GHG emissions in their CEQA documents, the SCAQMD convened the first GHG Significance Threshold Working Group (Working Group) meeting on April 30, 2008. To date, the Working Group has convened a total of 15 times, with the last meeting taking place on September 28, 2010. Based on the last Working Group meeting, the SCAQMD identified an interim, tiered approach for evaluating GHG emissions intent on capturing 90 percent of development projects where the SCAQMD is not the lead agency. The following describes the basic structure of the SCAQMD's tiered, interim GHG significance thresholds (SCAQMD, 2010):

- Tier 1 consists of evaluating whether or not the project qualifies for applicable CEQA exemptions.
- Tier 2 consists of determining whether or not a project is consistent with a greenhouse gas reduction plan. If a project is consistent with a greenhouse gas reduction plan, it would not have a significant impact.
- Tier 3 consists of using screening values at the discretion of the Lead Agency; however, the Lead Agency should be consistent for all projects within its jurisdiction. The following thresholds were proposed for consideration:
  - 3,000 $MTCO_2e$ per year for all land use types; or
  - 3,500 $MTCO_2e$ per year for residential; 1,400 $MTCO_2e$ per year for commercial; 3,000 $MTCO_2e$ per year for mixed use projects.
- Tier 4 has three options for projects that exceed the screening values identified in Tier 3:
  - Option 1: Reduce emissions from business-as-usual by a certain percentage (currently undefined); or
  - Option 2: Early implementation of applicable AB 32 Scoping Measures; or
  - Option 3: For plan-level analyses, analyze a project's emissions against an efficiency value of 6.6 $MTCO_2e$/year/service population by 2020 and 4.1 $MTCO_2e$/year/service population by 2035. For project-level analyses, analyze a project's emissions against an efficiency value of 4.8 and 3.0 $MTCO_2e$/year/service population for the 2020 and 2035 calendar years, respectively.

This analysis uses the SCAQMD's interim Tier 3 GHG threshold to evaluate the proposed project's GHG emissions levels.

The proposed project would generate GHG emission from both short-term construction and long-term operational activities. Construction activities would generate GHG emissions primarily from equipment fuel combustion as well as worker, vendor, and haul trips to and from the project site during demolition, building construction, paving, and architectural coating activities. Construction activities would cease to emit GHG upon completion, unlike operational emissions that would be continuous year after year until the project is decommissioned. The SCAQMD recommends amortizing construction GHG emissions over a 30-year period and combining construction emissions with operational emissions estimates. This normalizes construction emissions so that they can be grouped with operational emissions and compared to appropriate thresholds, plans, etc. Once operational, the proposed project would generate GHG emissions from area, mobile, water/wastewater, and solid waste sources. The proposed project's construction and operational emissions were estimated CalEEMod, V. 2022.1.1.6, using the same default assumptions and project specific variables applied to the air quality emissions estimates. The proposed project's total GHG emissions are shown in Table 7, *Project Greenhouse Gas Emissions*.

Table 7
Project Greenhouse Gas Emissions

GHG Emissions Source	GHG Emissions (Metric Tons Per Year)
Area	<1
Energy	47
Mobile	1,040
Refrigerants	3
Solid Waste	16
Water/Wastewater	5
Construction(A)	5
Total(B)	1,116
SCAQMD Tier 3 Screening Threshold	**3,000**
SCAQMD Tier 3 Threshold Exceeded?	***No***

Source: MIG 2023 (see Appendix A) and SCAQMD, 2010.
(A) Construction emissions value has been averaged over a 30-year assumed project lifetime.
(B) Totals may not equal due to rounding.

As shown in Table 7, the proposed project's potential increase in GHG emissions would be below the SCAQMD's recommended GHG emissions thresholds. Furthermore, the proposed project's GHG emissions would also be below an adjusted threshold of 1,800 $MTCO_2e$ per year, which takes into account post 2020 GHG emissions targets the state is currently working towards. The 1,800 $MTCO_2e$ per year goal was developed by taking the SCAQMD's Tier 3 threshold of 3,000 $MTCO_2e$ per year, which was the threshold to reduce emissions back to 1990 levels and reducing it by 40 percent (3,000 $MTCO_2e$/yr. * (1-0.4) = 1,800 $MTCO_2e$/yr.). This reduction is consistent with the GHG reductions required under Senate Bill 2. This linear reduction approach oversimplifies the threshold development process. The City is not adopting nor proposing to use 1,800 $MTCO_2e$ as a CEQA GHG threshold for general use; rather, it is only intended to provide additional project-specific context and information on the magnitude of the proposed project's GHG emissions. The proposed project, therefore, would not generate GHG emissions that exceed SCAQMD CEQA thresholds. In addition, it was determined in the IS/MND prepared for the adjacent Park Palazzo project that GHG emissions from operation of the medical office building to be constructed immediately to the west of the proposed project site would be below established SCAQMD significance criteria thresholds. Therefore, because neither the Park Palazzo project nor the proposed project would result in individually significant GHG emissions, no cumulatively considerable impacts would occur as a result of simultaneous operation of the two projects.

b) Less than Significant Impact. The proposed project would not conflict with CARB's 2022 Scoping Plan or the Southern California Association of Governments (SCAG) 2020 RTP/SCS. Nearly all the specific measures identified in the 2022 Climate Change Scoping Plan would be implemented at the state level, with CARB and/or another state or regional agency having the primary responsibility for achieving required GHG reductions. Although most of these measures would be implemented at the State level, the GHG reductions achieved by these state measures would be realized at the local level. For example, regardless of actions taken by the City of Baldwin Park or the County of Los Angeles, emissions generated through gasoline combustion in motor vehicles within the county would produce less GHG in 2030 than they do now. Similarly, the electricity consumed by on-site sources (e.g., lighting, building systems, etc.) would become greener over time as the State's Renewable Portfolio Standard

(RPS) increases, consistent with the benchmarks established in SB 100 and SB 1020. The proposed project, therefore, would not directly conflict with any of the specific measures identified in the 2022 Climate Change Scoping Plan. Similarly, the proposed project would not conflict with the SCAG 2020 RTP/SCS because it does not involve significant, new trip generating land uses, nor is it likely to inherently increase the number of trips generated in the region. The net trip generation associated with a lodging/hotel use is primarily related to whether the development would serve an existing attraction or area or would create its own attraction. Based on this reasoning, some jurisdictions, such as the City of Pomona, have established a screening threshold for non-destination hotels that exhibit similar trip generation reducing characteristics as local-serving retail.

The proposed project will include 72 room keys totaling 37,712 square feet of gross floor area. No banquet halls, meeting facilities, restaurants, or lounge/bar areas are proposed in conjunction with the hotel. Unlike resort hotels which often serve as a destination in themselves, the proposed project does not include recreational facilities or programs (e.g., golf courses, tennis courts, beach access, etc.) that primarily cater to the tourist and vacation industry. On the contrary, the proposed project is anticipated to offer competition among existing hotels serving existing businesses and attractions in the area. These visitor trips would occur with or without the proposed hotel since the hotel itself is not the primary purpose for travel. Furthermore, the provision of an on-site coffee shop would provide hotel visitors with the option to dine on-site, thus eliminating the need for a vehicle to drive off-site for such activities and reducing the total number of trips generated in comparison to standalone hotel of equivalent size. In other words, the mixed-use nature of the proposed project is anticipated to result in a lower rate of trips generated per visitor. In addition, there are at least 30 other existing hotels in the project vicinity (less than five miles). Based on the number of hotels in the region, it is likely that room vacancies are available on any given night and the addition of the proposed hotel would not induce latent demand for travel to the region. Finally, the proposed project is expected to divert visitors from other existing hotels based on its ease of access to I- 10, competitive room rates, and retail amenities. For reasons, the proposed hotel is a local-serving, non-destination hotel that is unlikely to attract new visitors who were not previously planning a trip to the area (see Appendix C). Impacts related to an applicable plan or policy adopted for the purpose of reducing the emissions of greenhouse gases would be less than significant.

4.10 – Hazards and Hazardous Materials

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☑	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☑	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☑
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☑
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☑
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☑
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☑	☐

a) Less Than Significant Impact. Implementation of the project could create significant hazards as a result of the routine transport, use, or disposal of hazardous materials during the construction of the proposed project.

Short-term Activities (Construction)
Project construction activities would involve the temporary use and transport of fuels, equipment, and building materials, among other potentially hazardous items. Impacts to the surrounding area through the disposal of on-site hazardous materials and waste would be less than significant. The project would be in the jurisdiction, and in compliance of the Environmental Protection Agency (EPA) and Los Angeles County, which manage the inspection, regulation, transportation, use, and disposal of hazardous materials in Baldwin Park. Development of improvements to the project site would be in compliance with federal, state, and local regulations pertaining to safe transport, use, handling, and disposal of hazardous materials. Impacts would be less than significant impact.

Long-term Activities (Operation)
The project site would operate as a hotel after improvements are completed. Hazardous materials that may be used on site include Household Hazardous Waste (HHW), typically used for cleaning, disinfecting, painting, etc., and prohibited or discouraged from being disposed of at local landfills. The LA County Department of Public Works manages local collection services for the disposal of such waste. Following local guidance and strategies, the use of common household hazardous materials, created waste, and their disposal do not present a substantial health risk to the community. Impacts associated with the routine transport, use, or disposal of hazardous materials or wastes would be less than significant.

b) Less Than Significant Impact. The proposed project could create a significant hazard to the public and surrounding area through the accidental release of hazardous materials. According to the California State Water Resources Control Board (SWRCB) there are no open cases of leaking underground storage tanks (LUST) on site.[11] Per the City of Baldwin Park Code of Ordinances, the project applicant would be required to complete and submit a Construction and Demolition Materials Management Plan (C&DMMP) to be reviewed and approved by the City.[12] Prior to construction activities, the site would be assessed for the presence of hazardous materials (including asbestos and lead-based paint), which, if present, would be handled according to existing federal, state, and City regulations regarding hazardous materials handling and disposal. The project would therefore not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Impacts would be less than significant.

c) No Impact. The nearest school, San Jose Charter Academy, is located approximately 2,200 feet south of the project site. The school would not be subject to any hazardous waste as a result of construction and operation of the proposed project. No impacts would occur.

d) No Impact. The proposed project is not located on a site listed on the state *Cortese List*, a compilation of various sites throughout the state that have been compromised due to soil or groundwater contamination from past uses.[13]

Based upon review of the *Cortese List*, the project site is not:

- listed as a hazardous waste and substance site by the Department of Toxic Substances Control (DTSC),[14]
- listed as a leaking underground storage tank (LUST) site by the State Water Resources Control Board (SWRCB),[15]
- listed as a hazardous solid waste disposal site by the SWRCB,[16]
- currently subject to a Cease and Desist Order (CDO) or a Cleanup and Abatement Order (CAO) as issued by the SWRCB,[17] or
- developed with a hazardous waste facility subject to corrective action by the DTSC.[18]

e) No Impact. There are no public airports or private airstrips within two miles of the City of Baldwin Park or the project site. The closest airport is the San Gabriel Valley Airport located approximately 5.7 miles west of the project site in the City of El Monte. The project site is not located within an airport land use plan. As such, no impact would occur.

f) No Impact. The project site is currently developed, and no changes to traffic circulation or an existing emergency response plan or evacuation plan would occur as a result of improvements to the existing hotel building. No impacts would occur.

g) Less than Significant Impact. The project site is not located within a State Responsibility Area or other wildlands areas.[19] The nearest such area is located south of the project site as part of the Puente Hills between Hacienda Heights and Whittier. The project site is not located in an area of high fire threat. Additionally, as identified in the City of Baldwin Park 2020 General Plan Safety Element, the City is an urbanized community where structural fires rather than wildland fires represent the greatest fire risk. Any potential impacts related to wildland fire would be less than significant.

4.11 – Hydrology and Water Quality

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☑	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☑	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surfaces, in a manner which would:	☐	☐	☑	☐
i) result in substantial erosion or siltation on-or off-site;	☐	☐	☐	☑
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-or-offsite;	☐	☐	☐	☑
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☐	☑
iv) Impede or redirect flood flows?	☐	☐	☐	☑
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☑	☐
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☑	☐

a) Less than Significant Impact. The project site is located to the south of the I-10 Freeway and is zoned as Freeway Commercial. The site includes an existing, unoccupied 72-room hotel on a 1.23-acre site, a parking lot containing 44 passenger vehicle parking spaces, and an approximately 818-square foot former café that is not part of the proposed project. The proposed project involves renovation and reopening of the hotel building, as well as expansion and improvements to the parking lot and landscaping which would not increase impermeable surfaces on the site. Due to the project involving improvements to an already built and paved area, and the nominal nature of the project itself, a Water Quality Management Plan (WQMP) was not prepared. The hotel would operate regularly after improvements are completed, as such, and would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. Impacts to water quality standards would be less than significant.

b) Less than Significant Impact. The project site is located in an urbanized area that is largely paved over. The project site is not utilized for groundwater recharge and includes landscaping that would contribute to infiltration. The project site is located in the San Gabriel Valley Basin. There are two monitoring wells located approximately 1 mile from the project site: one to the east and one to the west. Both wells are used for monitoring purposes; the well to the east of the project site was measured to have a had a depth to groundwater of 185 feet, and the well to the west a depth to groundwater of 151 feet. Both wells were last measured July, 2022.[20] The project site is already developed, and renovations made to the existing hotel building would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge, in such a way that may impede sustainable groundwater management of the basin. Improvements made to the project site would have a less than significant impact on groundwater levels and recharge.

c) No Impact. The project site is fully developed and located in an urbanized area. According to the Open Space Conservation Element of the Baldwin Park General Plan, there are no forest, river, or wildlife resources within the City.[21] The proposed project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of a course, stream or river, or through the addition of impervious surfaces as renovations would occur in a developed paved area. As such, no impact would occur.

i) No Impact. The proposed project includes renovations to the existing hotel building and improvements to the parking lot and landscaping. The project stie is located in a fully developed and paved area. Renovations would not increase the building footprint and would not include major earth-moving operations. As such, no native soil would be disturbed, and no major ground-disturbing activities would occur. Therefore, the proposed project would have no impact on erosion or siltation.

ii) Less than Significant Impact. Project improvements include renovations to the existing hotel building, additional parking, and 7,665 square feet of landscaping within the parking lot area. The proposed project would not increase surface area, and does propose an expansion of the building footprint. Such improvements would not increase surface runoff. The project would be required to comply with construction pollutant reductions, BMPs, inspections, and other applicable drainage and runoff guidelines pursuant to the Baldwin Park Code of Ordinances Chapter 52, Stormwater and Urban Runoff Pollution Prevention.[22] Any surface runoff associated with the proposed development would be collected on site through multiple drainage areas and infiltration systems, and conveyed to the City's storm drainage system. Impacts would be less than significant.

iii) Less than Significant Impact. The project site is located in a developed area with existing storm sewer drains. The proposed project does not involve substantial earthmoving or grading activities. The proposed renovations would not increase the building footprint and would not increase impervious surfaces. The project site would not exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Improvements made to the project site would not degrade drainage efficiency or quality; with proper maintenance of drainage facilities and adherence to City guidelines, impacts would be less than significant.

iv) No Impact. No streams traverse the project site; thus, the project would not result in the alteration of any stream course. Renovation of the existing building and improvements to the parking lot and landscaping would not redirect flood flows. Therefore, no impact would occur.

d) Less than Significant Impact. The proposed project is not located in a tsunami or seiche zone. As mapped by the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRMs), the project site is not located in an area of any special flood hazard.[23] According to the Baldwin Park 2020 General Plan Safety Element, much of the City is at risk of inundation due to failure of the Santa Fe Flood Control Basin located approximately 4 miles north of the project site in the City of Irwindale. According to the Safety Element, flood depths would be between two and twelve feet, with shallower depths further from the dam in the southern portion of the city, where the project site is located. Additionally, risk of inundation is low given the Southern California location and dams in the area are rarely filled to capacity. Improvements to the project site would create no greater risk to the release of pollutants due to dam inundation, and the site is in an area of minimal flood hazard, impacts would be less than significant.

e) Less than Significant Impact. The Los Angeles Regional Water Quality Control Board's (LARWQCB) Basin Plan is designed to preserve and enhance water quality and protect the beneficial uses of all regional waters. Development of the proposed project would be required to adhere to the requirements of the Basin Plan. Development of the project site would be subject to all existing water quality regulations and programs, including all applicable construction permits. Existing General Plan policies related to groundwater quality are applicable to the project. The Open Space and Conservation Element includes policies that would limit potential water quality impacts to surface water and groundwater resources. Given the project involves renovations to an existing structure, and the reorganization of the parking lot and landscaping, impacts to the implementation of a water quality or groundwater management plan would be less than significant.

4.12 – Land Use and Planning

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community?	☐	☐	☐	☑
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☑	☐

a) No Impact. The project site is located in Baldwin Park and is zoned as Freeway Commercial. The project site is already developed and includes the hotel building and former restaurant building (not included in this project) as well as associated parking and landscaping. The project involves the renovation of the hotel building, as well as improvements and reorganization of the parking lot and landscaping; the project would not include any reconfiguration of existing roadways or streets. The project would not physically divide an established community and, as such, there would be no impacts.

b) Less than Significant Impact. The proposed project would not conflict with existing land uses as the project involves renovations to the existing structure on site. The proposed project does conflict with zoning regulations for Freeway Commercial properties. After improvements to the hotel and parking lot are completed, the project would be below the minimum required number of rooms required by the current Zoning Code, as well as the minimum required parking spaces for a hotel of its size. The current Zoning Code does not allow for hotels with less than 100 rooms within the Freeway Commercial zone, and requires 76 parking spaces (72 parking spaces for the hotel and 4 parking spaces for the small retail building). Therefore, a Zoning Code Amendment and a parking reduction variance are included in the proposed project to reduce the minimum number of total rooms required for a hotel from 100 to 72 and to allow a parking reduction from 76 to 62 parking spaces. The amount of parking to be provided is considered sufficient to serve the future parking demands for the project and would not force project vehicles onto adjacent roadways/streets. With the acceptance of the proposed Zoning Code Amendment and variance, the project would be in compliance with Baldwin Park zoning regulations. Impacts would be less than significant.

4.13 – Mineral Resources

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☑	☐
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, Specific Plan or other land use plan?	☐	☐	☐	☑

a) Less than Significant Impact. A significant impact would occur if the proposed project resulted in the loss of a known mineral resource that would be of value to the region and the residents of the State. According to the Open Space Conservation Element of the City's General Plan, all of Baldwin Park is classified as Mineral Resource Zone 2 (MRZ-2), indicating that significant mineral deposits are likely to be present.[24] These resources are also found in neighboring Azusa, Industry, and Irwindale, and include aggregate resources commonly used in construction. While there is real potential for such resources in Baldwin Park, and mining operations are conducted in adjacent localities, the City is largely built out with urban uses that are incompatible with mineral extraction and/or surface mining activities. In a regional context, potential resources in Baldwin Park are limited in extent and inaccessible due to urbanization; therefore, the proposed project would have less than significant impacts associated with the loss of a mineral resource.

b) No Impact. A significant impact would occur if the proposed project resulted in the loss of a locally important mineral resource recovery site. The City's General Plan indicates that there is the potential for aggregate materials commonly used in construction to occur in Baldwin Park. However, such resources are not considered locally important, and mining is not required by state law or by a local ordinance. The proposed project would not result in the loss of availability of a locally important mineral resource recovery site. Therefore, the proposed project would have no impacts associated with a locally important mineral resource recover site.

4.14 – Noise

Would the project result in:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☑	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☑	☐
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☑

A *Noise and Vibration Analysis Memo* was prepared by MIG, dated April 14th, 2023. This memo estimates the potential noise and vibration levels for the proposed Baldwin Park Dalewood Street Hotel Project and evaluates those noise and vibration levels against applicable standards established by the City. The following analysis draws information and conclusions from the aforementioned memo, and is available as Appendix B.

a) Less than Significant Impact. The proposed project is located on the boundary between the City of Baldwin Park and the City of West Covina. The Baldwin Park and West Covina Municipal Code and General Plan Noise Elements establish the following standards applicable to construction noise, operational noise, and noise / land use compatibility.

Construction Noise Regulations

The Baldwin Park Municipal Code, Section 130.37(E) (Special Noise Sources - Construction of Buildings and Projects), exempts construction noise from the City's noise standards but establishes that it is unlawful to perform construction activities within 500 feet of a residential zone between the hours of 7:00 PM and 7:00 AM. The West Covina Municipal Code, Chapter 15, Article IV, Division 2, Section 15-95(a) (Construction and Building Projects - Regulation), establishes that it is unlawful to perform construction activities between the hours of 8:00 PM and 7:00 AM that would increase ambient noise levels by more than five decibels within 500 feet of a residential zone. In addition, Section 15-95(c) (Construction and Building Projects - Unloading and Loading) establishes that it is unlawful to perform loading and unloading or any other work that is in preparation of construction activities, within 500 feet of occupied residences between the hours of 8:00 PM and 6:00 AM. The *Noise and Vibration Analysis Memo* evaluates the proposed Project's construction noise levels against the standards contained in City of Baldwin Park Municipal Code Section 130.37(e). It is noted that this standard, which limits

construction activities within 500 feet of a residential zone to the hours of 7 AM to 7 PM, is more restrictive than the permissible work hours contained in the West Covina Municipal Code (which generally limit construction activities within 500 feet of a residential zone to the hours of 6 AM to 8 PM).

Operational Noise Regulations

The Baldwin Park Municipal Code establishes the following operational noise standards:

- Section 130.34 (Ambient Base Noise Levels) establishes that it is unlawful for any person within the City to make, cause, or allow to be produced noise which is received on property occupied by another person in excess of the standards shown in Table 8*, Baldwin Park Municipal Code Ambient Base Noise Levels*.
- Section 130.37(I) (Special Noise Sources-Machinery, Equipment, Fans, and Air Conditioning) establishes that it is unlawful to operate any machinery, equipment, pump, fan, air conditioning apparatus, or similar mechanical device between 7:00 AM and 10:00 PM if the use is attended by loud or unusual noises. Section 153.140.070(C) establishes that it is unlawful to produce noise that exceeds the exterior noise standards shown in Table 9*, Baldwin Park Municipal Code Exterior Noise Standards*.
- Section 153.140.070(D)(1) and 153.140.070(D)(2) establish that it is unlawful to produce noise that causes interior noise level to exceed 45 dBA within a dwelling unit. A 5 dBA increase is permitted for 1 minute in a 24-hour period and a 10 dBA increase is permitted for less than 1 minute in a 24 hour period.

Table 8
Baldwin Park Municipal Code Ambient Base Noise Levels

Zone (Receiving Property)	Daytime Standard (7:00 AM to 10:00 PM)[(A)]	Nighttime Standard (10:00 PM to 7:00 AM)[(A)]
R-I (Single Family Residential)	55 dBA	45 dBA
RG and R-3 (Garden Multi-Family Residential and Multi-Family Residential)	60 dBA	55 dBA
Commercial	65 dBA	60 dBA
Industrial	70 dBA	70 dBA

Source: Baldwin Municipal Code Section 130.34(A) and 130.34(B)

(A) The standards would be adjusted for the following noise conditions:

1. Repetitive impulsive noise, pure tones and sound with cyclically varying amplitude (-5dB)
2. Steady whine, screech or hum (-5dB)
3. Noise occurring more than 5 but less than 15 minutes per hour (+2dB)
4. Noise occurring more than 1 but less than 5 minutes per hour (+5dB)
5. Noise occurring less than 1 minute per hour (+7dB)

Table 9
Baldwin Park Municipal Code Exterior Noise Standards

Zone (Receiving Property)	Daytime Standard (7:00 AM to 7:00 PM)[(A)]	Evening Standard (7:00 PM to 10:00 PM)[(A)]	Nighttime Standard (10:00 PM to 7:00 AM)[(A)]
Residential	55 dBA	50 dBA	45 dBA
Commercial	65 dBA	65 dBA	55 dBA
Industrial	65 dBA	65 dBA	65 dBA

Source: Baldwin Municipal Code Section 153.140.070(C), Tables 153.140.070(C) and 153.140.070(D)
(A) The following increases to the ambient noise standard may be permitted:
1. A 5 dBA increase for 15 cumulative minutes in a 24-hour period
2. A 10 dBA increase for 5 cumulative minutes in a 24-hour period
3. A 15 dBA increase for 1 minute in a 24 hour period
4. A 20 dBA increase for less than 1 minute in a 24 hour period

The Baldwin Park General Plan Noise Element, Table NE-2, establishes exterior and interior noise standards for residential land uses of 65 CNEL and 45 CNEL, respectively. The West Covina Municipal Code does not contain quantitative exterior noise standards; however, Municipal Code Chapter 15, Article IV, Division 2, Section 15-85 does establish that it is unlawful for any person within any residential zone to produce noise that can be heard 50 feet from a property line in a residential area. In addition, the General Plan supports an interior noise level of 45 CNEL for residential uses. The *Noise and Vibration Analysis Memo* evaluates the proposed Project's operational noise levels against the standards contained in the City of Baldwin Park Municipal Code and General Plan Noise Element. Municipal Code Section 153.140.070(C) establishes daytime, evening, and nighttime standards for different land uses as follows (see Table 3): 55 dBA from 7:00 AM to 7:00 PM, 50 dBA from 7:00 PM to 10:00 PM, and 45 dBA from 10:00 PM to 7:00 AM at the property line of residential properties to the south and at the nursing home to the west of the Project site, and 65 dBA from 7:00 AM to 10:00 PM and 55 dBA from 10:00 PM to 7:00 AM at the property line of commercial properties to the east and west of the Project site. Additionally, Municipal Code Section 153.140.070(C) establishes interior noise standards of 45 dBA in dwelling units. Finally, the City's General Plan Noise Element, Table NE-2, establishes an exterior standard of 65 CNEL for residential land uses. The City of Baldwin Park's Municipal Code standards are more stringent than the City of West Covina's Municipal Code, which does not establish exterior or interior noise standards.

Noise/Land Use Compatibility

The City's General Plan Noise Element provides land use compatibility standards for community noise environments. For transient lodging land uses, the City's Noise Element establishes 55-64 CNEL as the clearly compatible noise level, 65-74 CNEL as the conditionally acceptable noise level, and 75-84 CNEL as the normally incompatible noise level.

Increases in Ambient Noise Levels in Excess of Applicable Standards

Project Construction

The proposed project involves demolition, building construction, paving, and architectural coating activities in an existing commercial area of the City of Baldwin Park. Construction activities are anticipated to begin in 2023 and may last approximately 11 months in total. In general, construction activities would involve the use of worker vehicles, delivery trucks, dump trucks, and heavy-duty construction equipment such as (but not limited to) backhoes, tractors, loaders, excavators, rollers, material lifts, generators, and air compressors. However, construction of the proposed project would not require use of equipment such as graders or scrapers, because the project would involve remodeling and renovation of an existing building and would not require site preparation or grading. Typical construction equipment noise levels at different distances are shown in Table 10, *Potential Project Construction Equipment Noise Levels*.

Table 10
Potential Project Construction Equipment Noise Levels

Typical Equipment	Noise Level at 50 feet (L_{max})(A)	Percent Usage Factor(B)	Predicted Equipment Noise Levels (L_{eq})(C)						
			25 Feet	50 Feet	75 Feet	100 Feet	150 Feet	200 Feet	250 Feet
Backhoe	80	40	82	76	72	70	66	64	62
Compact roller	80	20	79	73	69	67	63	61	59
Concrete mixer	85	40	87	81	77	75	71	69	67
Concrete saw	90	20	89	83	80	77	73	71	69
Excavator	85	40	87	81	77	75	71	69	67
Generator	82	50	85	79	75	73	69	67	65
Man lift	85	20	84	78	74	72	68	66	64
Paver	85	50	88	82	78	76	72	70	68
Pneumatic tools	85	50	88	82	78	76	72	70	68
Welder	73	40	72	66	62	60	56	54	52
Delivery truck	85	40	86	81	77	75	71	69	67

Sources: Caltrans, 2013 and FHWA, 2010.

(A) L_{max} noise levels based on manufacturer's specifications.

(B) Usage factor refers to the amount (percent) of time the equipment produces noise over the time period.

(C) Estimate does not account for any atmospheric or ground attenuation factors. Calculated noise levels based on Caltrans, 2013: L_{eq} (hourly) = L_{max} at 50 feet – 20log (D/50) + 10log (UF), where: L_{max} = reference L_{max} from manufacturer or other source; D = distance of interest; UF = usage fraction or fraction of time period of interest equipment is in use.

With regard to construction noise, demolition, site preparation, and grading phases typically result in the highest temporary noise levels due to the use of heavy-duty equipment such as dozers, excavators, graders, loaders, scrapers, and trucks. The proposed project would require minor demolition (i.e., approximately 10 days of demolition work), but would not involve intensive site preparation and grading, and would not use several of the pieces of equipment that generate high noise levels, such as graders or scrapers, because the project would involve remodeling and renovation of an existing building.

Construction noise impacts generally occur when construction activities occur in areas immediately adjoining noise sensitive land uses, during noise sensitive times of the day, or when construction durations last over extended periods of time. As shown in Table 9, worst case construction equipment noise levels are predicted to be approximately 83 dBA L_{max}, at 50 feet; however, the magnitude of the project's temporary and periodic increase in ambient noise levels would depend on the nature of the construction activity (i.e., demolition, building construction) and the distance between the construction activity and sensitive receptors/outdoor use areas. Sensitive residential receptors could be within 25 feet of work areas at certain times (e.g., paving), at which distance construction equipment may temporarily reach 89 dBA L_{eq} for several minutes or hours. Construction in the middle of the site would be at least 100 feet from residences to the east and south and over 250 feet from the Garden View Post-Acute Rehab Center to the west/southwest. At these distances, equipment noise levels would range from 77 dBA L_{eq} (at 100 feet) to 69 dBA L_{eq} (at 250 feet). These worst-case noise levels could occur during the demolition and paving phases, which would last up to 20 days in total. Noise levels would be slightly lower during the longest construction phase, building construction, which would last

approximately 200 days. During building construction, equipment noise levels could reach 75 dBA L_{eq} at a distance of 100 feet and 67 dBA L_{eq} at a distance of 250 feet. These estimates do not include any noise attenuation associated with the concrete wall along the southern border of the project site or the hotel building itself.

The City's Municipal Code (Section 130.37) limits construction activities to the hours of 7 AM to 7 PM; however, the neither the City's General Plan nor Municipal Code establish a specific numeric noise standard (e.g., 90 dBA L_{eq}) for construction noise levels. While construction noise levels would be audible at noise-sensitive receptors during certain periods, the proposed Project would not generate a substantial temporary increase in ambient noise levels because:

- The Project involves the renovation and rehabilitation of an existing hotel building and parking lot, and would not involve substantial, prolonged heavy duty equipment operations.
- Per Baldwin Park Municipal Code Section 130.37(E), construction activities would be limited to the hours of 7 AM to 7 PM unless a permit is obtained from the Department of Public Works. This requirement limits construction activities to daytime hours when people are generally considered to be least sensitive to environmental noise levels.
- Sensitive receptors would be partially shielded from construction noise by an existing concrete wall along the eastern and southern property line (between the Project site and residential receptors in the City of West Covina and the Garden View Post-Acute Rehab Center in the City of Baldwin Park). This shielding would serve to lower potential construction noise levels by a minimum of 5 dBA, and possibly as much as 7 dBA to 10 dBA depending on the distance between equipment and the barrier. In addition, the existing hotel building would also serve to partially or fully shield some of the Project's demolition and paving activities on the north side of the site from noise-sensitive receptors to the east and south.
- Construction activities would be short in duration, lasting approximately 11 months in total, with the noisiest activities anticipated to occur intermittently for approximately 20 working days.

Although project construction may temporarily increase noise levels near the site, it is not anticipated to result in physical harm (e.g., temporary or permanent hearing loss or damage) to any sensitive noise receptor because receptors would not be continuously exposed to elevated construction noise levels (i.e., noise levels would return to ambient conditions when construction ceases for the day) and the construction noise levels presented above are exterior noise levels, whereas receptors would be likely to be inside buildings. At worst-case, noise from construction activities may pose a temporary interference or annoyance effect on nearby sensitive receptors but would not result in adverse physiological effects on human receptors in the surrounding area. Construction of the proposed project would not generate noise levels that exceed standards or otherwise result in a substantial, temporary increase in ambient noise levels at sensitive receptor locations. Therefore, impacts would be less than significant. In addition, as previously mentioned, construction of the proposed project would be completed by the time construction of the adjacent Park Palazzo project would begin. Therefore, cumulative construction noise impacts would not.

Project Operation

The project site and surrounding properties to the east, west, and across Dalewood Street to the north, are all zoned as Freeway Commercial (F-C) by the City's zoning code; properties to the east and south, which are located in the City of West Covina, are zoned as Residential Single Family (R-1) by the West Covina zoning code. The proposed project would generate noise from vehicle parking activities, garbage collection activities, air conditioning equipment, and other hotel activities (e.g., building maintenance). These noise generating activities would be similar to the noise generated by the previous hotel at the project site. In addition, the types of noise generated by the hotel would be similar to the

noise generated by existing residential land uses to the south, although the amount of air conditioning equipment, the frequency of garbage collection, and the intensity of parking would be greater.

In general, hotels are not a substantial noise-generating land use type because they do not involve substantial noise-generating activities during the nighttime and mechanical equipment associated with elevators and other building systems are typically enclosed within equipment rooms. The proposed project's site layout and design would place nearly all commercial café, parking, and other ground-level noise generating activities on the northern and eastern sides of the site, adjacent to commercial properties on Dalewood Street and West Merced Avenue, and away from noise-sensitive receptors on the southeast, south, and southwest of the site. Waste collection would occur on the south side of the site; however, the proposed project would retain the existing concrete wall along the eastern and southern property line, shielding the residential and medical care receptors that border the project site from ground-level noise generated by the project (e.g., parking activities, waste collection). The only exterior stationary noise generating equipment that could impact adjacent noise sensitive receptors would be the project's proposed wall-mounted heating, ventilation, and air conditioning (HVAC) units. These units are anticipated to be small, rated to condition individual rooms that would be approximately 430 square feet in size or less. It is anticipated that the proposed project would use packaged terminal air conditioner (PTAC) units that can produce a sound pressure level up to 61 dBA at a distance of 3 feet. PTAC units would be located in each room and would be oriented to the northeast and southwest. Receptors near the project site would face different operational noise levels, depending on the amount of time the PTAC unit operates in any single hour, the number of PTAC units facing the receptor that are in operation at any given time, and the distance between the property line of the receptor and the building façade(s).

For the purposes of this analysis, each PTAC unit is assumed to operate for 40 minutes in any single hour and generate an hourly average noise level of 59.2 dBA L_{eq} (at 3 feet). Up to four (4) PTAC units (one for each hotel level) are assumed to operate at the same time, with ground level PTAC units partially shielded from adjacent receptors by the existing concrete wall along the property line. In general, when one noise source is 10 dB lower than a second noise source, the lower noise level does not significantly contribute to total noise levels at a receptor (less than 0.5 dB of total contribution. For this reason, this analysis evaluates noise levels associated with the operation of the PTAC units closest to the evaluated receptors because these units would contribute the most to potential noise levels at adjacent property lines. The existing 6-foot-tall concrete wall is estimated to provide a minimum of 5 dB of noise attenuation for ground level PTAC units; however, no shielding is assumed in this analysis. At their closest, PTAC units on the southern building façade could be 27 or 46 feet from the shared residential property line at 1233 South Ardilla Avenue and 65 feet from the shared residential property line at 1227 South Ardilla Avenue, while PTAC units on the western building façade could be 80 feet from the shared residential property line at 1239 South Ardilla Avenue. Table 11, *Estimated Project Stationary Source Noise Levels*, summarizes the potential PTAC unit noise levels at these receptor locations.

Table 11
Estimated Project Stationary Source Noise Levels

Residential Receptor	Distance to Hotel PTAC Unit	Estimated Hourly Noise Level (dBA Leq)	
		1 PTAC Unit (A)	4 PTAC Units(B)
1233 South Ardilla Avenue	27/46 Feet	40.1	44.4(C)
1227 South Ardilla Avenue	65 Feet	38.3	38.5
1239 South Ardilla Avenue	80 Feet	36.5	36.7

Source: MIG, 2023. (see Appendix B)
(A) Each packaged terminal air conditioner (PTAC) unit is assumed to generate a noise level up to 59.2 dBA L_{eq} at a distance of 3 feet. The estimated noise level at distance is calculated according to Equation 1 shown in Attachment 02.

(B) The noise level for multiple PTAC units is calculated according to Equation 4 shown in Attachment 02. No shielding is assumed for ground level PTAC units.
(C) There are no ground level PTAC units on the southern building façade. Estimate assumes two (2) elevated PTAC units operating 27 feet away from the property line and two (2) elevated PTAC units operating 46 feet away from the property line.

As shown in Table 11, PTAC units from the project would not generate noise levels that exceed Baldwin Park's daytime (55 dBA L_{eq}), evening (50 dBA L_{eq}) or nighttime (45 dBA L_{eq}) noise standards at the three closest residential properties affected by the project. All other residential properties, as well as the Garden View Post-Acute Rehab center, would experience lower operational noise from the proposed project.

In addition to on-site sources, the proposed project would add vehicle trips to I-10, Dalewood Street, and other local roads used to access the site. Caltrans considers a doubling of total traffic volume to result in a three dBA increase in traffic-related noise levels. According to the Focused Traffic Analysis prepared for the proposed project (see Appendix C), the project would result in up to 47 net new PM peak hour and 45 net new AM peak hour vehicle trips on Dalewood Street, which currently carries approximately 750 to 1,000 vehicles during the AM and PM peak hour periods. The proposed project, therefore, would not double traffic volumes on Dalewood Street or any other local road used to access the site and would not result in a substantial permanent increase in traffic-related noise levels. The proposed project would not generate operational noise levels that exceed City standards or otherwise result in a substantial permanent increase in ambient noise levels in the vicinity of the project. Finally, the Park Palazzo medical office building that will be constructed immediately to the west of the proposed project site would not be a substantial noise-generating land use type, and would not result in cumulative noise impacts while operating alongside the proposed project. As such, impacts would be less than significant.

b) Less than Significant Impact. Construction of the proposed project would involve the use of heavy-duty off-road pieces of equipment, which, in addition to generating airborne noise, would also generate ground-borne vibration. Certain project construction activities could take place close to residences that border the project site to the east/southeast for a short period of time (several days); however, most construction activities would take place more than 100 feet or more from the nearest structure. In addition, the proposed project would comply with Baldwin Park Municipal Code Section 130.37(E), which limits construction activities to the hours of 7 AM to 7 PM. This code requirement limits construction activities to daytime hours only when people are generally considered to be least sensitive to groundborne vibration levels. Although construction activities could generate slightly perceptible vibrations when work occurs near residences, these vibrations would not be excessive because they would be intermittent (lasting only a few hours each day), temporary (lasting a few days at worst), occur during the daytime (i.e., would not interfere with evening or nighttime use of residences), and would not result in physical damage to any building or structure. In addition, construction of the proposed project would be complete by the time construction of the Park Palazzo medical office building would begin, and no cumulative vibration impacts would occur. Once operational, the proposed project would not involve the operation of any large or vibration generating equipment that would generate excessive vibration levels. Therefore, the proposed project would not generate excessive ground-borne vibration or noise levels, and impacts would be less than significant.

c) No Impact. The proposed project is not located within two miles of any public or private airport or within an airport land use plan. The closest airport facility, San Gabriel Valley Airport, is approximately 4.3 miles northwest of the project site. The proposed project is not located within the planning boundaries associated with this airport. The proposed [project would not expose people working in or visiting the project area to excessive airport-related noise levels, and as such, no impacts would occur.

4.15 – Population and Housing

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☑
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☑

a) No Impact. The renovation of the existing hotel building does not call for the establishment of any new housing. In addition, the proposed project would not extend roads or other infrastructure or include any job-creating uses. The project includes improvements to an already developed portion of the community, is consistent with the anticipated buildout of the City's General Plan. The proposed project would not induce substantial unplanned population growth in the City of Baldwin Park. In addition, the Park Palazzo medical office building project that will be constructed immediately west of the proposed project site would not result in an increase in population because no new housing is proposed, and no cumulative substantial unplanned population growth would occur. As such, no impacts would occur.

b) No Impact. The project does not propose removal of any housing; thus, no impact would occur from the renovation of the hotel building. No persons would be displaced as a result of the proposed project. Therefore, no impact would occur related to displacement of people or housing.

4.16 – Public Services

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Fire protection?	☐	☐	☑	☐
b) Police protection?	☐	☐	☑	☐
c) Schools?	☐	☐	☑	☐
d) Parks?	☐	☐	☑	☐
e) Other public facilities?	☐	☐	☑	

a) Less than Significant Impact. Fire services are provided to the City of Baldwin Park by the Los Angeles County Fire Department. The department responds to medical emergencies, hazardous materials incidents, rescue calls, and motor-related accidents, and provides fire suppression services. According to the Public Safety Element of the Baldwin Park General Plan, fire services within the City are primarily provided by Station No. 29, located at 14334 Los Angeles Street. Service to the northeast section of the City generally comes from Station No. 48 in Irwindale. Additionally, Station No. 87 in neighboring Industry serves all areas south of the I-10 freeway. The fire department cooperates with the San Gabriel Valley Fire Authorities in West Covina under an automatic aid agreement, which allows Baldwin Park and West Covina stations to provide mutual response assistance.[25] The project site is located approximately 2.5 miles south of Station No. 29, and 3 miles north of Station No. 87. While the proposed hotel renovation project would result in incremental impacts to services from the growth represented by the re-establishment of the hotel use, no new or expanded fire protection facilities would be required because the project is within the existing service area of the County of Los Angeles fire Department. In addition, no new fire personnel would need to be hired in order to maintain existing service ratios and response times, as the project would not increase the City's population. Furthermore, the proposed project would not use hazardous materials or engage in hazardous activities that would require new or modified fire protection equipment to meet potential emergency demand. Therefore, the proposed project would have less than significant impact to fire protection services.

b) Less than Significant Impact. Residents and business owners within the City receive policing services from the Baldwin Park Police Department. The department is located at 14403 E Pacific Avenue, approximately 2 miles north of the project site. The project is not anticipated to generate an increase in the need for police protection in the project area as the project would not result in any unique or more extensive crime problems that cannot be handled with the existing level of police resources. No new or expanded police facilities would need to be constructed as a result of the proposed project

because the project is within the existing service area of the Baldwin Park Police Department. Therefore, impacts related to expansion of police protection services would be less than significant.

c) Less than Significant Impact. The proposed project would not result in the construction of new housing or create a demand for new housing resulting in an increase in the school age student population. Therefore, impacts related to schools would be less than significant.

d) Less than Significant Impact. The proposed project would not generate new permanent employment or housing for residents that could increase the demand for new or existing park and/or recreational facilities in the area. Therefore, impacts related to parks would be less than significant.

e) Less than Significant Impact. The project would not generate any new households or residences that might increase demand for other public facilities. The proposed project would not include construction of any public facilities, such as a library, and would not require construction or improvement of any such facilities. The renovations would not create new households that could increase usage of local public facilities. Therefore, impacts would be less than significant.

4.17 – Recreation

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☑	☐
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☑	☐

a) Less than Significant Impact. The project would not result in the creation of new households that would increase use of local and regional parks and recreational facilities. There is a chance that some future hotel guests would choose to use local parks and recreation facilities, especially since the hotel would be for extended-stay users. Given the lack of outdoor open space or recreation facilities in the immediate vicinity of the hotel, there is a likelihood that future hotel guests would seek out open space and/or recreation facilities at nearby parks such as Morgan park which is approximately 1.15 miles north of the hotel in the city of Baldwin Park. However, it is unlikely that future hotel guests would use local parks and recreation facilities in such numbers and frequency that substantial deterioration would occur. Therefore, impacts would be less than significant.

b) Less than Significant Impact. The project does not include any recreational facilities and there is the potential for future hotel guests to utilize local parks and recreation facilities. However, as stated in response 4.16.a, potential impacts to parks and recreation facilities would be less than significant. As such, the project would not require construction or expansion of recreation facilities which might have an adverse physical effect on the environment. Therefore, the project would have a less than significant impact.

4.18 – Transportation

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☑	☐
b) Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)	☐	☐	☑	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☑	☐
d) Result in inadequate emergency access?	☐	☐	☑	☐

A *Focused Traffic Analysis* and *VMT Screening Analysis* for the proposed project was prepared by Gandini Group, dated March 31st and April 3rd, 2023 respectively (See Appendix C). The information presented below is provided from the aforementioned evaluations.

a) Less than Significant Impact. The project area is currently served by the Foothill Transit bus service. Foothill Transit Route 272 runs along Puente Avenue, Dalewood Street, and Merced Avenue and Route 274 runs along Puente Avenue. A bus stop for Foothill Transit Route 272 northbound and southbound are located approximately 450 to 550 walkable feet east of the project site along both sides of Merced Avenue. Another bus stop for northbound is located approximately 600 feet west of the project site on the north side of Dalewood Street.

The Route Silver Streak bus stop located between the I-10 Freeway off-ramp and on-ramp adjacent to the south side of the I-10 Freeway has recently become re-operational. This bus stop is located approximately 375 feet northwest of the project site and is accessed via a north-south crosswalk on the east leg of the I-10 EB Ramps at Dalewood Street intersection, to an east-west crosswalk on the north side of this intersection, with a north-south sidewalk between the I-10 onramp and I-10 offramp terminating at the bus stop. There are currently no existing or planned bicycle lanes along Dalewood Street adjacent to the project site. Sidewalks are currently provided on the south side of Dalewood Street along the project site frontage.

Project Trip Generation

Table 12, *Proposed Project Trip Generation*, provides the project trip generation forecast based on rates obtained from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th Edition, 2021). Based on review of the ITE land use description, trip generation rates for ITE Land Use Code 310 – Hotel and Land Use Code 936 – Coffee Donut Shop without Drive-Through Window were

determined to adequately represent the proposed uses and were selected for calculation of the project trip generation forecast. As shown in Table 12, the proposed project is forecast to generate approximately 629 daily vehicle trips, including 47 vehicle trips during the AM peak hour and 45 vehicle trips during the PM peak hour. This analysis applies a pass-by trip reduction for the commercial retail land use based on average pass-by rates from the latest ITE *Trip Generation Manual.* Traffic volumes shown in Table 12 consist of the total trips generated for each project land use. As a hotel trip generated by the project may also interact with the restaurant land use within the project, a double counting of those trips occurs. To account for this internal interaction, the trips generated by the project site have been adjusted. Detailed internal capture worksheets are provided in Appendix C.

Table 12
Proposed Project Trip Generation

Land Use	Source[1]	Quantity[2]	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Hotel	ITE 310	72 RM	19	15	34	22	21	43	575
Internal Capture[3]			*-1*	*-1*	*-2*	*-1*	*-1*	*-2*	*-29*
Subtotal			***18***	***14***	***32***	***21***	***20***	***41***	***546***
Coffee/Donut Shop w/out Drive-Through Window	ITE 936	0.818 TSF	39	37	76	13	13	26	436
Internal Capture[3]			*-1*	*-1*	*-2*	*-1*	*-1*	*-2*	*-22*
Subtotal – External Restaurant Trips			38	36	74	12	12	24	414
Pass-by Trips (80%)[4]			*-30*	*-29*	*-59*	*-10*	*-10*	*-20*	*-331*
Subtotal – New External Restaurant Trips			***8***	***7***	***15***	***2***	***2***	***4***	***83***
Total External Trips Generated			**56**	**50**	**106**	**33**	**32**	**65**	**960**
Total Pass-By Trips			***-30***	***-29***	***-59***	***-10***	***-10***	***-20***	***-331***
TOTAL NEW EXTERNAL TRIPS GENERATED			**26**	**21**	**47**	**23**	**22**	**45**	**629**

Source: MIG, 2023. (see Appendix B)

Notes:

[1] See trip generation rates shown in Table 2.

[2] TSF = Thousand Square Feet; RM = Room

[3] Internal capture calculated in accordance with National Cooperative Highway Research Report (NCHRP) 684 as incorporated in the ITE *Trip Generation Handbook.* Daily internal trips were estimated as the average of the AM and PM peak hour internal trip capture.

4. The ITE Trip Generation Manual does not include pass-by rates for Land Use Code 936; however, the average pass-by rates for ITE Land Use Code 938 (Coffee Shop With Drive Through Window and No Indoor Seating) are 90% during the AM peak hour and 98% during the PM peak hour. Although the proposed coffee shop (with drive through and indoor seating) is expected to have similar pass-by characteristics, this analysis uses a lower pass-by rate of 80% to provide a conservative assessment.

Level of Service

Level of Service (LOS) analysis is performed for assessing conformance with General Plan and operational standards established by the Cities of Baldwin Park and West Covina. In accordance with current CEQA provisions, a project's effect on automobile delay (as measured by Level of Service) shall not constitute a significant environmental impact.

The City of Baldwin Park General Plan Circulation Element Policy 1.4 has established LOS D as the minimum acceptable Level of Service at intersections along arterial highways as LOS D or better during the AM and PM peak hours. As stated in the Guide for the Preparation of Traffic Impact Studies (State of California, 2002), "California Department of Transportation endeavors to maintain a target LOS [Level of Service] at the transition between LOS "C" and LOS "D" on State highway facilities". The California Department of Transportation acknowledges this may not always be feasible and recommends consultation with the California Department of Transportation to determine the appropriate target Level of Service. For consistency with local requirements, this analysis defines Level of Service D as the minimum acceptable Level of Service for State Highway facilities.

The intersection Levels of Service for Existing Plus Project conditions are shown in Table 13 (Existing Plus Project Intersection Level of Service). As shown in Table 13, the study intersections are forecast to operate within acceptable Levels of Service (D or better) during the peak hours for Existing Plus Project conditions. Therefore, the proposed project is forecast to result in no substantial operational deficiencies at the study intersections for Existing Plus Project conditions and no off-site improvements or corrective measures are recommended. In addition, it was determined in the IS/MND prepared for the adjacent Park Palazzo project that impacts to the circulation system from operation of the medical office building to be constructed immediately to the west of the proposed project site would be less than significant. Therefore, because neither the Park Palazzo medical office building project nor the proposed project would result in individually significant impacts to the circulation system, no cumulatively considerable impacts would occur as a result of simultaneous operation of the two projects. Impacts would be less than significant.

Table 13
Existing Plus Project Intersection Level of Service

Study Intersection	Traffic Control[1]	AM Peak Hour		PM Peak Hour	
		Delay[2]	LOS[3]	Delay[2]	LOS[3]
1. Puente Ave. at Dalewood St.	TS	23.0	C	21.3	C
2. I-10 Eastbound Ramps at Dalewood St.	TS	26.5	C	23.9	C
3. Project Driveway at Dalewood St.	CSS	18.6	C	14.3	B
4.Merced Ave. at Dalewood St.	AWS	21.3	C	13.8	B

Source: Ganddini, 2023. (see Appendix C)
Notes:
(1) TS = Traffic Signal; CSS = Cross Street Stop; AWS = All Way Stop
(2) Delay is shown in seconds/vehicle. For intersections with traffic signal or all way stop control, overall average intersection delay and LOS are shown. For intersections with cross street stop control, LOS is based on average delay of the worst individual approach.
(3) LOS = Level of Service

b) Less than Significant Impact. According to the City of Baldwin Park Transportation Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment (September 2020) "[the City TIA Guidelines"], certain types of projects, because of their size, nature, or location, are exempt from the requirement of preparing a traffic impact analysis. The project VMT impact has been assessed in accordance with the City TIA Guidelines. The City TIA Guidelines establish screening thresholds for certain types of projects that may be presumed to cause a less than significant VMT impact based on substantial evidence provided in the Office of Planning and Research (OPR) Technical Advisory on Evaluating Transportation Impacts in CEQA (December 2018).

The City TIA Guidelines specify the following three screening steps:

- Transit Priority Areas (TPA) Screening
- Low VMT-generating Areas Screening
- Project Type Screening

There are three types of screening that may be applied to effectively screen projects from project-level assessment. These screening steps are summarized below:

Step 1: Transit Priority Area (TPA) Screening

Projects located within a TPA (half mile area around an existing major transit stop or an existing stop along a high-quality transit corridor) may be presumed to have a less than significant impact absent substantial evidence to the contrary. This presumption may not be appropriate if the project:

1. Has a Floor Area Ratio (FAR) of less than 0.75;
2. Includes more parking for use by residents, customers, or employees of the project than required by the City;
3. Is inconsistent with the applicable Sustainable Communities Strategy (as determined by the lead agency with input from the Southern California Association of Governments [SCAG]): or
4. Replaces affordable residential units with a smaller number of moderate or high-income residential units.

The San Gabriel Valley Council of Governments (SGVCOG) VMT Screening Tool was used to determine if the project is located within a TPA. The project site is not located within a TPA based on the SGVCOG VMT Screening Tool assessment. Therefore, the proposed project does not satisfy the City-established screening criteria for projects located within a TPA. However, the recent re-opening of bus stop locations near the project site may not be accounted for within the VMT Screening Tool.

The Foothill Transit Silver Streak runs along I-10 within one half mile of the project site, and includes a sheltered bus stop between the freeway ramps directly across from the project site. This bus stop is located approximately 375 feet northwest of the project site and is accessed via a north-south crosswalk on the east leg of the I-10 Eastbound Ramps at Dalewood Street intersection, to an east-west crosswalk on the north side of this intersection, with a north-south sidewalk between the I-10 onramp and I-10 offramp terminating at the bus stop. The Silver Streak is an express line that serves Downtown Los Angeles, El Monte, West Covina, Pomona, and Montclair with approximately 10-15 minute headways during the AM and PM peak commute periods (see Appendix C for Silver Streak transit routes).

The Silver Streak bus stops were recently re-opened as they had been temporarily closed in prior years. The re-opening of these bus stop locations may not be accounted for within the VMT Screening Tool. With these bus stops now operational, the Silver Streak transit stops at Puente Avenue would qualify as a high-quality transit corridor and the proposed project would thereby satisfy the screening criteria for Transit Priority Areas. Thus, the proposed project satisfies the Transit Priority Area screening criteria and can be presumed to result in a less than significant impact.

Step 2: Low VMT Area Screening

Residential and office projects located within a low VMT generating area may be presumed to have a less than significant impact absent substantial evidence to the contrary. In addition, other employment-related and mixed-use land use projects may qualify for the use of screening if the project can reasonably be expected to generate VMT per resident, per worker, or per service population that is similar to the existing land uses in the low VMT area.

For this screening in the SGVCOG VMT Evaluation Tool, the Southern California Association of Governments Regional Travel Demand Model was used to measure VMT performance for individual jurisdictions and for individual Traffic Analysis Zones (TAZs). TAZs are geographic polygons similar to census block groups used to represent areas of homogenous travel behavior. Total daily VMT per service population (population plus employment) was estimated for each TAZ. This presumption may not be appropriate if the project land uses would alter the existing built environment in such a way as to increase the rate or length of vehicle trips.

The proposed project is considered consistent with existing residential land uses in that travel behavior and activity at a hotel is similar to residential uses, albeit temporary in nature. In accordance with the City TIA Guidelines, a low VMT area for residential projects is defined as a TAZ where VMT per service population does not exceed 15 percent below the current SGVCOG jurisdictional baseline VMT per

service population. Based on review of the SGVCOG VMT Evaluation Tool, the proposed project does not satisfy this screening criteria.

Step 3: Project Type Screening

The following project type uses can be presumed to have a less than significant impact, unless substantial evidence is provided to the contrary:

Some project types have been identified as having the presumption of a less than significant impact. The following uses can be presumed to have a less than significant impact absent substantial evidence to the contrary as their uses are local serving in nature:

- Local-serving retail uses less than 50,000 square feet, including:
    - Gas stations
    - Banks
    - Restaurants
    - Shopping Center
- Affordable residential development
- Other local-serving uses as approved by the City Staff
- Projects generating less than 110 daily vehicle trips
    - This generally corresponds to the following “typical” development potentials:
        - 11 single family housing units
        - 16 multi-family, condominiums, or townhouse housing units
        - 10,000 sq. ft. of office
        - 15,000 sq. ft. of light industrial
        - 63,000 sq. ft. of warehousing
        - 79,000 sq. ft. of high cube transload and short-term storage warehouse

Local serving retail projects with a total building area of less than 50,000 square feet may be presumed to have a less than significant impact absent substantial evidence to the contrary. Local serving retail generally improves the convenience of shopping close to home and has the effect of reducing vehicle travel. Any project that uses the designation of “local-serving” should be able to demonstrate that its users (employees, customers, visitors) would be existing within the community. The project would not generate new “demand” for the project land uses but would meet the existing demand that would shorten the distance existing residents, employees, customers, or visitors would need to travel.

The project contains a local-serving retail component (proposed coffee shop) less than 50,000 square feet that would serve existing users within the community and presumed to have a less than significant impact. Therefore, the proposed coffee shop component of the project satisfies the City-established screening criteria for project type screening and may be presumed to result in a less than significant impact.

VMT Assessment for Project Lodging Component

The OPR Technical Advisory notes that residential, office, and retail projects tend to have the greatest influence on VMT. Thus, the OPR Technical Advisory only provides quantified thresholds for those land use types and does not include more specific guidance for other project types such as lodging/hotel uses. In practice, the impact of hotel projects considers whether the development is expected to result in a net increase in VMT. For hotel projects, VMT is primarily generated by hotel guests/visitors. Since

the available travel demand model for the region (the SCAG 2016 RTP/SCS model) does not model visitor travel activity, it is necessary to evaluate visitor travel qualitatively.

The net VMT associated with a lodging/hotel use is primarily related to whether the development would serve an existing attraction or area or would create its own attraction. Based on this reasoning, some jurisdictions, such as the City of Pomona, have established a screening threshold for non-destination hotels that exhibit similar VMT-reducing characteristics as local-serving retail (see Appendix C). Additionally, as previously noted, the provision of an on-site coffee shop would provide hotel visitors with the option to dine on-site, thus eliminating the need for a vehicle to drive off-site for such activities and reducing the total number of trips generated in comparison to standalone hotel of equivalent size. In other words, the mixed-use nature of the proposed project is anticipated to result in a lower rate of VMT per visitor.

The proposed project will include 72 room keys totaling 37,712 square feet of gross floor area. No banquet halls, meeting facilities, restaurants, or lounge/bar areas are proposed in conjunction with the hotel. Unlike resort hotels which often serve as a destination in themselves, the proposed project does not include recreational facilities or programs (e.g., golf courses, tennis courts, beach access, etc.) that primarily cater to the tourist and vacation industry. On the contrary, the proposed project is anticipated to offer competition among existing hotels serving existing businesses and attractions in the area. These visitor trips would occur with or without the proposed hotel since the hotel itself is not the primary purpose for travel. Furthermore, the provision of an on-site coffee shop would provide hotel visitors with the option to dine on-site, thus eliminating the need for a vehicle to drive off-site for such activities and reducing the total number of trips generated in comparison to standalone hotel of equivalent size. In other words, the mixed-use nature of the proposed project is anticipated to result in a lower rate of trips generated per visitor. In addition, there are at least 30 other existing hotels in the project vicinity (less than five miles). Based on the number of hotels in the region, it is likely that room vacancies are available on any given night and the addition of the proposed hotel would not induce latent demand for travel to the region. Finally, the proposed project is expected to divert visitors from other existing hotels based on its ease of access to I- 10, competitive room rates, and retail amenities. For these reasons, the proposed hotel is a local-serving, non-destination hotel that is unlikely to attract new visitors who were not previously planning a trip to the area (see Appendix C). Therefore, visitor-related VMT associated with the proposed hotel is not expected to increase and the project's VMT impacts due to visitors would be less than significant. In addition, it was determined in the IS/MND prepared for the adjacent Park Palazzo project that VMT impacts from operation of the medical office building to be constructed immediately to the west of the proposed project site would be less than significant. Therefore, because neither the Park Palazzo medical office building project nor the proposed project would result in individually significant VMT impacts, no cumulatively considerable impacts would occur as a result of simultaneous operation of the two projects.

c) Less than Significant Impact. A significant impact would occur if the proposed project substantially increased an existing hazardous design feature or introduced incompatible uses to the existing traffic pattern. Access to the site would be provided via two existing driveways on Dalewood Street: a 33' and a 20' passenger vehicle accessible driveway. As part of the Focused Traffic Analysis, a left-turn lane warrant analysis was conducted to determine if a left-turn lane was warranted for the westbound approach at the intersection of the project driveway at Dalewood Street based on review of the Level of Service operations, turning volume, and guidance from the National Cooperative Highway Research Program (NCHRP) Report 457 Evaluating Intersection Improvements: An Engineering Study Guide. It was determined that installation of a dedicated westbound left-turn lane was not warranted at the project driveway for either the AM or PM peak hours (See Section 6 Site Access and Circulation of Appendix C). Furthermore, as part of the standard development review by the City, the project would include a construction work site traffic control plan that shall comply with State standards set forth in the California

Manual of Uniform Traffic Control Devices and shall be submitted to the City for review and approval prior to the issuance of a grading permit or start of construction. The plan shall identify any roadway, sidewalk, bike route, or bus stop closures and detours as well as haul routes and construction hours. All construction related trips shall be restricted to off-peak hours to the extent possible.

Additionally, all roadway design, traffic signing, and traffic control improvements relating to the proposed project shall be constructed in accordance with applicable State/Federal engineering standards to the satisfaction of the City of Baldwin Park. Adequate emergency vehicle access would need to be provided to the satisfaction of the County of Los Angeles Fire Department. The final grading, landscaping, and street improvement plans shall demonstrate that sight distance requirements are met in accordance with applicable City of Baldwin Park/California Department of Transportation sight distance standards. The proposed project is not anticipated to substantially increase hazards due to dangerous intersections or incompatible uses, and as such, impacts would be less than significant.

d) Less than Significant Impact. The project involves the renovation of an existing hotel building, and the reorganization of the associated parking spaces. It would not be located in such a way that would block or impede vehicle accessibility. During construction activity, per standard City practices the applicant would be required to prepare and implement a temporary traffic control plan, as warranted. The project would not affect emergency access to the site or area. Less than significant impacts would occur.

4.19 – Tribal Cultural Resources

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a Cultural Native American tribe, and that is:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Listed or eligible for listing in the California Register of Historical resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	☐	☐	☐	☑
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☑	☐	☐

a) No Impact. A significant impact would occur if the proposed project would cause a substantial adverse change in the significance of a tribal cultural resource listed or eligible for listing in the California Resources of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k). The project site is currently developed, and there are no historic resources on, adjacent to, or in proximity to the project site listed in the California Register of Historical Resources. The City does not have any landmarks listed under its historic preservation program as defined in Public Resources Code Section 5020.1(k). Therefore, the project would not result in an adverse change in the significance of a historical resource as defined in CEQA §15064.5. No impact would occur.

b) Less than Significant Impact with Mitigation Incorporated. Government Code §§ 65352.3 and 65562.5 (SB 18); and Public Resources Code §§ 21073, 21074, 21080.3.1, 21080.3.2, 21082.3, 21083.09, 21084.2, and 21084.3 (AB 52) provide that a project that may cause a substantial adverse change to a defined Tribal Cultural Resource (TCR) can result in a significant effect on the environment. AB 52 requires tribes interested in development projects within a traditionally and culturally affiliated geographic area to notify a lead agency of such interest and to request notification of future projects subject to CEQA prior to determining if a negative declaration, mitigated negative declaration, or environmental impact report is required for a project. The Lead Agency is required to notify tribes within 14 days of deeming a development application complete subject to CEQA to notify the requesting tribe as an invitation to consult on the project. AB 52 identifies examples of mitigation measures that would

avoid or minimize impacts to TCR. The bill makes the above provisions applicable to projects that have a notice of preparation or a notice of intent to adopt a negative declaration/mitigated negative declaration circulated on or after July 1, 2015.

Although there is no indication of TCRs at the project site, AB 52 is clear in stating that it is the responsibility of the Public Agency (i.e., Lead Agency) to consult with Native American tribes early in the CEQA process to allow tribal governments, lead agencies, and project proponents to discuss the appropriate level of environment review, identify and address potential adverse impacts to TCRs, and reduce the potential for delay and conflict in the environmental review process (see Public Resources Code Section 2108.3.2). Specifically, government-to-government consultation may provide "tribal knowledge" of the project area that can be used in identifying TCRs that cannot be obtained through other investigative means. The City of Baldwin Park submitted notification to interested parties and tribal governments that may have traditional/cultural use of the project site. Notices were submitted to tribal cultural representatives via certified mail, including representatives from the Soboba Band of Luiseño Indians, the Gabrieleño Band of Mission Indians – Kizh Nation, and the Gabrielino Tongva Tribe. The City received a request for government-to-government coordination from the Gabrieleño Band of Mission Indians – Kizh Nation. At the request of the Gabrieleño Band of Mission Indians – Kizh Nation, **Mitigation Measures CUL-1** through **CUL-3** are incorporated to address any previously undiscovered archaeological resources relating to TCRs encountered during project implementation. This includes measures for both funerary/ceremonial and non-funerary/non-ceremonial resources. Incorporation of these mitigation measures would ensure that potential impacts to buried TCRs are less than significant through requirements for evaluation, salvage, curation, and reporting.

4.20 – Utilities and Service Systems

Would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☑	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	☐	☐	☑	☐
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☑
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☑	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☑	☐

a) Less Than Significant. The proposed project would not require the expansion or relocation of water facilities in the City of Baldwin Park. The proposed project involves renovations to the existing hotel building. Additionally, no expansion or improvements are anticipated to either sewer lines or treatment facilities to serve the project, as improvements would be in the form of renovations to existing structures and landscaping. Therefore, the project would result in less than significant impacts in regard to new or expanded water supply and wastewater treatment facilities.

As discussed in the Hydrology section, the project would not generate substantially increased runoff from the site that would require construction of new storm drainage facilities. The project would be required to comply with construction pollutant reductions, BMPs, inspections, and other applicable drainage and runoff guidelines pursuant to the Baldwin Park Code of Ordinances Chapter 52,

Stormwater and Urban Runoff Pollution Prevention.[26] Surface runoff associated with the proposed project would be collected on site, directed through infiltration systems, and conveyed to the City's storm drainage system.

Impacts related to electric power, natural gas, and telecommunications facilities would also be less than significant. The project would connect to existing facilities and would not require any extension of services. Therefore, the proposed renovations would not require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause a significant environmental effect. Less than significant impacts would occur.

b) Less than Significant Impact. Operation of the hotel after completion of renovations would result in increased water use. The City of Baldwin Park is serviced by the Valley County Water District (VCWD). The District provides water service to 77,000 people through approximately 12,470 water service connections, and now includes seven wells, booster stations, water treatment facilities, and more than 100 miles of transmission and distribution pipelines.[27] The District has six reservoirs that currently store a total of 10 million gallons of water. The District, and in association, the City, also has imported water supplies available from neighboring water districts. According to the 202 VCWD Urban Water Management Plan (UWMP), the current commercial water demands within the district are 1,165 acre-feet-per-year (AFY), and is expected to increase to 1,299 AFY by 2040. Total demand from the VCWD in 2020 are recorded at 6,256 AFY, and are projected to increase to 6,822 AFY in 2040. The VCWD water system is primarily supplied through groundwater pumped from the Main San Gabriel Basin (MSGB), and imported water is available from Upper San Gabriel Valley Municipal Water District (Upper District) and California Irrigation Company (CIC). The current supplies for the MSGB are recorded at 6,871 AFY, and are projected to increase to 7,311 AFY by 2040.[28] As the UWMP anticipates an overall increase in demand and supply of groundwater usage within the VCMD, and the proposed project is within the General Plan buildout which was used to project water demand in the UWMP, water demand for this project would be less than significant. The project would not substantially deplete water supplies, and the project would have a less than significant impact on water supply.

c) No Impact. Potentially significant impacts could occur as a result of this project if it results in a determination by the wastewater treatment provider which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments. As referenced in Section 4.19(a), the project would be adequately served by existing wastewater treatment facilities. Therefore, a less than significant impact would occur.

d) Less than Significant Impact. Significant impacts could occur if the proposed project would exceed the existing permitted landfill capacity or violates federal, state, and local statutes and regulations. Solid waste and recycling collection services are provided to the City of Baldwin Park by Waste Management Services. Waste Management offers waste and recycling collection, green waste recycling programs, organics waste composting, special waste transportation, and transfer and materials recovery services to the City as well as many other areas in Southern California. Solid waste collected by Waste Management from the City of Baldwin Park is transferred to either the Antelope Valley Public Landfill or the Lancaster Landfill and Recycling Center.[29] The Antelope Valley Public Landfill has a maximum permitted daily throughput of 5,500 tons per day, a maximum permitted capacity of 30,200,000 cubic yards, and a remaining capacity of 17,000,000 cubic yards. The Lancaster Landfill and Recycling Center has a maximum permitted daily throughput of 5,100 tons per day, a maximum permitted capacity of 27,700,000 cubic yards, and a remaining capacity of 14,000,000 cubic yards. Both landfills have an anticipated closing year of 2044.

Temporary construction waste from development of the proposed project would be hauled offsite to one or both of these landfills in accordance with all Federal, State, and local regulations. Solid waste generated from guests and hotel staff during operation would be collected and disposed of in the same manner as other commercial operations in Baldwin Park. Based on the default CalEEMod solid waste generation rates, the proposed project would generate approximately 50.94 tons of solid waste per year during operation (see Appendix A). The solid waste generation from development of the proposed project would be nominal compared to remaining landfill capacity. Regional landfills in the Los Angeles area are anticipated to have sufficient capacity to accommodate the minor increase in solid waste generation attributable to the proposed project. Combined remaining capacities at the landfills would be adequate to accommodate the proposed project. For these reasons, solid waste impacts resulting from the construction and operation of the proposed project would not exceed State or local standards. Therefore, the proposed project would have a less than significant impact.

e) Less than Significant Impact. The proposed project is required to comply with all applicable federal, state, County, and City statutes and regulations related to solid waste as a standard project condition of approval. Impacts would be less than significant.

4.21 – Wildfire

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☑
b) Due to slope, prevailing winds, and other factors, exacerbate wildlife risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☑
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk of that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☑
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☑

a) No Impact. The project site is not located within a State Responsibility Area or other wildlands areas. The nearest such area is located south of the project site as part of the Puente Hills between Hacienda Heights and Whittier.[30] The project site is not located in a high fire severity zone. Additionally, according to the City of Baldwin Park 2020 General Plan Safety Element, the City is an urbanized community where structural fires rather than wildland fires represent the greatest fire risk. The Safety Element identifies evacuation routes designated in the Baldwin Park Multihazard Functional Plan. Evacuation routes out of Baldwin Park include Pacific Avenue, taking Baldwin Park Boulevard to Amar Road, San Bernardino Road, Ramona Boulevard, and Puente Avenue and Frazier Street onto the I-10 Freeway.[31] Emergency facilities within the City include the Kaiser Permanente Baldwin Park Medical Center, the Los Angeles County Fire Department Station No. 29, and the Police Department at City Hall. Renovations to the hotel building would not impede accessibility of evacuation routes or emergency facilities. The proposed project would not substantially impair an adopted emergency response plan or emergency evacuation plan. No impact would occur.

b) No Impact. The project site is located in a flat surface area with no steep hills or slopes. The project site is located in an urbanized area and is predominantly paved and built over with some landscaping. While the project site would experience prevailing winds such as the Santa Ana winds, the proposed

project is not located in an area of substantial wildfire risk, and renovations to the existing building would not exacerbate wildfire risks. No impact would occur.

c) No Impact. The project site is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones. The proposed project would not result in wildfire impacts as the project is located in an urbanized area with commercial and industrial uses located on and adjacent to the project site. Finally, the site is not located in an area adjacent to wildlands. The project would not require the installation or maintenance of associated infrastructure that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment. Therefore, no impact would occur.

d) No Impact. The project site is not located in an area of wildfire threat. According to FEMA, the project site is not located in a special flood hazard area. The project site is not located downslope of an area subject to landslides, and the potential hazard of post-fire flooding or landslide is negligible. Improvements to the existing building would not increase risks to staff and guests to such hazards. The proposed project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire instability or drainage changes. Therefore, no impact would occur.

4.22 – Mandatory Findings of Significance

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☑		☐
b) Does the project have impacts that are individually limited, but cumulatively considerable?	☐	☑		☐
c) Does the project have environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☑	☐

a) Less than Significant with Mitigation Incorporated. The proposed project would not significantly impact any scenic vistas, scenic resources, or the visual character of the area, as discussed in Section 4.1, and would not result in excessive light or glare. The project site is located within a mostly urbanized area with no significant natural habitat onsite. The project would not significantly impact any sensitive plants, plant communities, fish, wildlife, or habitat for any sensitive species after incorporation of Mitigation Measure BIO-1, as discussed in Section 4.4. Adverse impacts to archeological, paleontological, and Tribal cultural resources would be less than significant with implementation of Mitigation Measures CUL-1 through CUL-8. With the implementation of Mitigation Measures BIO-1 and CUL-1 through CUL-8, the proposed project would not have a significant adverse impact with respect to the degradation of the quality of the environment. The proposed project would also not restrict the levels of fish and wildlife below the sustaining levels, threatening to eliminate a plant or wildlife community. No sensitive species are known to occupy the proposed project site. No rare or endangered plants or animals are known to occur on the project site or would be removed as a result of the proposed project. With incorporation of mitigation measures, impacts would be less than significant.

b) Less than Significant with Mitigation Incorporated. Cumulative impacts can result from the interactions of environmental changes resulting from one proposed project with changes resulting from other past, present, and future projects that affect the same resources, utilities and infrastructure systems, public services, transportation network elements, air basin, watershed, or other physical conditions. Such impacts could be short-term and temporary, usually consisting of overlapping

construction impacts, as well as long term, due to the permanent land use changes and operational characteristics involved with the project. Cumulative impacts would be less than significant with mitigation incorporated, as further discussed herein.

Aesthetics

Impacts related to aesthetics at the project-level have no potential for cumulative impacts because impacts are limited to on-site conditions and include no component that could result in similar impacts over time or space. Therefore, no cumulative impacts related to this topic would occur.

Agricultural Resources

The analysis provided in Sections 4.2 found that no individual impacts would occur; therefore, the Project could not contribute considerably to local agricultural or forestry.

Air Quality

The analysis provided in Section 4.3 related to air quality found that impacts would be less than significant; therefore, the project would not contribute to cumulative air quality impacts.

Biological Resources

The analysis provided in Section 4.4 found that no individual impacts to sensitive species would occur with implementation of **Mitigation Measure BIO-1**. With mitigation, the project would not contribute considerably to regional impacts on migratory birds or any sensitive species. The project would have no other impacts on biological resources.

Cultural Resources

Loss of on-site archaeological resources could reduce or eliminate important information relevant to the County of Los Angeles and the City of Baldwin Park. Impacts related to archaeological resources were found to be potentially significant and require mitigation to reduce to less than significant levels. Therefore, the project could contribute considerably to significant localized cumulative impacts in this topic area. **Mitigation Measures CUL-1** through **CUL-8** are incorporated into the project requiring evaluation of any discovered potential cultural or archaeological resources, the uniqueness of the sample, and appropriate steps to preserve or curate the artifact. This would eliminate any potential loss of important local cultural or archaeological information that may be buried under the project site. Therefore, the project would have a less than significant contribution to a cumulative loss of important local or regional archaeological knowledge.

Energy

The analysis provided in Section 4.6 related to energy found that impacts would be less than significant. Therefore, the project would not contribute to cumulative energy impacts.

Geology and Soils

Impacts related to geology at the project-level have no potential for cumulative impacts because impacts are limited to on-site conditions and include no component that could result in similar impacts over time or space. Loss of on-site paleontological resources could reduce or eliminate important information relevant to the County of Los Angeles and the City of Baldwin Park. Impacts related to paleontological resources were found to be potentially significant and require mitigation to reduce to less than significant levels. Therefore, the project could contribute considerably to significant localized cumulative impacts in this topic area. **Mitigation Measures GEO-1** through **GEO-4** are incorporated into the project requiring evaluation of any discovered potential paleontological resources, the uniqueness of the sample, and appropriate steps to preserve or curate the artifact. This would eliminate any potential loss of important local paleontological information that may be buried under the project site. Therefore, the

project would have a less than significant contribution to a cumulative loss of important local or regional paleontological knowledge. No other cumulative impacts related to this topic would occur.

Greenhouse Gas Emissions
As discussed in Section 4.8, climate change is the result of numerous, cumulative sources of greenhouse gas emissions all over the world. The project would not contribute considerably to global climate change.

Hazardous Materials
The analysis provided in Section 4.9 related to hazards and hazardous materials found that impacts would be less than significant. Compliance with all regulations related to the disposal and storage of household waste would ensure that impacts would be less than significant. Therefore, the project would not contribute to localized or regional cumulative impacts related to hazardous materials.

Airport Hazards
Impacts related to airport hazards at the project-level have no potential for cumulative impacts because impacts are limited to on-site conditions and include no component that could result in similar impacts over time or space. Therefore, no cumulative impacts related to this topic would occur.

Wildfires
The analysis provided in Section 4.8(h) and Section 4.20 (Wildfire) found that no individual, local, or regional impacts would occur; therefore, no cumulative impacts related to this topic would occur.

Groundwater Levels
The analysis provided in Section 4.10 (a) found that less than significant local, or regional impacts would occur; therefore, while the project would contribute to individual, localized or regional cumulative impacts, the project contribution would not be considerable.

Drainage/Water Quality
The analysis provided in Section 4.10, found that less than significant individual, local, or regional impacts would occur; therefore, while the project would contribute to individual, localized or regional cumulative impacts, the project contribution would not be considerable.

Flooding
The analysis provided in Section 4.10, found that no regional impacts would occur; therefore, no cumulative impacts related to this topic would occur.

Land Use and Planning
The analysis provided in Section 4.11 related to Land Use and Planning found that impacts would be less than significant; therefore, while the project would contribute to individual, localized or regional cumulative impacts, the project contribution would not be considerable.

Mineral Resources
The analysis provided in Section 4.12 related to mineral resources found that impacts there would be no impact; therefore, while the project would contribute to localized or regional cumulative impacts, the project contribution would not be considerable.

Noise
The project is not a substantial source of operational noise, as discussed in Section 4.13.a, and therefore would not contribute considerably to noise levels in the immediate vicinity of the project. The project would contribute to temporary increases in noise levels in the immediate project vicinity during

construction activities; however, these would be temporary and less than significant. The project would increase traffic in the project area; however, project traffic-related noise would not be discernible to the public and therefore would have no considerable contribution to cumulative traffic-related noise.

Population and Housing
The analysis provided in Section 4.14 related to Population and Housing found that no impacts would result; therefore, no cumulative impacts related to this topic would occur.

Public Services
The analysis provided in Section 4.15 related to Public Services found that impacts would be less than significant; therefore, while the project would contribute to localized cumulative impacts, the project contribution would not be considerable.

Recreation
The analysis provided in Section 4.16 related to Recreation found that impacts would be less than significant; therefore, while the project would contribute to localized cumulative impacts, the project contribution would not be considerable.

Transportation
The analysis provided in Section 4.17 found impacts related to transportation to be less than significant. The project's contribution to cumulative impacts to local and regional transportation facilities would not be considerable as project implementation would result in a net reduction of vehicle trips, including peak hour trips, compared to the existing condition.

Tribal Cultural Resources
Loss of on-site tribal cultural resources could reduce or eliminate important information relevant to the County of Los Angeles and the City of Baldwin Park. Impacts related to tribal cultural resources were found to be potentially significant and require mitigation to reduce to less than significant levels. Therefore, the project could contribute considerably to significant localized cumulative impacts in this topic area. **Mitigation Measures CUL-1** through **CUL-8** are incorporated into the project requiring evaluation of any discovered potential archaeological or tribal cultural resources, the uniqueness of the sample, and appropriate steps to preserve or curate the artifact. This would eliminate any potential loss of important local archaeological or tribal cultural information that may be buried under the project site; therefore, the project would have no contribution to a cumulative loss of important local or regional archaeological or tribal cultural knowledge.

Utilities and Service Systems
The analysis provided in Section 4.19 related to Utilities and Service Systems found that impacts would be less than significant; therefore, while the project would contribute to localized or regional cumulative impacts, the project contribution would not be considerable.

Wildfire
The analysis provided in Section 4.20 related to wildfire found that impacts would not occur. Therefore, the project would not contribute to local or regional cumulative impacts.

c) Less than Significant with Mitigation Incorporated. Based on the analysis of the project's impacts in the responses to items 4.1 thru 4.20, there is no indication that this project could result in substantial adverse effects on human beings. Long-term effects include increased vehicular traffic, traffic-related noise, use of household hazardous materials, emissions of criteria pollutants, and greenhouse gas emissions. However, the analysis herein concludes that direct and indirect environmental effects on humans would be less than significant.

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BIO-1: If vegetation removal is scheduled during the nesting season (typically February 1 to September 1), then a focused survey for active nests shall be conducted by a qualified biologist no more than five (5) days before the beginning of project-related activities (e.g., demolition, excavation, grading and vegetation removal). Surveys must be conducted in proposed work areas, staging and storage areas, and soil, equipment, and material stockpile areas. For passerines and small raptors, surveys must be conducted within a 250-foot radius surrounding the work area (in non-developed areas and where access is feasible). For larger raptors, such as those from the genus *Buteo*, the survey area must encompass a 500-foot radius. Surveys must be conducted by a qualified biologist during weather conditions suited to maximize the observation of possible nests and concentrate on areas of suitable habitat. If a lapse in project-related work of five days or longer occurs, an additional nest survey is required before work can be reinitiated. If nests are encountered during any preconstruction survey, a qualified biologist must determine if it may be feasible for construction to continue as planned without impacting the success of the nest, depending on conditions specific to each nest and the relative location and rate of construction activities. Any nest(s) within the project site shall be monitored by a qualified biologist during vegetation removal if work is occurring directly adjacent to the pre-determined no-work buffer. If the qualified biologist determines construction activities have potential to adversely affect a nest, the biologist would immediately inform the construction manager to halt construction activities within minimum exclusion buffer of 50 feet for songbird nests, and 200 to 500 feet for raptor nests, depending on species and location. Construction activities within the no-work buffer may proceed after a qualified biologist determines the nest is no longer active due to natural causes (e.g., young have fledged, predation or other non-anthropogenic nest failure).

CUL-1: **Retain a Native American Monitor Prior to Commencement of Ground-Disturbing Activities**

A. The project applicant/lead agency shall retain a Native American Monitor from or approved by the Gabrieleño Band of Mission Indians – Kizh Nation. The monitor shall be retained prior to the commencement of any “ground-disturbing activity” for the subject project at all project locations (i.e., both on-site and any off-site locations that are included in the project description/definition and/or required in connection with the project, such as public improvement work). “Ground-disturbing activity” shall include, but is not limited to, demolition, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching.
B. A copy of the executed monitoring agreement shall be submitted to the lead agency prior to the earlier of the commencement of any ground-disturbing activity, or the issuance of any permit necessary to commence a ground-disturbing activity.
C. The monitor will complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs will identify and describe any discovered TCRs, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural

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resources, or "TCR"), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the project applicant/lead agency upon written request to the Tribe.

D. On-site tribal monitoring shall conclude upon the latter of the following (1) written confirmation to the Kizh from a designated point of contact for the project applicant/lead agency that all ground-disturbing activities and phases that may involve ground-disturbing activities on the project site or in connection with the project are complete; or (2) a determination and written notification by the Kizh to the project applicant/lead agency that no future, planned construction activity and/or development/construction phase at the project site possesses the potential to impact Kizh TCRs.

CUL-2: Unanticipated Discovery of Tribal Cultural Resource Objects (Non-Funerary/Non-Ceremonial)

A. Upon discovery of any TCRs, all construction activities in the immediate vicinity of the discovery shall cease (i.e., not less than the surrounding 50 feet) and shall not resume until the discovered TCR has been fully assessed by the Kizh monitor and/or Kizh archaeologist. The Kizh will recover
B. and retain all discovered TCRs in the form and/or manner the Tribe deems appropriate, in the Tribe's sole discretion, and for any purpose the Tribe deems appropriate, including for educational, cultural and/or historic purposes.

CUL-3: Unanticipated Discovery of Human Remains and Associated Funerary or Ceremonial Objects

A. Native American human remains are defined in PRC 5097.98 (d)(1) as an inhumation or cremation, and in any state of decomposition or skeletal completeness. Funerary objects, called associated grave goods in Public Resources Code Section 5097.98, are also to be treated according to this statute.
B. If Native American human remains and/or grave goods are discovered or recognized on the project site, then Public Resource Code 5097.9 as well as Health and Safety Code Section 7050.5 shall be followed.
C. Human remains and grave/burial goods shall be treated alike per California Public Resources Code section 5097.98(d)(1) and (2).
D. Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or burial goods.
E. Any discovery of human remains/burial goods shall be kept confidential to prevent further disturbance.

GEO-1: Conduct Paleontological Sensitivity Training for Construction Personnel. The Applicant must retain a professional paleontologist, who meets the qualifications set forth by the Society of Vertebrate Paleontology, to conduct a Paleontological Sensitivity Training for construction personnel before commencement of excavation activities. The training will include a handout and will focus on how to identify paleontological resources that may be encountered during earthmoving activities, and the procedures to be followed in such an event; the duties of paleontological monitors; notification and other procedures to follow upon discovery of resources; and the general steps a qualified professional paleontologist would follow in conducting a salvage investigation if one is necessary.

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GEO-2: **Conduct Periodic Paleontological Spot Checks During Grading and Earth-Moving Activities.** The Applicant must retain a professional paleontologist, who meets the qualifications set forth by the Society of Vertebrate Paleontology, to conduct periodic Paleontological Spot Checks beginning at depths below six feet from the surface to determine if construction excavations extend into older Quaternary deposits. After the initial Paleontological Spot Check, further periodic checks will be conducted at the discretion of the qualified paleontologist. If the qualified paleontologist determines that construction excavations have extended into the older Quaternary deposits, construction monitoring for Paleontological Resources are required. The Applicant must retain a qualified paleontological monitor, who will work under the guidance and direction of a professional paleontologist, who meets the qualifications set forth by the Society of Vertebrate Paleontology. The paleontological monitor must be present during all construction excavations (e.g., grading, trenching, or clearing/grubbing) into the older Pleistocene alluvial deposits. Multiple earth-moving construction activities may require multiple paleontological monitors. The frequency of monitoring is based on the rate of excavation and grading activities, proximity to known paleontological resources and/or unique geological features, the materials being excavated (native versus artificial fill soils), and the depth of excavation, and if found, the abundance and type of paleontological resources and/or unique geological features encountered. Full-time monitoring can be reduced to part-time inspections if determined adequate by the qualified professional paleontologist.

GEO-3: **Cease Ground-Disturbing Activities and Implement Treatment Plan if Paleontological Resources Are Encountered.** In the event that paleontological resources and or unique geological features are unearthed during ground-disturbing activities, ground-disturbing activities the paleontological monitor may halt or divert away from the vicinity of the find so that the find can be evaluated. A buffer area of at least 50 feet must be established around the find where construction activities are not allowed to continue until appropriate paleontological treatment plan is approved by the Applicant and the City. Work is allowed to continue outside of the buffer area. The Applicant and City will coordinate with a professional paleontologist, who meets the qualifications set forth by the Society of Vertebrate Paleontology, to develop an appropriate treatment plan for the resources. Treatment may include implementation of paleontological salvage excavations to remove the resource along with subsequent laboratory processing and analysis or preservation in place. At the paleontologist's discretion and to reduce construction delay, the grading and excavation contractor will assist in removing rock samples for initial processing.

GEO-4: **Prepare Report Upon Completion of Monitoring Services.** Upon completion of the above activities, the professional paleontologist will prepare a report summarizing the results of the monitoring and salvaging efforts, the methodology used in these efforts, as well as a description of the fossils collected and their significance. The report will be submitted to the Applicant, the City, the Natural History Museums of Los Angeles County, and representatives of other appropriate or concerned agencies to signify the satisfactory completion of the project and required mitigation measures.

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6 References

6.1 – List of Preparers

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Memo

To: Jay and Sanjay Patel, SNS Hotels LLC

CC: --

From: Chris Dugan and William Deeman

Date: April 11, 2023

SUBJECT: Air Quality, Greenhouse Gas, and Energy Analysis for Hotel Project at 14624 Dalewood Street in Baldwin Park, CA

MIG, Inc. (MIG) has prepared this memorandum at the request of SNS Hotels, LLC. This memorandum estimates the potential air quality and greenhouse gas (GHG) emissions and energy consumption levels for the proposed 14624 Dalewood Street Hotel Project (proposed project) and evaluates project emissions against applicable South Coast Air Quality Management District (SCAQMD)-recommended California Environmental Quality Act (CEQA) significance thresholds.

PROJECT DESCRIPTION

The proposed project involves minor renovation of existing facilities at 14624 Dalewood Street that were historically used for hotel and restaurant/café purposes. 14624 Dalewood Street is a developed, approximately 1.23-acre property comprised of two land parcels (APN 8463-001-014, -015). The existing hotel is approximately 33,768 square feet in size over four floors. The existing hotel has been vacant since a structure fire approximately five years ago. Prior to the fire, the hotel building had 72 rooms for guest use, a pool, and 40 parking spaces. The site also includes a small, vacated restaurant/café building (818 square feet) with four parking spaces. This facility operated independently of the hotel.

The proposed project site is bordered by commercial properties to the east, a vacant property to the west, Dalewood Street and Interstate 10 (I-10) to the north, and single-family residential land uses to the south along South Ardilla Avenue. I-10 is located approximately 130 feet north of the project site.[1] There are no schools located within 1,000 feet of the project site.[2]

The proposed project would demolish the existing pool, reconfigure the existing parking lot to provide approximately 18 additional parking spaces, and remodel and renovate the 72-room hotel building (Architecture Studio MA Inc, 2023; see Attachment 1). The remodel and renovation of the hotel would add approximately 3,944 square feet of total building space, increasing the hotel's square footage from 33,768 square feet to 37,712 square feet. Approximately 1,244 square feet would be added to the first floor and approximately 900 square feet would be added to each of the

[1] Measurement is based on the distance between the project site's northern property line and the edge of the closest I-10 lane of travel (eastbound on ramp). The distance from the center of I-10 to the project site's northern property line is approximately 210 feet.

[2] The closest school is San Jose Charter Academy, located approximately 2,200 feet south of the project site, as measured between the project site property line and the school property line (i.e., at closest).

second, third and fourth floors. The number of guest rooms (72) would remain unchanged with the planned renovations.

The proposed project would consist of:

- Demolition of the existing pool and resurfacing of the parking lot;
- Renovation, remodeling, and operation of the new hotel;

The proposed project's air quality, GHG, and energy impacts are evaluated below.

AIR QUALITY ANALYSIS

The proposed project is located within the South Coast Air Basin (Basin), where efforts to attain state and federal air quality standards are governed by the SCAQMD. Both the State of California and the federal government have established health-based ambient air quality standards (AAQS) for seven air pollutants (known as criteria pollutants). These pollutants include ozone (O_3), carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), inhalable particulate matter with a diameter of 10 microns or less (PM_{10}), fine particulate matter with a diameter of 2.5 microns or less ($PM_{2.5}$), and lead (Pb). The state has also established AAQS for additional pollutants. The AAQS are designed to protect the health and welfare of the populace within a reasonable margin of safety. Where the state and federal standards differ, California AAQS (CAAQS) are more stringent than the national AAQS (NAAQS). The U.S. Environmental Protection Agency (U.S. EPA), California Air Resources Board (CARB), and the SCAQMD assess the air quality of an area by measuring and monitoring the amount of pollutants in the ambient air and comparing pollutant levels against NAAQS and CAAQS. Based on these comparisons, regions are classified into one of the following categories:

- **Attainment.** A region is "in attainment" if monitoring shows ambient concentrations of a specific pollutant are less than or equal to NAAQS or CAAQS. In addition, an area that has been re-designated from nonattainment to attainment is classified as a "maintenance area" for 10 years to ensure that the air quality improvements are sustained.
- **Nonattainment.** If the NAAQS or CAAQS are exceeded for a pollutant, the region is designated as nonattainment for that pollutant. It is important to note that some NAAQS and CAAQS require multiple exceedances of the standard in order for a region to be classified as nonattainment. Federal and state laws require nonattainment areas to develop strategies, plans, and control measures to reduce pollutant concentrations to levels that meet, or attain, standards.
- **Unclassified.** An area is unclassified if the ambient air monitoring data are incomplete and do not support a designation of attainment or nonattainment.

Air pollution levels are measured at monitoring stations located throughout the Basin. Table 1, *South Coast Air Basin Attainment Status*, summarizes the Basin's attainment status for the NAAQS and CAAQS.

Table 1: South Coast Air Basin Attainment Status		
Pollutant	**Attainment Status(A)**	
	NAAQS	**CAAQS**
O_3 (1-hr)	Nonattainment	Nonattainment
O_3 (8-hr)	Nonattainment	Nonattainment
PM_{10} (24-hr and Annual)	Attainment	Nonattainment
$PM_{2.5}$ (24-hr)	Nonattainment	--
$PM_{2.5}$ (Annual)	Nonattainment	Nonattainment
CO	Attainment (Maintenance)	Attainment
NO_2 (1-hr)	Attainment	Attainment
NO_2 (Annual)	Attainment (Maintenance)	Attainment
SO_2	Attainment	Attainment
Lead	Partial Nonattainment	Attainment
Visibility Reducing Particles	--	Unclassified
SO_4	--	Attainment
H_2S	--	Attainment

Source: SCAQMD, 2018a

(A) This table summarizes the Basin's attainments status for the NAAQS and CAAQS (as of September 2018). This table does not prevent comprehensive information regarding the CAAQS and NAAQS. Each CAAQS and NAAQS has its own averaging time, standard unit of measurement, measurement method, and statistical test for determining if a specific standard has been exceeded. Refer to the table source for detailed information on the NAAQS and CAAQS.

The proposed project would generate both short-term construction emissions and long-term operational emissions. The SCAQMD adopts rules that establish permissible air pollutant emissions levels for a variety of business, processes, operations, and products to subject to Federal and State air quality requirements. In general, the proposed project and its potential emissions sources would be subject to the following State and SCAQMD rules:

- **SCAQMD Rule 401 (Visible Emissions)** prohibits discharge into the atmosphere from any single source of emission for any contaminant for a period or periods aggregating more than three minutes in any one hour that is as dark or darker in shade than that designated as No. 1 on the Ringelmann Chart, as published by the U.S. Bureau of Mines.
- **SCAQMD Rule 402 (Nuisance)** prohibits discharges of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.
- **SCAQMD Rule 403 (Fugitive Dust)** prohibits emissions of fugitive dust from any grading activity, storage pile, or other disturbed surface area if it crosses the project property line or if emissions caused by vehicle movement cause substantial impairment of visibility (defined as exceeding 20 percent capacity in the air). Rule 403 requires the implementation of Best Available Control Measures and includes additional provisions for projects disturbing more than five acres and those disturbing more than fifty acres.
- **SCAQMD Rule 1108 (Cutback Asphalt)** prohibits the sale or use of any cutback asphalt containing more than 0.5 percent by volume organic compounds which evaporate at 260°C (500°F) or lower.
- **Rule 1113 (Architectural Coatings)** establishes maximum concentrations of VOCs in paints and other applications and establishes the thresholds for low-VOC coatings.

- **Rule 1143 (Consumer Paint Thinners and Multi-Purpose Solvents)** prohibits the supply, sale, manufacture, blend, package or repackage of any consumer paint thinner or multi-purpose solvent for use in the District unless consumer paint thinners or other multi-purpose solvents comply with applicable VOC content limits.
- **Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities)** specifies work practice requirements to limit asbestos emissions from building demolitions and renovation activities, including the removal and associated disturbance of asbestos containing materials. The purpose of Rule 1403 is to protect the health and safety of the public by limiting dangerous emissions from the removal and associated disturbance of asbestos containing materials. The requirements for demolition and renovation activities include asbestos surveying, notification, asbestos containing materials removal procedures and time schedules, asbestos containing materials handling and clean-up procedures, and storage, disposal, and land filling requirements for asbestos containing waste materials.

These SCAQMD rules would serve to limit and control the proposed project's potential to emit air pollutants. As described in more detail below, the proposed project would not generate short-term or long-term emissions that exceed SCAQMD-recommended pollutant thresholds.

Regional Construction and Operational Emissions

The construction of the proposed project would include demolition, building construction, paving, and architectural coating work.

The proposed project's potential construction emissions were estimated using the California Emissions Estimator Model (CalEEMod), Version (V.) 2022.1.1.6. Construction phase and duration and the type and amount of equipment used during construction were generated using CalEEMod default assumptions and modified as necessary to reflect the following project-specific context, information, and details:

- The demolition of approximately 5,882 square-foot of existing concrete surface area was added to the model run;
- Demolition phase was set to have 10 working days;
- Site Preparation and Grading phases were removed as the proposed project includes remodel and renovation of an existing structure;
- Fugitive dust control measures were incorporated into the model consistent with requirements contained in SCAQMD Rule 403, Fugitive Dust.

The proposed project's maximum daily unmitigated construction emissions are shown in Table 2, *Unmitigated Maximum Daily Regional Construction Emissions*. Refer to Attachment 2 for CalEEMod output files and detailed construction emissions assumptions.

Table 2: **Unmitigated Maximum Daily Regional Construction Emissions**

Construction Season	**Maximum Pollutant Emissions (Pounds Per Day)**					
	ROG	**NO_X**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Summer 2023	1.0	8.2	9.8	<0.1	0.4	0.3
Winter 2023	11.4	8.2	9.7	<0.1	0.7	0.3
SCAQMD Regional Threshold[(A)]	**75**	**100**	**550**	**150**	**150**	**55**
Exceeds Threshold?	***No***	***No***	***No***	***No***	***No***	***No***

Source: MIG, 2023 (See Attachment 2) and SCAQMD, 2020.

As shown in Table 2, the proposed project's maximum daily, unmitigated criteria air pollutant emissions would be well below the SCAQMD's recommended regional pollutant thresholds. Project construction, therefore, would not generate criteria air pollutant emissions levels that exceed SCAQMD regional CEQA thresholds.

Once operational, the proposed project would generate long-term emissions from the following sources:

- **"Area" Sources.** The proposed project would generate emissions from small area sources, including landscaping equipment, the use of consumer products (e.g., paints, cleaners, and fertilizers) that result in the evaporation of chemicals into the atmosphere during product use.
- **Energy Use and Consumption**. The proposed project would generate emissions from the combustion of natural gas in water and space heating equipment, as well as industrial processes.
- **Mobile Sources.** The proposed project would generate emissions from vehicles traveling to and from the project site.

The proposed project's operational emissions were also estimated using CalEEMod, V. 2022.1.1.6. The modeling is based on the project's first full year of operations (assumed to be 2024), using default data assumptions generated by CalEEMod, modified as necessary to reflect the following project-specific context, information, and details:

- Project-specific land use information (i.e., lot acreage, building square footage, etc.) was applied to the model;
- Project-specific weekday trip generation rates were applied to the model (Ganddini Group, 2023a).

The proposed project's maximum daily unmitigated operational emissions are shown in Table 3, *Unmitigated Maximum Daily Regional Operational Emissions*. Please refer to Attachment 2 for CalEEMod output files and detailed construction emissions assumptions.

Table 3: **Unmitigated Maximum Daily Regional Operational Emissions**

Emissions Source	**Maximum Daily Pollutant Emission (Pounds Per Day)(A)**					
	ROG	**NO_X**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Area Sources	0.4	<0.1	0.5	<0.1	<0.1	<0.1
Energy Demand	<0.1	0.1	0.1	<0.1	<0.1	<0.1
Mobile Sources	4.8	4.5	45.9	0.1	3.7	0.7
Total Daily Emissions(D)	5.2	4.6	46.5	0.1	3.7	0.7
SCAQMD Regional Threshold	**55**	**55**	**550**	**150**	**150**	**55**
Exceeds Threshold?	***No***	***No***	***No***	***No***	***No***	***No***

Source: MIG, 2023 (See Attachments 2) and SCAQMD, 2020.

(A) Emissions presented are worst-case emissions and may reflect summer or winter emissions levels. Maximum daily ROG, CO, SO_2 emissions occur during the summer. Maximum daily NO_X emissions occur during the winter. In general, due to rounding, there is no difference between summer and winter PM_{10} and $PM_{2.5}$ emissions levels for the purposes of this table.

(B) Totals may not equal due to rounding.

As shown in Table 3, the proposed project's maximum daily, unmitigated operational criteria air pollutant emissions would be well below the SCAQMD's-recommended regional pollutant thresholds. Project operation, therefore, would not generate criteria air pollutant emissions levels that exceed SCAQMD regional CEQA thresholds.

Localized Construction and Operational Emissions

In addition to regional CEQA thresholds, the SCAQMD has also developed Local Significance Thresholds (LSTs) that represent the maximum emissions from a project that are expected to cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standards, which would result in significant adverse localized air quality impacts.

The project's maximum daily construction emissions are compared against the SCAQMD's-recommended LSTs thresholds in Table 4, *Local Significance Threshold (LST) Construction Analysis*. Consistent with the SCAQMD's LST methodology, the emissions included in the construction LST analysis are on-site emissions only. The LST thresholds are for source receptor area (SRA) 9, the SRA in which the proposed project is located, and are based on a receptor distance of 25 meters (82 feet), the closest LST receptor distance thresholds recommended for use by the SCAQMD, and a project size of 1.0 acre.

Table 4: **Local Significance Threshold Construction Analysis**

Construction Phase[A, B]	**Maximum Pollutant Emissions (Pounds Per Day)**			
	NO_X	**CO**	**PM_{10}**	**$PM_{2.5}$**
Demolition	4.7	5.7	0.7	0.3
Building Construction	8.2	9.8	0.4	0.3
Paving	5.2	7.4	0.4	0.3
Architectural Coating	0.9	1.2	<0.1	<0.1
SCAQMD LST[C]	**89**	**623**	**5**	**3**
Exceeds Threshold?	***No***	***No***	***No***	***No***

Source: MIG, 2023 (See Attachment 2) and SCAQMD, 2009.

(A) Emissions estimated using CalEEMod, v. 2022.1.1.6. Estimates are based on default model assumptions unless otherwise noted in this document.

(B) Emissions presented are worst-case emissions and may reflect summer or winter emission levels. In general, due to rounding, there is no difference between summer and winter emission levels for the purposes of this table.

(C) The LSTs are based on 1.0-acre project size and 25-meter receptor distance.

As shown in Table 4, the proposed project's construction emissions would not exceed the SCAQMD's recommended construction LSTs. Project construction, therefore, would not generate criteria air pollutant emissions levels that exceed SCAQMD local CEQA thresholds.

Typically, operations related LSTs become a concern when there are substantial on-site stationary or on-site mobile sources (e.g., heavy duty or idling trucks) that could impact surrounding receptors, which is not the case for the proposed project. Nonetheless, the proposed project's maximum daily operational emissions are compared against the SCAQMD's-recommended LSTs in Table 5, *Local Significance Threshold Operational Analysis*.

Table 5: **Local Significance Threshold Operational Analysis**				
Emissions	**Maximum On-Site Pollutant Emissions (Pounds Per Day)** (A)			
	NO_X	**CO**	**PM_{10}**	**$PM_{2.5}$**
Area Sources	<0.1	0.5	<0.1	<0.1
Energy Sources	0.1	0.1	<0.1	<0.1
Mobile Sources(B)	0.1	0.9	0.1	<0.1
Total On-site Emissions(C)	0.2	1.5	0.1	<0.1
SCAQMD LST(D)	**89**	**623**	**2**	**1**
Threshold Exceeded?	***No***	***No***	***No***	***No***

Source: MIG 2023 (see Attachment 2) and SCAQMD, 2009.

(A) Emissions presented are worst-case emissions and may reflect summer or winter emissions levels. In general, due to rounding, there is no difference between summer and winter emissions levels for the purposes of this table.

(B) Mobile source emissions estimates reflect potential on-site vehicle emissions only and were derived by assuming 2% of operational mobile source emissions in Table 3 will occur on site.

(C) Totals may not equal due to rounding.

(D) LST threshold is conservatively based on a 1.0-acre project size and 25-meter (82-foot) receptor distance.

As shown in Table 5, the proposed project's on-site operational emissions would not exceed the SCAQMD's recommended operational LSTs. Project operation, therefore, would not generate criteria air pollutant emissions levels that exceed SCAQMD local CEQA thresholds.

Sensitive Air Quality Receptors/Health Risks

The SCAQMD identifies sensitive receptors as populations more susceptible to the effects of air pollution than the general population. Some people are more affected by air pollution than others. Sensitive air quality receptors include specific subsets of the general population that are susceptible to poor air quality and the potential adverse health effects associated with poor air quality. Both CARB and the SCAQMD consider residences, schools, parks and playgrounds, childcare centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes to be sensitive air quality land uses and receptors (SCAQMD 2017a; CARB 2005). The potential sensitive air quality receptors adjacent or in close proximity to the perimeter of the Project area (i.e., within 1,000 feet) include:

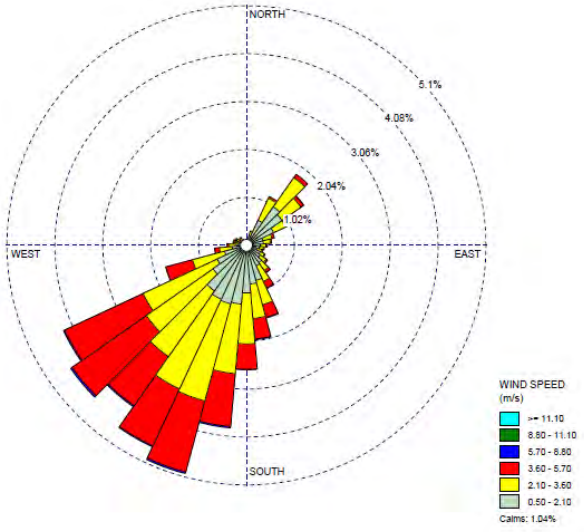
- The single-family residential land uses on South Ardilla Avenue that border or are in close proximity to the project site (the closest of which is approximately 45 feet from the southern façade of the hotel);
- Other single-family residential areas southwest of the project site, along South Siesta Avenue, Garden View Lane, and South Halinor Avenue, and east of the project site along West Merced Avenue;
- Multi-family family residential land uses east of the project site along South Leland Avenue;
- The Garden View Post-Acute Rehab facility on Garden View Lane.

In addition to criteria air pollutants, the U.S. EPA and CARB have classified certain pollutants as Hazardous Air Pollutants (HAPs) (by U.S. EPA) or Toxic Air Contaminants (TACs) (by CARB), respectively. These pollutants can cause severe health effects at very low concentrations (non-cancer effects), and many are suspected or confirmed carcinogens (i.e., can cause cancer). People exposed to HAPs/TACs at sufficient concentrations and durations may have an increased chance of getting cancer or experiencing other serious health effects. These health

effects can include damage to the immune system, as well as neurological, reproductive (e.g., reduced fertility), developmental, respiratory, and/or other health problems.

A portion of the PM_{10} and $PM_{2.5}$ emissions generated during construction of the project would be diesel particulate matter, or DPM, a known TAC. The proposed project's construction activities would not expose adjacent residential receptors to substantial levels of DPM that would pose a substantial adverse health risk for several reasons. First, the proposed project does not involve substantial earthmoving or grading activities that would require large amounts of heavy-duty equipment associated with the highest DPM emissions. This is because the proposed project would be renovating an existing structure. Second, potential long-term adverse health risks from DPM are evaluated assuming a constant exposure to emissions over a 70-year lifetime, 24 hours a day, seven days a week, with increased risks generally associated with increased proximity to emissions sources. Since construction activities would only generate DPM emissions on an intermittent, short-term basis (lasting less than 11 months), DPM emissions from construction activities would be unlikely to result in adverse health effects to existing sensitive receptors that exceed the SCAQMD's significance criteria.[3] Local meteorological conditions would also affect how pollutants disperse and transport in proximity to the proposed project site. The SCAQMD maintains publicly meteorological data for use in air quality analyses. The closest meteorological station with data representative of those at the project site is from the Pico Rivera Meteorological Station, approximately 4.25 miles southeast of the project site. The wind rose for the Pico Rivera meteorological atation is shown in Figure 1. As shown in Figure 1, prevailing wind near the Project site is from the southwest. This indicates that pollutant emissions associated with the project would be transported to the northeast, i.e., away from sensitive receptors in proximity to the project site.

Figure 1: Daytime Wind Conditions - Pico Rivera Meteorological Station (Blowing From)



Source: SCAQMD, 2018b

[3] The SCAQMD (2019) has established the following thresholds of significance for projects that generate TAC emissions: Maximum Incremental Cancer Risk ≥ 10 in 1 million; Cancer Burden > 0.5 excess cancer cases (in areas ≥ 1 in 1 million); Chronic & Acute Hazard Index ≥ 1.0 (project increment).

Demolition, removal, and transport of building materials containing asbestos containing material could result in airborne emissions of lead resulting in exposure of workers or the environment to a hazardous material. In accordance with Section 112 of the Federal Clean Air Act, the U.S. EPA establishes National Emission Standards for Hazardous Air Pollutants (NESHAP). Asbestos was one of the first hazardous air pollutants regulated under the air toxics program. Air toxics regulations under the Clean Air Act specify work practices for asbestos to be followed during demolitions and renovations of all facilities, including, but not limited to, structures, installations, and buildings (excluding residential buildings that have four or fewer dwelling units). The regulations require a thorough inspection where the demolition or renovation operation will occur. The regulations require the owner or the operator of the renovation or demolition operation to notify the appropriate delegated entity before any demolition, or before any renovations of buildings that contain a certain threshold amount of regulated asbestos-containing material. For projects occurring in City, the SCAQMD has been delegated authority from the U.S. EPA to enforce the Asbestos NESHAP. The project would comply with SCAQMD Rule 1403, which is the enforcing rule of the Asbestos NESHAP, and sets forth requirement for asbestos surveying, notification, removal procedures, and storage, disposal, and land filling requirements for asbestos containing waste materials. Compliance with SCAQMD Rule 1403 would ensure the proposed project does not expose sensitive receptors to asbestos containing material.

Conflict with or Obstruct Implementation of the Applicable Air Quality Plan

A project that conflicts with or obstructs the implementation of the South Coast Air Quality Management District's (SCAQMD) South Coast Air Basin 2022 Air Quality Management Plan (AQMP) could hinder implementation of the AQMP, delay efforts to meet attainment deadlines, and/or interfere with SCAQMD efforts to maintain compliance with, and attainment of, applicable air quality standards. Pursuant to the methodology provided in Chapter 12 of the SCAQMD *CEQA Air Quality Handbook*, consistency with the AQMP is affirmed if the project (SCAQMD, 1993):

1) Is consistent with the growth assumptions in the AQMP; and
2) Does not increase the frequency or severity of an air quality standards violation or cause a new one.

The proposed project would not induce population or employment growth, because it involves reuse of the site for the same historical purposes and would be consistent with underlying land use designations. Therefore, it would not conflict with the growth assumptions in the 2022 AQMP. As described in the preceding analysis, the proposed project would not exceed the construction or operational air quality thresholds maintained by the SCAQMD. Accordingly, the proposed project would not conflict with or obstruct implementation of the SCAQMD 2022 AQMP (SCAQMD, 2022).

Odors

According to the SCAQMD CEQA Air Quality Handbook, land uses associated with odor complaints include agricultural operations, wastewater treatment plants, landfills, and certain industrial operations (such as manufacturing uses that produce chemicals, paper, etc.). Odors are typically associated with industrial projects involving the use of chemicals, solvents, petroleum products, and other strong-smelling elements used in manufacturing processes, as well as sewage treatment facilities and landfills. Operation of the proposed hotel could result in localized odors during on-site vehicle idling; however, these odors would be quick to disperse, and would not affect a substantial number of people.

GHG ANALYSIS

Gases that trap heat in the atmosphere and affect regulation of the Earth's temperature are known as GHGs. GHG that contribute to climate change are a different type of pollutant than criteria or hazardous air pollutants because climate change is global in scale, both in terms of causes and effects. Some GHG are emitted to the atmosphere naturally by biological and geological processes such as evaporation (water vapor), aerobic respiration (carbon dioxide), and off-gassing from low oxygen environments such as swamps or exposed permafrost (methane); however, GHG emissions from human activities such as fuel combustion (e.g., carbon dioxide) and refrigerants use (e.g., hydrofluorocarbons) significantly contribute to overall GHG concentrations in the atmosphere, climate regulation, and global climate change. The 1997 United Nations' Kyoto Protocol international treaty set targets for reductions in emissions of four specific GHGs – carbon dioxide, methane, nitrous oxide, and sulfur hexafluoride – and two groups of gases – hydrofluorocarbons and perfluorocarbons. These GHG are the primary GHG emitted into the atmosphere by human activities. The six most common GHG's are carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), sulfur hexafluoride, hydrofluorocarbons (HFCs), and perfluorocarbons (PFCs).

GHG emissions from human activities contribute to overall GHG concentrations in the atmosphere and the corresponding effects of global climate change (e.g., rising temperatures, increased severe weather events such as drought and flooding). GHGs can remain in the atmosphere long after they are emitted. The potential for a GHG to absorb and trap heat in the atmosphere is considered its global warming potential (GWP). The reference gas for measuring GWP is CO_2, which has a GWP of one. By comparison, CH_4 has a GWP of 25, which means that one molecule of CH_4 has 25 times the effect on global warming as one molecule of CO_2. Multiplying the estimated emissions for non-CO_2 GHGs by their GWP determines their carbon dioxide equivalent (CO_2e), which enables a project's combined global warming potential to be expressed in terms of mass CO_2 emissions (referred to as CO_2 equivalents, or CO_2e).

In order to provide guidance to local lead agencies on determining the significance of GHG emissions in their CEQA documents, the SCAQMD convened the first GHG Significance Threshold Working Group (Working Group) meeting on April 30, 2008. To date, the Working Group has convened a total of 15 times, with the last meeting taking place on September 28, 2010. Based on the last Working Group meeting, the SCAQMD identified an interim, tiered approach for evaluating GHG emissions intent on capturing 90 percent of development projects where the SCAQMD is not the lead agency. The following describes the basic structure of the SCAQMD's tiered, interim GHG significance thresholds (SCAQMD, 2010):

- Tier 1 consists of evaluating whether or not the project qualifies for applicable CEQA exemptions.
- Tier 2 consists of determining whether or not a project is consistent with a greenhouse gas reduction plan. If a project is consistent with a greenhouse gas reduction plan, it would not have a significant impact.
- Tier 3 consists of using screening values at the discretion of the Lead Agency; however, the Lead Agency should be consistent for all projects within its jurisdiction. The following thresholds were proposed for consideration:
  - 3,000 $MTCO_2e$ per year for all land use types; or
  - 3,500 $MTCO_2e$ per year for residential; 1,400 $MTCO_2e$ per year for commercial; 3,000 $MTCO_2e$ per year for mixed use projects.
- Tier 4 has three options for projects that exceed the screening values identified in Tier 3:
  - Option 1: Reduce emissions from business-as-usual by a certain percentage (currently undefined); or
  - Option 2: Early implementation of applicable AB 32 Scoping Measures; or

- Option 3: For plan-level analyses, analyze a project's emissions against an efficiency value of 6.6 $MTCO_2e$/year/service population by 2020 and 4.1 $MTCO_2e$/year/service population by 2035. For project-level analyses, analyze a project's emissions against an efficiency value of 4.8 and 3.0 $MTCO_2e$/year/service population for the 2020 and 2035 calendar years, respectively.

This analysis uses the SCAQMD's interim Tier 3 GHG threshold to evaluate the proposed project's GHG emissions levels.

GHG Emissions

The proposed project would generate GHG emission from both short-term construction and long-term operational activities. Construction activities would generate GHG emissions primarily from equipment fuel combustion as well as worker, vendor, and haul trips to and from the project site during demolition, building construction, paving, and architectural coating activities. Construction activities would cease to emit GHG upon completion, unlike operational emissions that would be continuous year after year until the project is decommissioned. The SCAQMD recommends amortizing construction GHG emissions over a 30-year period and combining construction emissions with operational emissions estimates. This normalizes construction emissions so that they can be grouped with operational emissions and compared to appropriate thresholds, plans, etc. Once operational, the proposed project would generate GHG emissions from area, mobile, water/wastewater, and solid waste sources. The proposed project's construction and operational emissions were estimated CalEEMod, V. 2022.1.1.6, using the same default assumptions and project specific variables applied to the air quality emissions estimates. The proposed project's total GHG emissions are shown in Table 6, *Project Greenhouse Gas Emissions*.

Table 6: **Project Greenhouse Gas Emissions**

GHG Emissions Source	**GHG Emissions (Metric Tons Per Year)**
Area	<1
Energy	47
Mobile	1,040
Refrigerants	3
Solid Waste	16
Water/Wastewater	5
Construction(A)	5
Total(B)	1,116
SCAQMD Tier 3 Screening Threshold	**3,000**
SCAQMD Tier 3 Threshold Exceeded?	***No***

Source: MIG 2023 (See Attachment 2) and SCAQMD, 2010.
(A) Construction emissions value has been averaged over a 30-year assumed project lifetime.
(B) Totals may not equal due to rounding.

As shown in Table 6, the proposed project's potential increase in GHG emissions would be below the SCAQMD's recommended GHG emissions thresholds. Furthermore, the proposed project's GHG emissions would also be below an adjusted threshold of 1,800 $MTCO_2e$ per year, which takes into account post 2020 GHG emissions targets the state is currently working

towards.[4] The proposed project, therefore, would not generate GHG emissions that exceed SCAQMD CEQA thresholds.

Plan Consistency

The proposed project would not conflict with CARB's 2022 Scoping Plan or the Southern California Association of Governments (SCAG) 2020 RTP/SCS. Nearly all the specific measures identified in the 2022 Climate Change Scoping Plan would be implemented at the state level, with CARB and/or another state or regional agency having the primary responsibility for achieving required GHG reductions. Although most of these measures would be implemented at the State level, the GHG reductions achieved by these state measures would be realized at the local level. For example, regardless of actions taken by the City of Baldwin Park or the County of Los Angeles, emissions generated through gasoline combustion in motor vehicles within the county would produce less GHG in 2030 than they do now. Similarly, the electricity consumed by on-site sources (e.g., lighting, building systems, etc.) would become greener over time as the State's Renewable Portfolio Standard (RPS) increases, consistent with the benchmarks established in SB 100 and SB 1020. The proposed project, therefore, would not directly conflict with any of the specific measure identified in the 2022 Climate Change Scoping Plan. Similarly, the proposed project would not conflict with the SCAG 2020 RTP/SCS because it does not involve significant, new trip generating land uses, nor is it likely to inherently increase the number of trips generated in the region because the project is considered a non-destination hotel (i.e., unlikely to attract new visitors that were not previously planning a trip to the area; Ganddini Group, 2023b).

ENERGY ANALYSIS

The proposed project consists of the renovation and remodeling of an existing 72-room hotel. Construction activities associated with the proposed project would require the use of heavy-duty, off-road equipment and construction-related vehicle trips that would combust fuel, primarily diesel and gasoline. Heavy-duty construction equipment would be required to comply with CARB's airborne toxic control measures, which restrict heavy-duty diesel vehicle idling to five minutes.

Once operational, the proposed project would consume energy for vehicle trips, electricity and natural gas usage, and water and wastewater conveyance. As estimated using CalEEMod, the proposed project would consume approximately 384 million British thermal units (MMBTU) and 213 megawatt-hours (mWh) per year (for both construction and operations). The proposed project would also consume approximately 25,517 gallons of diesel and approximately 103,125 gallons of gasoline from operational mobile sources (see Attachment 3).

Electricity, natural gas, and gasoline fuel consumption are energy sources necessary to operate and maintain the proposed project in a safe manner. Lighting is essential for safety and security and natural gas consumption is needed for heating, cooking, and other temperature-controlled activities. Due to energy efficiency standards being improved over time, the renovated hotel structure would likely be more efficient than the existing structure due to increased energy efficiency standards (i.e., the California Green Building Standards Code (CALGreen Code)).

[4] The 1,800 $MTCO_2e$ per year goal was developed by taking the SCAQMD's Tier 3 threshold of 3,000 $MTCO_2e$ per year, which was the threshold to reduce emissions back to 1990 levels and reducing it by 40 percent (3,000 MTCO2e/yr * (1 - 0.4) = 1,800 MTCO2e/yr). This reduction is consistent with the GHG reductions required under Senate Bill 2. This linear reduction approach oversimplifies the threshold development process. The City is not adopting nor proposing to use 1,800 MTCO2e as a CEQA GHG threshold for general use; rather, it is only intended to provide additional project-specific context and information on the magnitude of the proposed project's GHG emissions.

Since the project is located near I-10, operational annual VMT will likely be lower than the estimated annual VMT of 2,829,348 miles per year (see Attachment 2). The proposed project would include one long-term and two short-term bicycle parking spaces as well as 10 parking spaces dedicated for clean air and electric vehicle use, which would result in lower gasoline consumption. Finally, the proposed project involves redevelopment of an existing site, which reduces overall resource consumption. For these reasons, the proposed project would not result in the wasteful, inefficient, or unnecessary use of energy resources.

The proposed project would not conflict with or obstruct a state or local plan adopted for the purposes of increasing the amount of renewable energy or energy efficiency. As discussed above, the proposed hotel renovation would be built to the latest CALGreen Code. The proposed project would be more energy efficient than the existing structure and would not conflict with or obstruct a state or local plan for renewable energy.

CONCLUSION

As described in this memo, the proposed Project would not exceed any applicable SCAQMD-recommended CEQA thresholds of significance and is consistent with all applicable air quality, GHG, and energy plans, policies and regulations adopted for the purposes of reducing air quality impacts, GHG emissions, and/or energy consumption impacts. The proposed project, therefore, would not result in substantial adverse air quality, GHG, or energy-related effects on the environment.

REFERENCES

The following references were used to prepare this memorandum:

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CD / WD

Attachment 1

Project Site Plan (January11, 2023)

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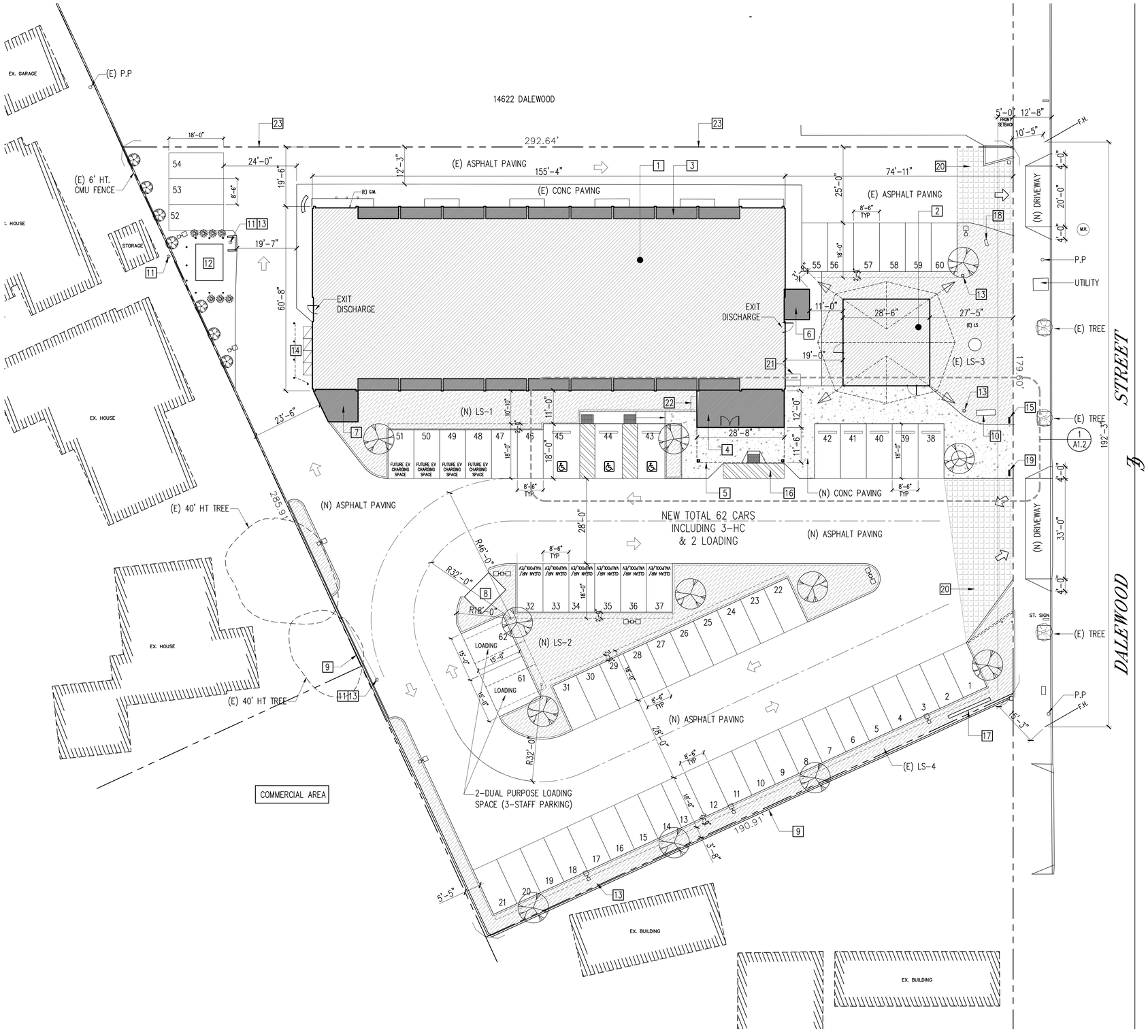

1 SITE PLAN– PROPOSED
S: 1/16"=1'-0"

LEGEND

- (N) ADDITION
- (E) & (N) LANDSCAPE
- (N) CONC PAVING
- (N) TREES
- (E) TREES
- (N) LIGHT POLE, SEE E-2 PLAN

1. EX. 4-STORY HOTEL
2. EX. 1-STORY RETAIL, NOT A SCOPE OF WORK
3. EX. BALCONY TO BE ENCLOSED TO GUEST ROOM
4. HOTEL LOBBY ADDITION
5. COVERED PORCH
6. NEW ELEVATOR
7. NEW WATER BOOSTER ROOM
8. NEW TRASH ENCLOSURE, SEE 2/A1.2
9. EX. 6' HT CMU FENCE
10. EX. SIGNAGE TO BE REMOVED
11. EX. POWER POLE
12. NEW TRANSFORMER (TO BE SCREENED)
13. EX. LIGHT POLE TO BE ABANDONED
14. NEW ELECTRICAL MAIN PANELS (TO BE SCREENED)
15. DIRECTIONAL SIGN W/ ISA TO ENTRY
16. PASSENGER DROP-OFF ZONE
17. EX. BILLBOARD SIGNAGE TO REMAIN
18. EX. SIGNAGE- 'EGRESS ONLY'
19. NEW. SIGNAGE- 'PARKING LOT ENTRANCE'
20. SCORED OR STAMPED CONCRETE
21. SHORT-TERM BICYCLE PARKING
22. LONG-TERM BICYCLE PARKING
23. FENCE TO BE CONSTRUCTED BY ADJACENT DEVELOPMENT

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ADDITION & REMODEL TO EXISTING 4-STORY INN BUILDING

14624 DALEWOOD STREET, BALDWIN PARK, CA 91706

ISSUED / REVISED

DATE	NO.	REMARK

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SEAL / SIGNATURE

LICENSED ARCHITECT
MYUNG-JONG LEE
No. C-34188
12-31-23
RENEWAL DATE
STATE OF CALIFORNIA

DRAWING NAME

SITE PLAN– PROPOSED

PROJECT NO.

DATE
1/11/2023

SHEET NO.

A-1.1

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Attachment 2

CalEEMOD Project File Outputs

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Baldwin Park Hotel v2 Detailed Report

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1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Baldwin Park Hotel v2
Construction Start Date	1/1/2023
Operational Year	2024
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	1.80
Precipitation (days)	22.4
Location	34.06950869107166, -117.95903381748562
County	Los Angeles-South Coast
City	Baldwin Park
Air District	South Coast AQMD
Air Basin	South Coast
TAZ	4908
EDFZ	7
Electric Utility	Southern California Edison
Gas Utility	Southern California Gas
App Version	2022.1.1.7

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

Hotel	72.0	Room	0.34	10,243	0.00	—	—	—
Fast Food Restaurant w/o Drive Thru	1.00	1000sqft	0.02	765	0.00	—	—	—
Other Asphalt Surfaces	38.0	1000sqft	0.87	0.00	7,665	—	—	—

1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

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

Un/Mit.	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.	1.21	1.00	8.22	9.77	0.02	0.30	0.08	0.37	0.27	0.02	0.29	—	1,479	1,479	0.06	0.02	0.44	1,488
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	1.21	11.4	8.23	9.71	0.02	0.30	0.58	0.74	0.27	0.12	0.29	—	1,476	1,476	0.07	0.12	0.05	1,489
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.70	0.90	4.80	5.72	0.01	0.17	0.06	0.24	0.16	0.01	0.18	—	885	885	0.04	0.02	0.14	891
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.13	0.16	0.88	1.04	< 0.005	0.03	0.01	0.04	0.03	< 0.005	0.03	—	147	147	0.01	< 0.005	0.02	147

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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2023	1.21	1.00	8.22	9.77	0.02	0.30	0.08	0.37	0.27	0.02	0.29	—	1,479	1,479	0.06	0.02	0.44	1,488
Daily - Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2023	1.21	11.4	8.23	9.71	0.02	0.30	0.58	0.74	0.27	0.12	0.29	—	1,476	1,476	0.07	0.12	0.05	1,489
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2023	0.70	0.90	4.80	5.72	0.01	0.17	0.06	0.24	0.16	0.01	0.18	—	885	885	0.04	0.02	0.14	891
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
2023	0.13	0.16	0.88	1.04	< 0.005	0.03	0.01	0.04	0.03	< 0.005	0.03	—	147	147	0.01	< 0.005	0.02	147

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.	5.42	5.15	4.17	46.5	0.10	0.08	3.61	3.69	0.07	0.64	0.72	31.5	10,908	10,940	3.69	0.42	59.1	11,217
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	5.27	5.00	4.57	41.9	0.10	0.08	3.61	3.69	0.07	0.64	0.71	31.5	10,455	10,487	3.71	0.44	18.3	10,730
Average Daily (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Unmit.	3.86	3.78	2.99	27.8	0.06	0.05	2.16	2.21	0.05	0.38	0.43	31.5	6,481	6,512	3.54	0.29	28.0	6,715
Annual (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Unmit.	0.70	0.69	0.55	5.08	0.01	0.01	0.39	0.40	0.01	0.07	0.08	5.22	1,073	1,078	0.59	0.05	4.64	1,112

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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	5.33	4.80	4.07	45.9	0.10	0.07	3.61	3.68	0.06	0.64	0.71	—	10,607	10,607	0.50	0.41	41.9	10,783
Area	0.09	0.35	< 0.005	0.48	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.97	1.97	< 0.005	< 0.005	—	1.98
Energy	0.01	0.01	0.10	0.09	< 0.005	0.01	—	0.01	0.01	—	0.01	—	285	285	0.03	< 0.005	—	287
Water	—	—	—	—	—	—	—	—	—	—	—	4.08	14.4	18.5	0.42	0.01	—	32.0
Waste	—	—	—	—	—	—	—	—	—	—	—	27.5	0.00	27.5	2.74	0.00	—	96.0
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	17.2	17.2
Total	5.42	5.15	4.17	46.5	0.10	0.08	3.61	3.69	0.07	0.64	0.72	31.5	10,908	10,940	3.69	0.42	59.1	11,217
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	5.26	4.72	4.46	41.9	0.10	0.07	3.61	3.68	0.06	0.64	0.71	—	10,155	10,155	0.52	0.43	1.09	10,298
Area	—	0.27	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Energy	0.01	0.01	0.10	0.09	< 0.005	0.01	—	0.01	0.01	—	0.01	—	285	285	0.03	< 0.005	—	287
Water	—	—	—	—	—	—	—	—	—	—	—	4.08	14.4	18.5	0.42	0.01	—	32.0
Waste	—	—	—	—	—	—	—	—	—	—	—	27.5	0.00	27.5	2.74	0.00	—	96.0
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	17.2	17.2
Total	5.27	5.00	4.57	41.9	0.10	0.08	3.61	3.69	0.07	0.64	0.71	31.5	10,455	10,487	3.71	0.44	18.3	10,730

Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	3.79	3.45	2.88	27.4	0.06	0.04	2.16	2.20	0.04	0.38	0.42	—	6,180	6,180	0.35	0.28	10.8	6,282
Area	0.06	0.32	< 0.005	0.33	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.35	1.35	< 0.005	< 0.005	—	1.35
Energy	0.01	0.01	0.10	0.09	< 0.005	0.01	—	0.01	0.01	—	0.01	—	285	285	0.03	< 0.005	—	287
Water	—	—	—	—	—	—	—	—	—	—	—	4.08	14.4	18.5	0.42	0.01	—	32.0
Waste	—	—	—	—	—	—	—	—	—	—	—	27.5	0.00	27.5	2.74	0.00	—	96.0
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	17.2	17.2
Total	3.86	3.78	2.99	27.8	0.06	0.05	2.16	2.21	0.05	0.38	0.43	31.5	6,481	6,512	3.54	0.29	28.0	6,715
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Mobile	0.69	0.63	0.53	5.00	0.01	0.01	0.39	0.40	0.01	0.07	0.08	—	1,023	1,023	0.06	0.05	1.79	1,040
Area	0.01	0.06	< 0.005	0.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.22	0.22	< 0.005	< 0.005	—	0.22
Energy	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	47.2	47.2	< 0.005	< 0.005	—	47.4
Water	—	—	—	—	—	—	—	—	—	—	—	0.68	2.38	3.06	0.07	< 0.005	—	5.30
Waste	—	—	—	—	—	—	—	—	—	—	—	4.55	0.00	4.55	0.45	0.00	—	15.9
Refrig.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.85	2.85
Total	0.70	0.69	0.55	5.08	0.01	0.01	0.39	0.40	0.01	0.07	0.08	5.22	1,073	1,078	0.59	0.05	4.64	1,112

3. Construction Emissions Details

3.1. Demolition (2023) - 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	0.54	0.45	3.78	4.81	0.01	0.15	—	0.15	0.14	—	0.14	—	676	676	0.03	0.01	—	679
Dust From Material Movement	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Demolition	—	—	—	—	—	—	0.30	0.30	—	0.05	0.05	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.01	0.10	0.13	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	18.5	18.5	< 0.005	< 0.005	—	18.6
Dust From Material Movement	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Demolition	—	—	—	—	—	—	0.01	0.01	—	< 0.005	< 0.005	—	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	3.07	3.07	< 0.005	< 0.005	—	3.08
Dust From Material Movement	—	—	—	—	—	—	< 0.005	< 0.005	—	< 0.005	< 0.005	—	—	—	—	—	—	—
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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.04	0.03	0.05	0.52	0.00	0.00	0.10	0.10	0.00	0.02	0.02	—	103	103	< 0.005	< 0.005	0.01	104
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	0.05	0.01	0.90	0.33	< 0.005	0.01	0.18	0.19	0.01	0.05	0.06	—	674	674	0.04	0.11	0.04	706
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	—	2.85	2.85	< 0.005	< 0.005	0.01	2.89
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	< 0.005	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	—	18.5	18.5	< 0.005	< 0.005	0.02	19.4
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.47	0.47	< 0.005	< 0.005	< 0.005	0.48
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	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	3.05	3.05	< 0.005	< 0.005	< 0.005	3.21

3.3. Building Construction (2023) - 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	1.17	0.97	8.12	9.35	0.02	0.30	—	0.30	0.27	—	0.27	—	1,354	1,354	0.05	0.01	—	1,358
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
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	1.17	0.97	8.12	9.35	0.02	0.30	—	0.30	0.27	—	0.27	—	1,354	1,354	0.05	0.01	—	1,358
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	0.64	0.53	4.45	5.13	0.01	0.16	—	0.16	0.15	—	0.15	—	742	742	0.03	0.01	—	744
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	0.12	0.10	0.81	0.94	< 0.005	0.03	—	0.03	0.03	—	0.03	—	123	123	< 0.005	< 0.005	—	123
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
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.02	0.02	0.38	0.00	0.00	0.06	0.06	0.00	0.01	0.01	—	66.7	66.7	< 0.005	< 0.005	0.28	67.8
Vendor	< 0.005	< 0.005	0.07	0.04	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	0.01	—	59.0	59.0	< 0.005	0.01	0.16	61.7
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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.03	0.02	0.03	0.32	0.00	0.00	0.06	0.06	0.00	0.01	0.01	—	63.2	63.2	< 0.005	< 0.005	0.01	64.0

Vendor	< 0.005	< 0.005	0.08	0.04	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	0.01	—	59.1	59.1	< 0.005	0.01	< 0.005	61.5
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
Average Daily	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	0.01	0.02	0.18	0.00	0.00	0.03	0.03	0.00	0.01	0.01	—	35.2	35.2	< 0.005	< 0.005	0.07	35.7
Vendor	< 0.005	< 0.005	0.04	0.02	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	—	32.4	32.4	< 0.005	< 0.005	0.04	33.7
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	—	5.82	5.82	< 0.005	< 0.005	0.01	5.90
Vendor	< 0.005	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	5.36	5.36	< 0.005	< 0.005	0.01	5.59
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

3.5. Paving (2023) - 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	0.65	0.55	5.09	6.53	0.01	0.25	—	0.25	0.23	—	0.23	—	992	992	0.04	0.01	—	995
Paving	—	0.23	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
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	0.02	0.02	0.14	0.18	< 0.005	0.01	—	0.01	0.01	—	0.01	—	27.2	27.2	< 0.005	< 0.005	—	27.3
Paving	—	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	0.00
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	< 0.005	0.03	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.50	4.50	< 0.005	< 0.005	—	4.51
Paving	—	< 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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.07	0.06	0.08	0.87	0.00	0.00	0.16	0.16	0.00	0.04	0.04	—	171	171	0.01	0.01	0.02	173
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
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	—	4.75	4.75	< 0.005	< 0.005	0.01	4.82
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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.79	0.79	< 0.005	< 0.005	< 0.005	0.80
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

3.7. Architectural Coating (2023) - 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	0.18	0.15	0.93	1.15	< 0.005	0.04	—	0.04	0.03	—	0.03	—	134	134	0.01	< 0.005	—	134
Architectural Coatings	—	11.3	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
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	0.03	0.03	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	3.66	3.66	< 0.005	< 0.005	—	3.67
Architectural Coatings	—	0.31	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
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	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.61	0.61	< 0.005	< 0.005	—	0.61
Architectural Coatings	—	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	0.00
Offsite	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	0.01	< 0.005	0.01	0.06	0.00	0.00	0.01	0.01	0.00	< 0.005	< 0.005	—	12.6	12.6	< 0.005	< 0.005	< 0.005	12.8
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
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	—	0.35	0.35	< 0.005	< 0.005	< 0.005	0.36
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
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	< 0.005	0.00	0.00	< 0.005	< 0.005	0.00	< 0.005	< 0.005	—	0.06	0.06	< 0.005	< 0.005	< 0.005	0.06
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

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. 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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	2.44	2.20	1.87	21.1	0.05	0.03	1.66	1.69	0.03	0.30	0.32	—	4,865	4,865	0.23	0.19	19.2	4,946
Fast Food Restaurant w/o Drive Thru	2.88	2.60	2.20	24.8	0.06	0.04	1.96	1.99	0.03	0.35	0.38	—	5,742	5,742	0.27	0.22	22.7	5,838
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	5.33	4.80	4.07	45.9	0.10	0.07	3.61	3.68	0.06	0.64	0.71	—	10,607	10,607	0.50	0.41	41.9	10,783
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	2.41	2.17	2.05	19.2	0.05	0.03	1.66	1.69	0.03	0.30	0.32	—	4,658	4,658	0.24	0.20	0.50	4,723
Fast Food Restaurant w/o Drive Thru	2.85	2.56	2.42	22.7	0.05	0.04	1.96	1.99	0.03	0.35	0.38	—	5,498	5,498	0.28	0.23	0.59	5,575
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00
Total	5.26	4.72	4.46	41.9	0.10	0.07	3.61	3.68	0.06	0.64	0.71	—	10,155	10,155	0.52	0.43	1.09	10,298
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	0.40	0.36	0.34	3.27	0.01	0.01	0.27	0.28	< 0.005	0.05	0.05	—	709	709	0.04	0.03	1.25	720
Fast Food Restaurant w/o Drive Thru	0.29	0.27	0.18	1.73	< 0.005	< 0.005	0.12	0.12	< 0.005	0.02	0.02	—	315	315	0.02	0.02	0.54	320
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	0.00	0.00	0.00	0.00

Total	0.69	0.63	0.53	5.00	0.01	0.01	0.39	0.40	0.01	0.07	0.08	—	1,023	1,023	0.06	0.05	1.79	1,040

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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	—	—	—	—	137	137	0.01	< 0.005	—	138
Fast Food Restaurant w/o Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	25.3	25.3	< 0.005	< 0.005	—	25.5
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	162	162	0.02	< 0.005	—	163
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	—	—	—	—	137	137	0.01	< 0.005	—	138
Fast Food Restaurant w/o Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	25.3	25.3	< 0.005	< 0.005	—	25.5
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	162	162	0.02	< 0.005	—	163

Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	—	—	—	—	22.7	22.7	< 0.005	< 0.005	—	22.8
Fast Food Restaurant w/o Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	4.19	4.19	< 0.005	< 0.005	—	4.21
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	—	26.9	26.9	< 0.005	< 0.005	—	27.0

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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	0.01	< 0.005	0.08	0.07	< 0.005	0.01	—	0.01	0.01	—	0.01	—	94.8	94.8	0.01	< 0.005	—	95.0
Fast Food Restaurant w/o Drive Thru	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	28.2	28.2	< 0.005	< 0.005	—	28.3
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.01	0.01	0.10	0.09	< 0.005	0.01	—	0.01	0.01	—	0.01	—	123	123	0.01	< 0.005	—	123
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	0.01	< 0.005	0.08	0.07	< 0.005	0.01	—	0.01	0.01	—	0.01	—	94.8	94.8	0.01	< 0.005	—	95.0

Fast Food Restaurant w/o Drive Thru	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	28.2	28.2	< 0.005	< 0.005	—	28.3
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	0.01	0.01	0.10	0.09	< 0.005	0.01	—	0.01	0.01	—	0.01	—	123	123	0.01	< 0.005	—	123
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	< 0.005	< 0.005	0.01	0.01	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	15.7	15.7	< 0.005	< 0.005	—	15.7
Fast Food Restaurant w/o Drive Thru	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	4.67	4.67	< 0.005	< 0.005	—	4.69
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	—	0.00	0.00	—	0.00	—	0.00	0.00	0.00	0.00	—	0.00
Total	< 0.005	< 0.005	0.02	0.02	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	20.4	20.4	< 0.005	< 0.005	—	20.4

4.3. Area Emissions by Source

4.3.2. 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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	—	0.24	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

Architectural Coatings	—	0.03	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.09	0.08	< 0.005	0.48	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.97	1.97	< 0.005	< 0.005	—	1.98
Total	0.09	0.35	< 0.005	0.48	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	1.97	1.97	< 0.005	< 0.005	—	1.98
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	—	0.24	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.03	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Total	—	0.27	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Consumer Products	—	0.04	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Architectural Coatings	—	0.01	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Landscape Equipment	0.01	0.01	< 0.005	0.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.22	0.22	< 0.005	< 0.005	—	0.22
Total	0.01	0.06	< 0.005	0.06	< 0.005	< 0.005	—	< 0.005	< 0.005	—	< 0.005	—	0.22	0.22	< 0.005	< 0.005	—	0.22

4.4. Water Emissions by Land Use

4.4.2. 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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	—	—	—	3.50	11.9	15.4	0.36	0.01	—	27.0
Fast Food Restaurant w/o Drive Thru	—	—	—	—	—	—	—	—	—	—	—	0.58	1.97	2.56	0.06	< 0.005	—	4.48
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.54	0.54	< 0.005	< 0.005	—	0.55
Total	—	—	—	—	—	—	—	—	—	—	—	4.08	14.4	18.5	0.42	0.01	—	32.0
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	—	—	—	3.50	11.9	15.4	0.36	0.01	—	27.0
Fast Food Restaurant w/o Drive Thru	—	—	—	—	—	—	—	—	—	—	—	0.58	1.97	2.56	0.06	< 0.005	—	4.48
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.54	0.54	< 0.005	< 0.005	—	0.55
Total	—	—	—	—	—	—	—	—	—	—	—	4.08	14.4	18.5	0.42	0.01	—	32.0
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	—	—	—	0.58	1.97	2.55	0.06	< 0.005	—	4.46

Fast Food Restaurant w/o Drive Thru	—	—	—	—	—	—	—	—	—	—	—	0.10	0.33	0.42	0.01	< 0.005	—	0.74
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.09	0.09	< 0.005	< 0.005	—	0.09
Total	—	—	—	—	—	—	—	—	—	—	—	0.68	2.38	3.06	0.07	< 0.005	—	5.30

4.5. Waste Emissions by Land Use

4.5.2. 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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	—	—	—	21.2	0.00	21.2	2.12	0.00	—	74.3
Fast Food Restaurant w/o Drive Thru	—	—	—	—	—	—	—	—	—	—	—	6.21	0.00	6.21	0.62	0.00	—	21.7
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	27.5	0.00	27.5	2.74	0.00	—	96.0
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	—	—	—	21.2	0.00	21.2	2.12	0.00	—	74.3

Fast Food Restaurant w/o Drive Thru	—	—	—	—	—	—	—	—	—	—	—	6.21	0.00	6.21	0.62	0.00	—	21.7
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	27.5	0.00	27.5	2.74	0.00	—	96.0
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	—	—	—	3.52	0.00	3.52	0.35	0.00	—	12.3
Fast Food Restaurant w/o Drive Thru	—	—	—	—	—	—	—	—	—	—	—	1.03	0.00	1.03	0.10	0.00	—	3.60
Other Asphalt Surfaces	—	—	—	—	—	—	—	—	—	—	—	0.00	0.00	0.00	0.00	0.00	—	0.00
Total	—	—	—	—	—	—	—	—	—	—	—	4.55	0.00	4.55	0.45	0.00	—	15.9

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)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	16.0	16.0

Fast Food Restaurant w/o Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.20	1.20
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	17.2	17.2
Daily, Winter (Max)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	16.0	16.0
Fast Food Restaurant w/o Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1.20	1.20
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	17.2	17.2
Annual	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hotel	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.65	2.65
Fast Food Restaurant w/o Drive Thru	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.20	0.20
Total	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2.85	2.85

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	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.8. 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	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

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

Equipment Type	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	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description

Demolition	Demolition	1/1/2023	1/13/2023	5.00	10.0	—
Building Construction	Building Construction	1/14/2023	10/20/2023	5.00	200	—
Paving	Paving	10/21/2023	11/3/2023	5.00	10.0	—
Architectural Coating	Architectural Coating	11/4/2023	11/17/2023	5.00	10.0	—

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	Tractors/Loaders/Backhoes	Diesel	Average	1.00	8.00	84.0	0.37
Building Construction	Forklifts	Diesel	Average	1.00	6.00	82.0	0.20
Building Construction	Generator Sets	Diesel	Average	1.00	8.00	14.0	0.74
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	1.00	6.00	84.0	0.37
Building Construction	Welders	Diesel	Average	3.00	8.00	46.0	0.45
Paving	Cement and Mortar Mixers	Diesel	Average	1.00	6.00	10.0	0.56
Paving	Pavers	Diesel	Average	1.00	6.00	81.0	0.42
Paving	Paving Equipment	Diesel	Average	1.00	8.00	89.0	0.36
Paving	Rollers	Diesel	Average	1.00	7.00	36.0	0.38
Paving	Tractors/Loaders/Backhoes	Diesel	Average	1.00	8.00	84.0	0.37
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48
Building Construction	Aerial Lifts	Diesel	Average	2.00	8.00	46.0	0.31
Demolition	Excavators	Diesel	Average	1.00	8.00	36.0	0.38

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	7.50	18.5	LDA,LDT1,LDT2
Demolition	Vendor	—	10.2	HHDT,MHDT
Demolition	Hauling	9.40	20.0	HHDT
Demolition	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	4.62	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	1.80	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	12.5	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	0.92	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	0.00	0.00	16,512	5,504	2,272

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Cubic Yards)	Material Exported (Cubic Yards)	Acres Graded (acres)	Material Demolished (Ton of Debris)	Acres Paved (acres)
Demolition	300	—	0.00	221	—
Paving	0.00	0.00	0.00	0.00	0.87

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	2	61%	61%
Water Demolished Area	2	36%	36%

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Hotel	0.00	0%
Fast Food Restaurant w/o Drive Thru	0.00	0%
Other Asphalt Surfaces	0.87	100%

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2023	0.00	532	0.03	< 0.005

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
Hotel	546	590	428	195,436	5,512	5,953	4,325	1,973,143
Fast Food Restaurant w/o Drive Thru	414	696	500	170,299	869	7,027	5,048	856,205
Other Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
0	0.00	16,512	5,504	2,272

5.10.3. Landscape Equipment

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

5.11. Operational Energy Consumption

5.11.1. Unmitigated

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

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Hotel	143,337	349	0.0330	0.0040	295,733
Fast Food Restaurant w/o Drive Thru	26,492	349	0.0330	0.0040	88,076
Other Asphalt Surfaces	0.00	349	0.0330	0.0040	0.00

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Hotel	1,826,407	0.00
Fast Food Restaurant w/o Drive Thru	303,534	0.00
Other Asphalt Surfaces	0.00	107,498

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Hotel	39.42	0.00
Fast Food Restaurant w/o Drive Thru	11.52	0.00

Other Asphalt Surfaces	0.00	0.00

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Hotel	Household refrigerators and/or freezers	R-134a	1,430	0.00	0.60	0.00	1.00
Hotel	Other commercial A/C and heat pumps	R-410A	2,088	1.80	4.00	4.00	18.0
Hotel	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0
Fast Food Restaurant w/o Drive Thru	Other commercial A/C and heat pumps	R-410A	2,088	1.80	4.00	4.00	18.0
Fast Food Restaurant w/o Drive Thru	Household refrigerators and/or freezers	R-134a	1,430	0.00	0.60	0.00	1.00
Fast Food Restaurant w/o Drive Thru	Walk-in refrigerators and freezers	R-404A	3,922	< 0.005	7.50	7.50	20.0

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

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

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor

5.16.2. Process Boilers

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

5.17. User Defined

Equipment Type	Fuel Type
—	—

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres

5.18.2. Sequestration

5.18.2.1. Unmitigated

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

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

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

Climate Hazard	Result for Project Location	Unit
Temperature and Extreme Heat	22.5	annual days of extreme heat
Extreme Precipitation	6.00	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 ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (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	2	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	2	1	1	3
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	75.1

AQ-PM	77.9
AQ-DPM	76.3
Drinking Water	95.3
Lead Risk Housing	71.4
Pesticides	30.6
Toxic Releases	78.7
Traffic	94.5
Effect Indicators	—
CleanUp Sites	74.9
Groundwater	78.9
Haz Waste Facilities/Generators	35.6
Impaired Water Bodies	33.2
Solid Waste	0.00
Sensitive Population	—
Asthma	62.6
Cardio-vascular	46.6
Low Birth Weights	32.8
Socioeconomic Factor Indicators	—
Education	74.7
Housing	54.1
Linguistic	73.4
Poverty	67.0
Unemployment	84.6

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	30.12960349
Employed	37.66200436
Median HI	29.25702554
Education	—
Bachelor's or higher	17.77235981
High school enrollment	2.001796484
Preschool enrollment	75.33684075
Transportation	—
Auto Access	39.77928911
Active commuting	37.04606698
Social	—
2-parent households	50.78916977
Voting	4.812010779
Neighborhood	—
Alcohol availability	4.516874118
Park access	10.49659951
Retail density	53.63788015
Supermarket access	94.25125112
Tree canopy	36.32747337
Housing	—
Homeownership	73.93814962
Housing habitability	26.97292442
Low-inc homeowner severe housing cost burden	9.405877069
Low-inc renter severe housing cost burden	19.49185166
Uncrowded housing	14.5515206
Health Outcomes	—

Insured adults	27.96099063
Arthritis	45.8
Asthma ER Admissions	54.4
High Blood Pressure	51.5
Cancer (excluding skin)	55.0
Asthma	55.1
Coronary Heart Disease	25.9
Chronic Obstructive Pulmonary Disease	45.1
Diagnosed Diabetes	18.3
Life Expectancy at Birth	4.9
Cognitively Disabled	38.1
Physically Disabled	54.0
Heart Attack ER Admissions	57.8
Mental Health Not Good	34.8
Chronic Kidney Disease	10.6
Obesity	34.3
Pedestrian Injuries	89.8
Physical Health Not Good	25.2
Stroke	29.9
Health Risk Behaviors	—
Binge Drinking	66.7
Current Smoker	44.4
No Leisure Time for Physical Activity	25.3
Climate Change Exposures	—
Wildfire Risk	0.0
SLR Inundation Area	0.0
Children	44.4

Elderly	38.0
English Speaking	13.5
Foreign-born	65.1
Outdoor Workers	63.8
Climate Change Adaptive Capacity	—
Impervious Surface Cover	12.1
Traffic Density	90.0
Traffic Access	70.9
Other Indices	—
Hardship	79.8
Other Decision Support	—
2016 Voting	25.6

7.3. Overall Health & Equity Scores

Metric	Result for Project Census Tract
CalEnviroScreen 4.0 Score for Project Location (a)	86.0
Healthy Places Index Score for Project Location (b)	16.0
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
Land Use	Updated hotel, coffee shop and parking lot acreage and square footage based on site plan 1/11/23.
Construction: Construction Phases	Removed Site Preparation and Grading phases to reflect that the project site is developed. Updated Demolition phase to have 10 workdays.
Construction: Off-Road Equipment	Updated equipment for demolition and building construction phases to reflect relatively small construction component of the project.
Construction: Dust From Material Movement	Updated Demolition phase to include approximately 300 cy of soil import for pool removal and paving.
Operations: Vehicle Data	Updated hotel and cafe weekday trip rates and cafe pass-by trip percentages based on VMT Impact Analysis by Ganddini Group 4/3/23.

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Attachment 3

Energy Calculations

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14624 Dalewood Street (Baldwin Park)

Air Quality Construction Emissions Estimates and Transportation Energy Calculations
Prepared by: MIG, Inc.
March 2023

Contents:

Sheet 1: Summary of Energy Consumption
Sheet 2: Construction On-site Fuel Consumption Estimates
Sheet 3: Construction Off-site Fuel Consumption Estimates
Sheet 4: Operational Fuel Efficiency
Sheet 5: Raw EMFAC2021 (v1.0.2) Emissions Inventory for Statewide (2024)

Sheet 1: Summary of Energy Consumption

Table 1-1: Off-Road Equipment Fuel Consumption

Year	Diesel Fuel Consumed (Gal)	Gasoline Fuel Consumed (Gal)	Electricity Consumed (kWh)
Off-Road Equipment	13,294	--	--
On-Road Equipment	760	866	174
Total	14,053	866	174

Table 1-2: Operational Vehicle Fuel Consumption

Operational Estimates	Diesel Fuel Consumed (Gal)	Gasoline Fuel Consumed (Gal)	Electricity Consumed (kW)
Mobile Sources	25,517	103,125	43,409
Based on Annual VMT of:	2,829,348		

Table 1-3: Operational Energy Consumption (Building)

Land Use	Electricity (kWh/yr)	Natural Gas (kBTU/yr)
Hotel	143,337	295,733
Fast Food Rest without Drive-thru	26,492	88,076
Other Asphalt	-	-
Total	169,829	383,809

Table 1-4: Total Operational Energy Consumption

Source	Diesel Fuel Consumed (Gal)	Gasoline Fuel Consumed (Gal)	Electricity Consumed (kW)	Natural Gas (kBTU/yr)
Mobile Source	25,517	103,125	43,409	0
Building	0	0	169,829	383,809
Total	25,517	103,125	213,238	383,809

Sheet 2: Construction On-site Fuel Consumption Estimations

Phase	Days	Equipment	# of Pieces	Hr/Day	Horsepower	Load Factor	Runtime (bhp-hr)	Consumption (bhp-hr/gal)[1]	Gallons of Diesel
Demolition	10	Concrete/Industrial Saws	1	8	33	0.73	1,927	18.5	104
		Tractors/Loaders/Backhoes	1	8	84	0.37	2,486		134
		Excavators	1	8	36	0.38	1,094		59
Grading	0	Excavators	1	8	273	0.38	0		0
		Bore/Drill Rigs	1	8	236	0.50	0		0
		Bore/Drill Rigs	1	8	275	0.50	0		0
		Bore/Drill Rigs	1	8	375	0.50	0		0
		Sweepers/Scrubers	1	8	210	0.46	0		0
		Rollers	1	8	248	0.38	0		0
		Cranes	1	8	173	0.29	0		0
		Tractors/Loaders/Backhoes	1	8	202	0.41	0		0
Building Construction	200	Generator	1	8	14	0.74	16,576		896
		Forklifts	1	6	82	0.20	19,680		1,064
		Aerial Lifts	2	8	46	0.31	45,632		2,467
		Tractors/Loaders/Backhoes	1	8	84	0.37	49,728		2,688
		Welders	3	8	46	0.45	99,360		5,371
Building Vertical	0	Forklifts	1	8	62	0.20	0		0
		Welders	1	8	46	0.45	0		0
		Excavators	1	8	80	0.38	0		0
		Pumps	1	8	11	0.74	0		0
		Aerial Lifts	1	8	80	0.31	0		0
Finishing	0	Concrete/Industrial Saws	1	8	33	0.73	0		0
		Tractors/Loaders/Backhoes	1	8	78	0.37	0		0
		Rollers	1	8	248	0.38	0		0
		Aerial Lifts	1	8	80	0.31	0		0
		Excavators	1	8	80	0.38	0		0
Paving	10	Cement and Mortar Mixers	1	6	10	0.56	336		18
		Pavers	1	6	81	0.42	2,041		110
		Paving Equipment	1	8	89	0.36	2,563		139
		Tractors/Loaders/Backhoes	1	8	84	0.37	2,486		134
		Rollers	1	7	36	0.38	958		52
Architectural Coating	10	Air Compressors	1	6	37	0.48	1,066		58
								Total	13,294

[1] The Carl Moyer Program Guidelines 2017 Revisions. Table D-21. Approved by the Board April 27, 2017.

Sheet 3: Construction Off-site Fuel Consumption Estimates

Phase	Days	Number of Trips	Dist (mi)	Total VMT	Vehicle Class	Percent of Workers by Vehcile Class	Gasoline Average Fuel Economy (MPG)	Gasoline Fuel Split	Gasoline Fuel Consumption by Class (gal)	Diesel Average Fuel Economy (MPG)	Diesel Fuel Split	Diesel Fuel Consumption by Class (gal)	Electricity Average Economy (mi/kWh)	Electric Split	Electricity Consumption by Class (kWh)	Hybrid Average Economy (mi/kWh)	Hybrid Average Economy (mi/gal)	Hybrid Split	Hybrid Consumption by Class (kWh)	Hybrid Consumption by Class (gal)	Gasoline Fuel Consumption by Phase (gal)	Diesel Fuel Consumption by Phase (gal)	Electricity Consumption by Phase (kWh)
Worker Trips																							
Demolition	10	7.5	18.5	1387.5	LDA	0.25	29.3	92.18%	11	41.8	0.33%	0.0	2.59	4.98%	6.7	6.5	58.2	2.51%	1.3	0.1	53.6	0.1	9.9
					LDT1	0.50	24.3	99.62%	28	23.7	0.05%	0.0	2.59	0.22%	0.6	6.0	64.0	0.12%	0.1	0.0			
					LDT2	0.25	23.8	98.34%	14	31.9	0.34%	0.0	2.59	0.56%	0.8	6.2	61.1	0.75%	0.4	0.0			
Grading	0	50	12.95	0	LDA	0.25	29.3	92.18%	0	41.8	0.3%	0.0	2.59	4.98%	0.0	6.5	58.2	2.51%	0.0	0.0	0.0	0.0	0.0
					LDT1	0.50	24.3	99.62%	0	23.7	0.05%	0.0	2.59	0.22%	0.0	6.0	64.0	0.12%	0.0	0.0			
					LDT2	0.25	23.8	98.34%	0	31.9	0.3%	0.0	2.59	0.56%	0.0	6.2	61.1	0.75%	0.0	0.0			
Building Construction	200	4.62	18.5	17094	LDA	0.25	29.3	92.2%	134	41.8	0.3%	0.3	2.59	4.98%	82.2	6.5	58.2	2.51%	16.4	1.8	660.9	1.0	121.9
					LDT1	0.50	24.3	99.6%	350	23.7	0.05%	0.2	2.59	0.22%	7.1	6.0	64.0	0.12%	1.7	0.2			
					LDT2	0.25	23.8	98.3%	176	31.9	0.3%	0.5	2.59	0.56%	9.3	6.2	61.1	0.75%	5.2	0.5			
Building Vertical	0	250	12.95	0	LDA	0.25	29.3	92.2%	0	41.8	0.3%	0.0	2.59	4.98%	0.0	6.5	58.2	2.51%	0.0	0.0	0.0	0.0	0.0
					LDT1	0.50	24.3	99.6%	0	23.7	0.05%	0.0	2.59	0.22%	0.0	6.0	64.0	0.12%	0.0	0.0			
					LDT2	0.25	23.8	98.3%	0	31.9	0.3%	0.0	2.59	0.56%	0.0	6.2	61.1	0.75%	0.0	0.0			
Finishing	0	75	12.95	0	LDA	0.25	29.3	92.2%	0	41.8	0.3%	0.0	2.59	4.98%	0.0	6.5	58.2	2.51%	0.0	0.0	0.0	0.0	0.0
					LDT1	0.50	24.3	99.6%	0	23.7	0.05%	0.0	2.59	0.22%	0.0	6.0	64.0	0.12%	0.0	0.0			
					LDT2	0.25	23.8	98.3%	0	31.9	0.3%	0.0	2.59	0.56%	0.0	6.2	61.1	0.75%	0.0	0.0			
Paving	10	12.5	18.5	2312.5	LDA	0.25	29.3	92.2%	18	41.8	0.3%	0.0	2.59	4.98%	11.1	6.5	58.2	2.51%	2.2	0.2	89.4	0.1	16.5
					LDT1	0.50	24.3	99.6%	47	23.7	0.05%	0.0	2.59	0.22%	1.0	6.0	64.0	0.12%	0.2	0.0			
					LDT2	0.25	23.8	98.3%	24	31.9	0.3%	0.1	2.59	0.56%	1.3	6.2	61.1	0.75%	0.7	0.1			
Architectural Coating	10	0.92	18.5	170.2	LDA	0.25	29.3	92.2%	1	41.8	0.3%	0.0	2.59	4.98%	0.8	6.5	58.2	2.51%	0.2	0.0	6.6	0.0	1.2
					LDT1	0.50	24.3	99.6%	3	23.7	0.05%	0.0	2.59	0.22%	0.1	6.0	64.0	0.12%	0.0	0.0			
					LDT2	0.25	23.8	98.3%	2	31.9	0.3%	0.0	2.59	0.56%	0.1	6.2	61.1	0.75%	0.1	0.0			
Sub-Total Worker Trips Energy Consumption							Gasoline (gal)		810.6	Diesel (gal)		1.2	Electricity (kWh)		120.9	Hybrid (kWh; gal of gasoline)			28.5	3.1	810.6	1.2	149.5
Vendor Trips																							
Demolition	10	0	6.94	0	MHDT	0.5	5.0	14.9%	0	8.7	83.96%	0	0.93	0.26%	0.00	--	--	--	--	--	0.0	0.0	0.0
					HHDT	0.5	3.8	0.0%	0.00	6.0	94.16%	0	0.55	0.28%	0.00	--	--	--	--	--			
Grading	0	5	6.94	0	MHDT	0.5	5.0	14.9%	0	8.7	83.96%	0	0.93	0.26%	0.00	--	--	--	--	--	0.0	0.0	0.0
					HHDT	0.5	3.8	0.0%	0.00	6.0	94.16%	0	0.55	0.28%	0.00	--	--	--	--	--			
Building Construction	200	1.8	10.2	3672	MHDT	0.5	5.0	14.9%	55	8.7	83.96%	177	0.93	0.26%	5.07	--	--	--	--	--	55.1	464.2	14.5
					HHDT	0.5	3.8	0.0%	0	6.0	94.16%	287	0.55	0.28%	9.41	--	--	--	--	--			
Building Vertical	0	107	6.94	0	MHDT	0.5	5.0	14.9%	0	8.7	83.96%	0	0.93	0.26%	0.00	--	--	--	--	--	0.0	0.0	0.0
					HHDT	0.5	3.8	0.0%	0	6.0	94.16%	0	0.55	0.28%	0.00	--	--	--	--	--			
Finishing	0	107	6.94	0	MHDT	0.5	5.0	14.9%	0	8.7	83.96%	0	0.93	0.26%	0.00	--	--	--	--	--	0.0	0	0.0
					HHDT	0.5	3.8	0.0%	0	6.0	94.16%	0	0.55	0.28%	0.00	--	--	--	--	--			
Sub-Total Vendor Trips Energy Consumption							Gasoline (gal)		55.1	Diesel (gal)		464.2	Electricity (kWh)		14.5	--	--	--	--	--	55	464	14
Hauling Trips																							
Demolition	10	9.4	20	1880	HHDT	1.0	3.8	0.05%	0.2	6.0	94.16%	294	0.5	0.28%	9.63	--	--	--	--	--	0.2	294	9.63
Grading	120	0	20	0	HHDT	1.0	3.8	0.05%	0.0	6.0	94.16%	0	0.5	0.28%	0.00	--	--	--	--	--	0.0	0	0.00
Building Foundation	42	0	20	0	HHDT	1.0	3.8	0.05%	0.00	6.0	94.16%	0	0.5	0.28%	0.00	--	--	--	--	--	0.0	0	0.00
Building Vertical	408	0	20	0	HHDT	1.0	3.8	0.05%	0.00	6.0	94.16%	0	0.5	0.28%	0.00	--	--	--	--	--	0.0	0	0.00
Sub-Total Haul Trips Energy Consumption							Gasoline (gal)		0.227	Diesel (gal)		294.2	Electricity (kWh)		10	--	--	--	--	--	0.2	294	10
Total On-Road Construction Trips Genergy Usage								**Gasoline (gal)**	**866**		**Diesel (gal)**	**760**		**Electricity (kWh)**				**174**					

Sheet 4: Average Fuel Efficiency - Santa Clara County

EMFAC2021 Statewide Fuel Efficiency Estimates for 2024

Table 1: 2024 Statewide Average Vehicle Fuel Efficiency (Gasoline)

Vehicle Class	Population	Vehicle Miles Travelled Per Day	Gallons Per Day	Miles Per Gallon
HHDT	150.12	9,389.36	2,466.71	3.81
LDA	13,285,208.99	516,304,233.20	17,603,721.33	29.33
LDT1	1,318,482.06	44,831,489.77	1,843,943.70	24.31
LDT2	6,243,646.16	248,172,265.36	10,411,755.78	23.84
LHDT1	533,444.02	20,083,806.48	1,822,448.22	11.02
LHDT2	76,015.03	2,788,467.09	282,204.46	9.88
MCY	694,600.86	4,105,358.56	100,670.93	40.78
MDV	4,227,037.87	157,285,636.13	8,108,532.18	19.40
MH	84,519.02	770,352.31	166,729.48	4.62
MHDT	49,136.20	2,647,286.25	533,089.73	4.97
OBUS	13,168.72	597,323.20	122,069.84	4.89
SBUS	6,487.55	345,599.52	36,511.92	9.47
UBUS	2,828.54	242,804.06	37,503.47	6.47
TOTAL	26,534,725.14	998,184,011.30	41,071,647.76	24.30

Table 2: 2024 Statewide Average Vehicle Fuel Efficiency (Diesel)

Vehicle Class	Population	Vehicle Miles Travelled Per Day	Gallons Per Day	Miles Per Gallon
HHDT	307,158.34	42,799,671.17	7,111,765.59	6.02
LDA	46,051.86	1,393,608.46	33,342.73	41.80
LDT1	676.79	9,607.21	404.53	23.75
LDT2	21,611.88	901,223.12	28,222.52	31.93
LHDT1	387,023.55	14,655,800.96	842,921.79	17.39
LHDT2	151,207.18	5,947,359.81	409,697.09	14.52
MCY	0.00	0.00	0.00	0.00
MDV	65,919.21	2,563,762.71	107,118.50	23.93
MH	35,749.86	337,480.39	34,743.05	9.71
MHDT	277,729.37	12,176,258.56	1,397,769.98	8.71
OBUS	9,912.90	724,559.15	100,712.48	7.19
SBUS	19,340.78	426,182.54	53,570.46	7.96
UBUS	3,498.15	350,115.77	42,225.25	8.29
TOTAL	1325879.86	82285629.85	10162493.97	8.10

Table 3: 2024 Statewide Average Vehicle Fuel Efficiency (Electricity)

Vehicle Class	Population	Vehicle Miles Travelled Per Day	Energy Consumption (kWh/day)	Miles Per kWh
HHDT	918.09	104,803.20	190,780.08	0.55
LDA	1,051,710.66	41,202,707.18	15,205,205.78	2.71
LDT1	4,410.18	162,237.78	58,917.19	2.75
LDT2	82,940.18	2,539,040.56	875,566.11	2.90
LHDT1	1,635.66	123,189.29	74,239.79	1.66
LHDT2	423.36	30,210.37	18,069.62	1.67
MCY	0.00	0.00	0.00	0.00
MDV	68,479.25	2,134,657.20	763,177.56	2.80
MH	0.00	0.00	0.00	0.00
MHDT	845.66	47,203.34	50,979.04	0.93
OBUS	25.11	2,191.95	2,370.85	0.92
SBUS	70.00	2,045.09	2,237.46	0.91
UBUS	313.74	24,321.75	46,816.64	0.52
TOTAL	1,211,771.90	46,372,607.72	17,288,360.12	2.68

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1650 SPRUCE STREET, STE 106
RIVERSIDE, CA 92507
951.787.9222
WWW.MIGCOM.COM

Memo

To: Jay and Sanjay Patel, SNS Hotels LLC

CC: Cameron Hile, MIG

From: Kasey Kitowski and Chris Dugan

Date: April 14, 2023

SUBJECT: Noise and Vibration Analysis for Baldwin Park Dalewood St Hotel Project, Baldwin Park, CA

MIG, Inc. (MIG) has prepared this memorandum at the request of SNS Hotels, LLC. This memorandum estimates the potential noise and vibration levels for the proposed Baldwin Park Dalewood St Hotel Project (proposed Project) and evaluates those noise and vibration levels against applicable standards established by the City. As explained in this memorandum, the proposed Project does not have the potential to result in noise or vibration levels that would exceed applicable standards or otherwise substantially alter the existing environment and would not expose people working at or visiting the Project site to excessive airport-related noise levels.

PROJECT DESCRIPTION

The proposed Project involves minor renovation of existing facilities at 14624 Dalewood Street that were historically used for hotel and restaurant/café purposes. 14624 Dalewood Street is a developed, approximately 1.23-acre property comprised of two land parcels (APN 8463-001-014, -015). The existing hotel is approximately 33,768 square feet in size over four floors. The existing hotel has been vacant since a structure fire approximately five years ago. Prior to the fire, the hotel building had 72 rooms for guest use, a pool, and 40 parking spaces. The site also includes a small, vacated restaurant/café building (818 square feet) with four parking spaces. This facility operated independently of the hotel.

The proposed Project site is bordered by commercial properties to the north/northeast (in the City of Baldwin Park and the City of West Covina), a vacant property to the west/southwest, Dalewood Street and Interstate 10 (I-10) to the north, and single-family residential land uses to the south along South Ardilla Avenue (in the City of West Covina). The I-10 is located approximately 130 feet north of the Project site.[1] There are no schools located within 1,000 feet of the Project site.[2]

The proposed Project would demolish the existing pool, reconfigure the existing parking lot to provide approximately 18 additional parking spaces, and remodel and renovate the 72-room hotel building (Architecture Studio MA Inc, 2023; see Attachment 01). The remodel and renovation of

[1] Measurement is based on the distance between the project site's northern property line and the edge of the closest I-10 lane of travel (eastbound on ramp). The distance from the center of I-10 to the project site's northern property line is approximately 210 feet.

[2] The closest school is San Jose Charter Academy, located approximately 2,200 feet south of the project site, as measured between the project site property line and the school property line (i.e., at closest).

the hotel would add approximately 3,944 square feet of total building space, increasing the hotel's square footage from 33,768 square feet to 37,712 square feet. Approximately 1,244 square feet would be added to the first floor and approximately 900 square feet would be added to each of the second, third and fourth floors. The number of guest rooms (72) would remain unchanged with the planned renovations.

The proposed Project would involve demolition, building construction, paving, and architectural coating. Construction is expected to begin as soon as mid- to late- 2023 and last approximately 11 months. The proposed Project's construction schedule and anticipated equipment usage is listed in Table 1, *Baldwin Park Dalewood St Hotel Project Construction Activities*.

Table 1: Baldwin Park Dalewood St Hotel Project Construction Activities

Phase	Duration	Typical Equipment Used
Demolition	10 days	Concrete/Industrial Saw, Backhoe, Excavator
Building Construction	200 days	Forklift, Generator, Welder, Backhoe, Aerial Lifts
Paving	10 days	Cement and Mortar Mixer, Paver, Roller, Paving Equipment, Backhoe
Architectural Coating	10 days	Air Compressor

The Project is expected to be operational in 2024. Once operational, the proposed Project would operate as a hotel, similar to the previous operation of the existing vacant hotel.

The following sections describe the ambient noise environment near the proposed Project and evaluate the proposed Project's potential to impact the existing noise environment near the Project. Please refer to Attachment 02 for background information on environmental noise and vibration, including commonly used terminology.

EXISTING NOISE ENVIRONMENT

The proposed Project is located in southeastern Baldwin Park, in an area classified as Freeway Commercial by the City's Zoning Code and designated as General Commercial by the City's General Plan. The City's General Plan identifies transportation noise as the primary noise source in the City (City of Baldwin Park, 2002). The main source of noise at the Project site would be from the I-10, which is approximately 145 feet to the north of the Project site (as measured from the property line to the edge of the highway right-of-way) and approximately 310 feet from the closest exterior proposed building façade (as measured to the centerline of the I-10). The City's General Plan does not provide noise contour information for the I-10; however, the City's 12793 Garvey Avenue Industrial Commercial Project Initial Study (IS) and Mitigated Negative Declaration (MND) identifies that noise levels measured approximately 100 feet from the centerline of the I-10 were 76.3 CNEL (City of Baldwin Park 2020). Based on this information, the noise levels from the I-10 at the proposed Project's property line and closest exterior building façade are estimated to be 74.7 CNEL and 71.4 CNEL, respectively, after attenuating for distance.

The Project site is not located within any airport planning boundaries. The closest public or private airport facility, San Gabriel Valley Airport, is located approximately 4.3 miles northwest of the Project site.

Noise Sensitive Receptors

Noise sensitive land uses and receptors are buildings or areas where unwanted sound or increases in sound may have an adverse effect on people or land uses, such as residential uses, schools, hospitals, churches, and other noise-sensitive land uses. The noise sensitive receptors within 500 feet of the proposed Project site include:

- Single-family residences directly east and south of the site on South Ardilla Avenue (in the City of West Covina).
- The Garden View Post-Acute Rehab Center, located approximately 160 feet to 260 feet south/southwest of the site on Garden View Lane (in the City of Baldwin Park).
- Residential neighborhoods generally located to the east and south of the site.

NOISE AND VIBRATION ANALYSIS

The proposed Project would generate noise during construction and operation of the proposed facilities. The following analysis evaluates if the Project would:

- Generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of the standards established in the local general plan or noise ordinance, or applicable standards of other agencies;
- Generate excessive groundborne vibration or groundborne noise levels; or
- Expose people residing or working in the Project area to excessive airport-related noise levels.

With regard to item a), the proposed Project is located on the boundary between the City of Baldwin Park and the City of West Covina. The Baldwin Park and West Covina Municipal Code and General Plan Noise Elements establish the following standards applicable to construction noise, operational noise, and noise / land use compatibility.

- *Construction Noise:* The Baldwin Park Municipal Code, Section 130.37(E) (Special Noise Sources - Construction of Buildings and Projects), exempts construction noise from the City's noise standards but establishes that it is unlawful to perform construction activities within 500 feet of a residential zone between the hours of 7:00 PM and 7:00 AM.

  The West Covina Municipal Code, Chapter 15, Article IV, Division 2, Section 15-95(a) (Construction and Building Projects - Regulation), establishes that it is unlawful to perform construction activities between the hours of 8:00 PM and 7:00 AM that would increase ambient noise levels by more than five decibels within 500 feet of a residential zone. In addition, Section 15-95(c) (Construction and Building Projects - Unloading and Loading) establishes that it is unlawful to perform loading and unloading or any other work that is in preparation of construction activities, within 500 feet of occupied residences between the hours of 8:00 PM and 6:00 AM.

  This report evaluates the proposed Project's construction noise levels against the standards contained in City of Baldwin Park Municipal Code Section 130.37€. It is noted that this standard, which limits construction activities within 500 feet of a residential zone to the hours of 7 AM to 7 PM, is more restrictive than the permissible work hours contained in the West Covina Municipal Code (which generally limit construction activities within 500 feet of a residential zone to the hours of 6 AM to 8 PM).

- *Operational Noise:* The Baldwin Park Municipal Code establishes the following operational noise standards:
  - Section 130.34 (Ambient Base Noise Levels) establishes that it is unlawful for any person within the City to make, cause, or allow to be produced noise which is received on property occupied by another person in excess of the standards shown in Table 2*, Baldwin Park Municipal Code Ambient Base Noise Levels*.

- Section 130.37(I) (Special Noise Sources-Machinery, Equipment, Fans, and Air Conditioning) establishes that it is unlawful to operate any machinery, equipment, pump, fan, air conditioning apparatus, or similar mechanical device between 7:00 AM and 10:00 PM if the use is attended by loud or unusual noises. Section 153.140.070(C) establishes that it is unlawful to produce noise that exceeds the exterior noise standards shown in Table 3*, Baldwin Park Municipal Code Exterior Noise Standards*.
- Section 153.140.070(D)(1) and 153.140.070(D)(2) establish that it is unlawful to produce noise that causes interior noise level to exceed 45 dBA within a dwelling unit. A 5 dBA increase is permitted for 1 minute in a 24-hour period and a 10 dBA increase is permitted for less than 1 minute in a 24 hour period.

Table 2: Baldwin Park Municipal Code Ambient Base Noise Levels

Zone (Receiving Property)	Daytime Standard (7:00 AM to 10:00 PM)(A)	Nighttime Standard (10:00 PM to 7:00 AM)(A)
R-I (Single Family Residential)	55 dBA	45 dBA
RG and R-3 (Garden Multi-Family Residential and Multi-Family Residential)	60 dBA	55 dBA
Commercial	65 dBA	60 dBA
Industrial	70 dBA	70 dBA

Source: Baldwin Municipal Code Section 130.34(A) and 130.34(B)

(A) The standards would be adjusted for the following noise conditions:

1. Repetitive impulsive noise, pure tones and sound with cyclically varying amplitude (-5dB)
2. Steady whine, screech or hum (-5dB)
3. Noise occurring more than 5 but less than 15 minutes per hour (+2dB)
4. Noise occurring more than 1 but less than 5 minutes per hour (+5dB)
5. Noise occurring less than 1 minute per hour (+7dB)

Table 3: Baldwin Park Municipal Code Exterior Noise Standards

Zone (Receiving Property)	Daytime Standard (7:00 AM to 7:00 PM)(A)	Evening Standard (7:00 PM to 10:00 PM)(A)	Nighttime Standard (10:00 PM to 7:00 AM)(A)
Residential	55 dBA	50 dBA	45 dBA
Commercial	65 dBA	65 dBA	55 dBA
Industrial	65 dBA	65 dBA	65 dBA

Source: Baldwin Municipal Code Section 153.140.070(C), Tables 153.140.070(C) and 153.140.070(D)

(A) The following increases to the ambient noise standard may be permitted:

1. A 5 dBA increase for 15 cumulative minutes in a 24-hour period
2. A 10 dBA increase for 5 cumulative minutes in a 24-hour period
3. A 15 dBA increase for 1 minute in a 24 hour period
4. A 20 dBA increase for less than 1 minute in a 24 hour period

- The Baldwin Park General Plan Noise Element, Table NE-2, establishes exterior and interior noise standards for residential land uses of 65 CNEL and 45 CNEL, respectively.

The West Covina Municipal Code does not contain quantitative exterior noise standards; however, Municipal Code Chapter 15, Article IV, Division 2, Section 15-85 does establish that it is unlawful for any person within any residential zone to produce noise that can be heard 50 feet from a property line in a residential area. In addition,

the General Plan supports an interior noise level of 45 CNEL for residential uses.

This report evaluates the proposed Project's operational noise levels against the standards contained in the City of Baldwin Park Municipal Code and General Plan Noise Element. Municipal Code Section 153.140.070(C) establishes daytime, evening, and nighttime standards for different land uses as follows (see Table 3): 55 dBA from 7:00 AM to 7:00 PM, 50 dBA from 7:00 PM to 10:00 PM, and 45 dBA from 10:00 PM to 7:00 AM at the property line of residential properties to the south and at the nursing home to the west of the Project site, and 65 dBA from 7:00 AM to 10:00 PM and 55 dBA from 10:00 PM to 7:00 AM at the property line of commercial properties to the east and west of the Project site. Additionally, Municipal Code Section 153.140.070(C) establishes interior noise standards of 45 dBA in dwelling units. Finally, the City's General Plan Noise Element, Table NE-2, establishes an exterior standard of 65 CNEL for residential land uses.

The City of Baldwin Park's Municipal Code standards are more stringent than the City of West Covina's Municipal Code, which does not establish exterior or interior noise standards.

- *Noise/Land Use Compatibility*: The City's General Plan Noise Element provides land use compatibility standards for community noise environments. For transient lodging land uses, the City's Noise Element establishes 55-64 CNEL as the clearly compatible noise level, 65-74 CNEL as the conditionally acceptable noise level, and 75-84 CNEL as the normally incompatible noise level.

Increases in Ambient Noise Levels in Excess of Applicable Standards

Project Construction

The proposed Project involves demolition, building construction, paving, and architectural coating activities in an existing commercial area of the City of Baldwin Park. Construction activities are anticipated to begin in 2023 and may last approximately 11 months in total. In general, construction activities would involve the use of worker vehicles, delivery trucks, dump trucks, and heavy-duty construction equipment such as (but not limited to) backhoes, tractors, loaders, excavators, rollers, material lifts, generators, and air compressors. These types of construction activities would generate noise and vibration from the following sources:

- Heavy equipment operations at different work areas. Some heavy equipment would consist of mobile equipment such as a loader and excavator that would move around work areas; other equipment would consist of stationary equipment (e.g., cranes or material hoists/lifts) that would generally operate in a fixed location until work activities are complete. Heavy equipment generates noise from engine operation, mechanical systems, and components (e.g., fans, gears, propulsion of wheels or tracks), and other sources such as back-up alarms. Mobile equipment generally operates at different loads, or power outputs, and produces higher or lower noise levels depending on the operating load. Stationary equipment generally operates at a steady power output that produces a constant noise level.
- Vehicle trips, including worker, vendor, and haul truck trips. These trips are likely to primarily occur on Dalewood Street via the I-10.

Typical construction equipment noise levels at different distances are shown in Table 4, *Potential Project Construction Equipment Noise Levels*.

Table 4: Potential Project Construction Equipment Noise Levels

Typical Equipment	Noise Level at 50 feet (L_{max})(A)	Percent Usage Factor(B)	Predicted Equipment Noise Levels (L_{eq})(C)						
			25 Feet	50 Feet	75 Feet	100 Feet	150 Feet	200 Feet	250 Feet
Backhoe	80	40	82	76	72	70	66	64	62
Compact roller	80	20	79	73	69	67	63	61	59
Concrete mixer	85	40	87	81	77	75	71	69	67
Concrete saw	90	20	89	83	80	77	73	71	69
Excavator	85	40	87	81	77	75	71	69	67
Generator	82	50	85	79	75	73	69	67	65
Man lift	85	20	84	78	74	72	68	66	64
Paver	85	50	88	82	78	76	72	70	68
Pneumatic tools	85	50	88	82	78	76	72	70	68
Welder	73	40	72	66	62	60	56	54	52
Delivery truck	85	40	86	81	77	75	71	69	67

Sources: Caltrans, 2013 and FHWA, 2010.

(A) L_{max} noise levels based on manufacturer's specifications.

(B) Usage factor refers to the amount (percent) of time the equipment produces noise over the time period.

(C) Estimate does not account for any atmospheric or ground attenuation factors. Calculated noise levels based on Caltrans, 2013: L_{eq} (hourly) = L_{max} at 50 feet – 20log (D/50) + 10log (UF), where: L_{max} = reference L_{max} from manufacturer or other source; D = distance of interest; UF = usage fraction or fraction of time period of interest equipment is in use.

With regard to construction noise, demolition, site preparation, and grading phases typically result in the highest temporary noise levels due to the use of heavy-duty equipment such as dozers, excavators, graders, loaders, scrapers, and trucks. The proposed Project would require minor demolition (i.e., approximately 10 days of demolition work), but would not involve intensive site preparation and grading, and would not use several of the pieces of equipment that generate high noise levels, such as graders or scrapers, because the Project would involve remodeling and renovation of an existing building.

Construction noise impacts generally occur when construction activities occur in areas immediately adjoining noise sensitive land uses, during noise sensitive times of the day, or when construction durations last over extended periods of time. As shown in Table 4, worst case construction equipment noise levels are predicted to be approximately 83 dBA L_{max}, at 50 feet; however, the magnitude of the Project's temporary and periodic increase in ambient noise levels would depend on the nature of the construction activity (i.e., demolition, building construction) and the distance between the construction activity and sensitive receptors/outdoor use areas. Sensitive residential receptors could be within 25 feet of work areas at certain times (e.g., paving), at which distance construction equipment may temporarily reach 89 dBA L_{eq} for several minutes or hours. Construction in the middle of the site would be at least 100 feet from residences to the east and south and over 250 feet from the Garden View Post-Acute Rehab Center to the west/southwest. At these distances, equipment noise levels would range from 77 dBA L_{eq} (at 100 feet) to 69 dBA L_{eq} (at 250 feet). These worst-case noise levels could occur during the demolition and paving phases, which would last up to 20 days in total. Noise levels would be slightly lower during the longest construction phase, building construction, which would last approximately 200 days. During building construction, equipment noise levels could

reach 75 dBA L_{eq} at a distance of 100 feet and 67 dBA L_{eq} at a distance of 250 feet. These estimates do not include any noise attenuation associated with the concrete wall along the southern border of the Project site or the hotel building itself.

Although Project construction may temporarily increase noise levels near the site, it is not anticipated to result in physical harm (e.g., temporary or permanent hearing loss or damage) to any sensitive noise receptor because receptors would not be continuously exposed to elevated construction noise levels (i.e., noise levels would return to ambient conditions when construction ceases for the day) and the construction noise levels presented above are exterior noise levels, whereas receptors would be likely to be inside buildings. Typical residential and commercial construction in California typically provides at least 12 dBA of exterior to interior noise attenuation with windows open and 20 dBA of exterior to interior noise attenuation with windows closed[3]. Physiological effects occur when the human ear is subjected to prolonged exposure to high noise environments. For example, to protect workers from noise-induced hearing loss, the U.S. Occupational Safety and Health Administration (OSHA) limits worker noise exposure to 90 dBA as averaged over an 8-hour time period (29 CFR 1910.95). Similarly, the National Institute for Occupational Safety and Health (NIOSH) recommends workers limit noise exposure to no more than 85 dBA over an 8-hour period to protect against noise-induced hearing loss (NIOSH, 1998). As shown in Table 4, potential worst-case hourly noise level estimates for the proposed Project are approximately 89 dBA L_{eq}. Although hourly construction noise levels may approach 89 dBA L_{eq} for one or two hours, such noise levels would not be sustained over an 8-hour period (due to movement of equipment and changes in operations that occur during daily construction activities). Therefore, at worst-case, noise from construction activities may pose a temporary interference or annoyance effect on nearby sensitive receptors but would not result in adverse physiological effects on human receptors in the surrounding area.

The City's Municipal Code (Section 130.37) limits construction activities to the hours of 7 AM to 7 PM; however, the neither the City's General Plan nor Municipal Code establish a specific numeric noise standard (e.g., 90 dBA L_{eq}) for construction noise levels. While construction noise levels would be audible at noise-sensitive receptors during certain periods, the proposed Project would not generate a substantial temporary increase in ambient noise levels because:

- The Project involves the renovation and rehabilitation of an existing hotel building and parking lot, and would not involve substantial, prolonged heavy duty equipment operations.
- Per Baldwin Park Municipal Code Section 130.37(E), construction activities would be limited to the hours of 7 AM to 7 PM unless a permit is obtained from the Department of Public Works. This requirement limits construction activities to daytime hours when people are generally considered to be least sensitive to environmental noise levels.
- Sensitive receptors would be partially shielded from construction noise by an existing concrete wall along the eastern and southern property line (between the Project site and residential receptors in the City of West Covina and the Garden View Post-Acute Rehab Center in the City of Baldwin Park). This shielding would serve to lower potential construction noise levels by a minimum of 5 dBA, and possibly as much as 7 dBA to 10 dBA depending on the distance between equipment and the barrier. In addition, the

[3] The U.S. Department of Housing and Urban Development (HUD) Noise Guidebook and supplement (2009a, 2009b) includes information on noise attenuation provided by building materials and different construction techniques. As a reference, a standard exterior wall consisting of 5/8-inch siding, wall sheathing, fiberglass insulation, two by four wall studs on 16-inch centers, and 1/2-inch gypsum wall board with single strength windows provides approximately 35 dBs of attenuation between exterior and interior noise levels, provided windows do not occupy more than 30% of the exterior wall space.

existing hotel building would also serve to partially or fully shield some of the Project's demolition and paving activities on the north side of the site from noise-sensitive receptors to the east and south.

- Construction activities would be short in duration, lasting approximately 11 months in total, with the noisiest activities anticipated to occur intermittently for approximately 20 working days.

For the reasons outlined above, the proposed Project's construction activities would not generate noise levels that exceed standards or otherwise result in a substantial, temporary increase in ambient noise levels at sensitive receptor locations. This impact would be less than significant.

Project Operation (On-Site Noise Sources)

The Project site and surrounding properties to the east, west, and across Dalewood Avenue to the north, are all zoned as Freeway Commercial (F-C) by the City's zoning code; properties to the east and south, which are located in the City of West Covina, are zoned as Residential Single Family (R-1) by the West Covina zoning code.

Baldwin Park Municipal Code Section 153.140.070(C) establishes the maximum permissible noise level that may intrude into adjacent property lines. The code establishes maximum permissible noise levels for residential land uses of 55 dBA for daytime hours (7:00 AM to 7:00 PM), 50 dBA for evening hours (7:00 PM to 10:00 PM), and 45 dBA for nighttime hours (10:00 PM to 7:00 AM). It is noted that, due to the proximity of the I-10, the existing ambient noise environment at the site and adjacent properties is above 60 dBA L_{eq} during most, if not all, hours of the day, a noise level that already exceeds the City's standards for residential land uses.

The proposed Project would generate noise from vehicle parking activities, garbage collection activities, air conditioning equipment, and other hotel activities (e.g., building maintenance). These noise generating activities would be similar to the noise generated by the previous hotel at the Project site. In addition, the types of noise generated by the hotel would be similar to the noise generated by existing residential land uses to the south, although the amount of air conditioning equipment, the frequency of garbage collection, and the intensity of parking would be greater.

In general, hotels are not a substantial noise-generating land use type because they do not involve substantial noise-generating activities during the nighttime and mechanical equipment associated with elevators and other building systems are typically enclosed within equipment rooms. The proposed Project's site layout and design would place nearly all commercial café, parking, and other ground-level noise generating activities (e.g., waste collection) on the northern and eastern sides of the site, adjacent to commercial properties on Dalewood Street and West Merced Avenue, and away from noise-sensitive receptors on the southeast, south, and southwest of the site. The proposed Project would also retain the existing concrete wall along the eastern and southern property line, shielding the residential and medical care receptors that border the Project site from ground-level noise generated by the Project (e.g., parking activities). The only exterior stationary noise generating equipment that could impact adjacent noise sensitive receptors would be the Project's proposed wall-mounted heating, ventilation, and air conditioning (HVAC) units. These units are anticipated to be small, rated to condition individual rooms that would be approximately 430 square feet in size or less. It is anticipated that the proposed Project would use packaged terminal air conditioner (PTAC) units that can produce a sound pressure level up to 61 dBA at a distance of 3 feet. PTAC units would be located in each room and would be oriented to the northeast and southwest. Receptors near the Project site would face different operational noise levels, depending on the amount of time the PTAC unit operates in any single hour, the number of PTAC units facing the receptor that

are in operation at any given time, and the distance between the property line of the receptor and the building façade(s).

For the purposes of this analysis, each PTAC unit is assumed to operate for 40 minutes in any single hour and generate an hourly average noise level of 59.2 dBA L_{eq} (at 3 feet). Up to four (4) PTAC units (one for each hotel level) are assumed to operate at the same time, with ground level PTAC units partially shielded from adjacent receptors by the existing concrete wall along the property line.[4] At their closest, PTAC units on the southern building façade could be 27 or 46 feet from the shared residential property line at 1233 South Ardilla Avenue and 65 feet from the shared residential property line at 1227 South Ardilla Avenue, while PTAC units on the western building façade could be 80 feet from the shared residential property line at 1239 South Ardilla Avenue. Table 5, *Estimated Project Stationary Source Noise Levels*, summarizes the potential PTAC unit noise levels at these receptor locations.

Table 5: Estimated Project Stationary Source Noise Levels

Residential Receptor	Distance to Hotel PTAC Unit	Estimated Hourly Noise Level (dBA L_{eq})	
		1 PTAC Unit(A)	4 PTAC Units(B)
1233 South Ardilla Avenue	27/46 Feet	40.1	44.4(C)
1227 South Ardilla Avenue	65 Feet	38.3	38.5
1239 South Ardilla Avenue	80 Feet	36.5	36.7

(A) Each packaged terminal air conditioner (PTAC) unit is assumed to generate a noise level up to 59.2 dBA L_{eq} at a distance of 3 feet. The estimated noise level at distance is calculated according to Equation 1 shown in Attachment 02. :
(B) The noise level for multiple PTAC units is calculated according to Equation 4 shown in Attachment 02. No shielding is assumed for ground level PTAC units.
(C) There are no ground level PTAC units on the southern building façade. Estimate assumes two (2) elevated PTAC units operating 27 feet away from the property line and two (2) elevated PTAC units operating 46 feet away from the property line.

As shown in Table 5, the proposed Project's PTAC units would not generate noise levels that exceeds the City of Baldwin Park's daytime (55 dBA L_{eq}), evening (50 dBA L_{eq}) or nighttime (45 dBA L_{eq}) noise standards at the three closest residential properties affected by the Project. All other residential properties, as well as the Garden View Post-Acute Rehab center, would experience lower operational noise from the proposed Project.

In addition to on-site sources, the proposed Project would add vehicle trips to I-10, Dalewood Street, and other local roads used to access the site. Caltrans considers a doubling of total traffic volume to result in a three dBA increase in traffic-related noise levels (Caltrans, 2013). According to the Focused Traffic Analysis prepared for the proposed Project, the Project would result in up to 47 net new peak hour vehicle trips on Dalewood Street, which currently carries approximately 750 to 1,000 vehicles during the AM and PM peak hour periods (Ganddini Group, 2023). The proposed Project, therefore, would not double traffic volumes on Dalewood Street or any other local road used to access the site and would not result in a substantial permanent increase in traffic-related noise levels.

[4] In general, when one noise source is 10 dB lower than a second noise source, the lower noise level does not significantly contribute to total noise levels at a receptor (less than 0.5 dB of total contribution. For this reason, this analysis evaluates noise levels associated with the operation of the PTAC units closest to the evaluated receptors because these units would contribute the most to potential noise levels at adjacent property lines. The existing 6-foot-tall concrete wall is estimated to provide a minimum of 5 dB of noise attenuation for ground level PTAC units; however, no shielding is assumed in this analysis.

As described above, the proposed Project would not generate operational noise levels that exceed City standards or otherwise result in a substantial permanent increase in ambient noise levels in the vicinity of the Project. This impact would be less than significant.

Other Planning Considerations (Noise / Land Use Compatibility and Interior Noise Compatibility)

The California Supreme Court in *California Building Industry Association v. Bay Area Air Quality Management District*, 62 Cal.4th 369 (2015) ruled that CEQA review is focused on a project's impact on the environment "and not the environment's impact on the project." Per this ruling, a Lead Agency is not required to analyze how existing conditions might impact a project's existing or future population except where specifically required by CEQA; however, a Lead Agency may elect to disclose information relevant to a project even if it not is considered an impact under CEQA. Furthermore, the City's General Plan sets noise standards for receiving land uses which require evaluation for consistency and compliance even if such evaluation is not required by CEQA to be identified as a physical impact of the project.

The noise level at the proposed hotel building's exterior façade that is closest to the I-10 (See "Existing Environment" section above) is estimated to be 71.4 CNEL, which is within the "conditionally acceptable" range. The City's General Plan Noise Element establishes a "conditionally acceptable" exterior land use compatibility standard for transient lodging (motels and hotels) of 65-75 CNEL. Exterior noise levels within this range would be considered acceptable provided interior noise levels do not exceed 45 CNEL.

The closest exterior building façade is not habitable space; rather, the northwestern façade consists of ancillary spaces like storage, trash, elevator space, etc. The nearest room façade would be located 340 feet from the centerline of the I-10 and is estimated to be exposed to exterior noise levels of 71.0 CNEL, necessitating 26.0 dBA of exterior-to-interior noise reduction to achieve interior noise levels of 45 CNEL.

The proposed Project would replace existing exterior room sliding door and balconies with solid exterior walls with windows occupying no more than 22% of the exterior wall surface area. The Project proposes dual glazed windows, with typical exterior, non-bearing walls consisting of stucco or siding, over 5/8" sheathing, nominal 1/2" plywood, 2x6 studs spaced 24" on center, R21 batt insulation, with at least one interior layer of 5/8" gypsum board. Some rooms would also include concrete lintels that replace a part of the exterior wall. This typical exterior wall configuration is estimated to provide a minimum of 28 dBA of exterior-to-interior noise attenuation (HUD, 2009a and 2009b). With this reduction, interior noise in occupiable rooms at the Project site could reach 43 CNEL, which would meet City standards. No additional, site-specific noise design features would be required for the Project.

Groundborne Vibration

Construction of the proposed Project would involve the use of heavy-duty off-road pieces of equipment, which, in addition to generating airborne noise, would also generate ground-borne vibration. Certain Project construction activities could take place close to residences that border the Project site to the east/southeast for a short period of time (several days); however, most construction activities would take place more than 100 feet or more from the nearest structure. In addition, the proposed Project would comply with Baldwin Park Municipal Code Section 130.37(E), which limits construction activities to the hours of 7 AM to 7 PM. This code requirement limits construction activities to daytime hours only when people are generally considered to be least sensitive to groundborne vibration levels. Although construction activities could generate slightly perceptible vibrations when work occurs near residences, these vibrations would not be excessive because they would be intermittent (lasting only a few hours each day), temporary (lasting a few days at worst), occur during the daytime (i.e., would not

interfere with evening or nighttime use of residences), and would not result in physical damage to any building or structure.

Once operational, the proposed Project would not involve the operation of any large or vibration generating equipment that would generate excessive vibration levels.

For the reasons outlined above, the proposed Project would not generate excessive ground-borne vibration or noise levels. This impact would be less than significant.

Airport-Related Noise

The proposed Project is not located within two miles of any public or private airport or within an airport land use plan. The closest airport facility, San Gabriel Valley Airport, is approximately 4.3 miles northwest of the Project site. The proposed Project is not located within the planning boundaries associated with this airport (San Gabriel Valley Airport, 2015). Thus, the proposed Project would not expose people working in or visiting the Project area to excessive airport-related noise levels.

CONCLUSION

As described in this memo, the proposed Project would not generate temporary or permanent noise levels that would exceed the City's standards or otherwise result in a substantial increase in ambient noise levels, would not generate excessive groundborne vibration or groundborne noise levels, and would not expose people residing or working in the Project area to excessive aircraft noise levels. The proposed Project, therefore, would not result in a substantial, adverse noise-related effect on the environment.

REFERENCES

The following references were used to prepare this memorandum:

Architecture Studio MA Inc 2023. *Addition & Remodel to Existing 4-Story Inn Building.* January 11, 2023.

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KK/CD

Attachment 1

Project Site Plan (January11, 2023)

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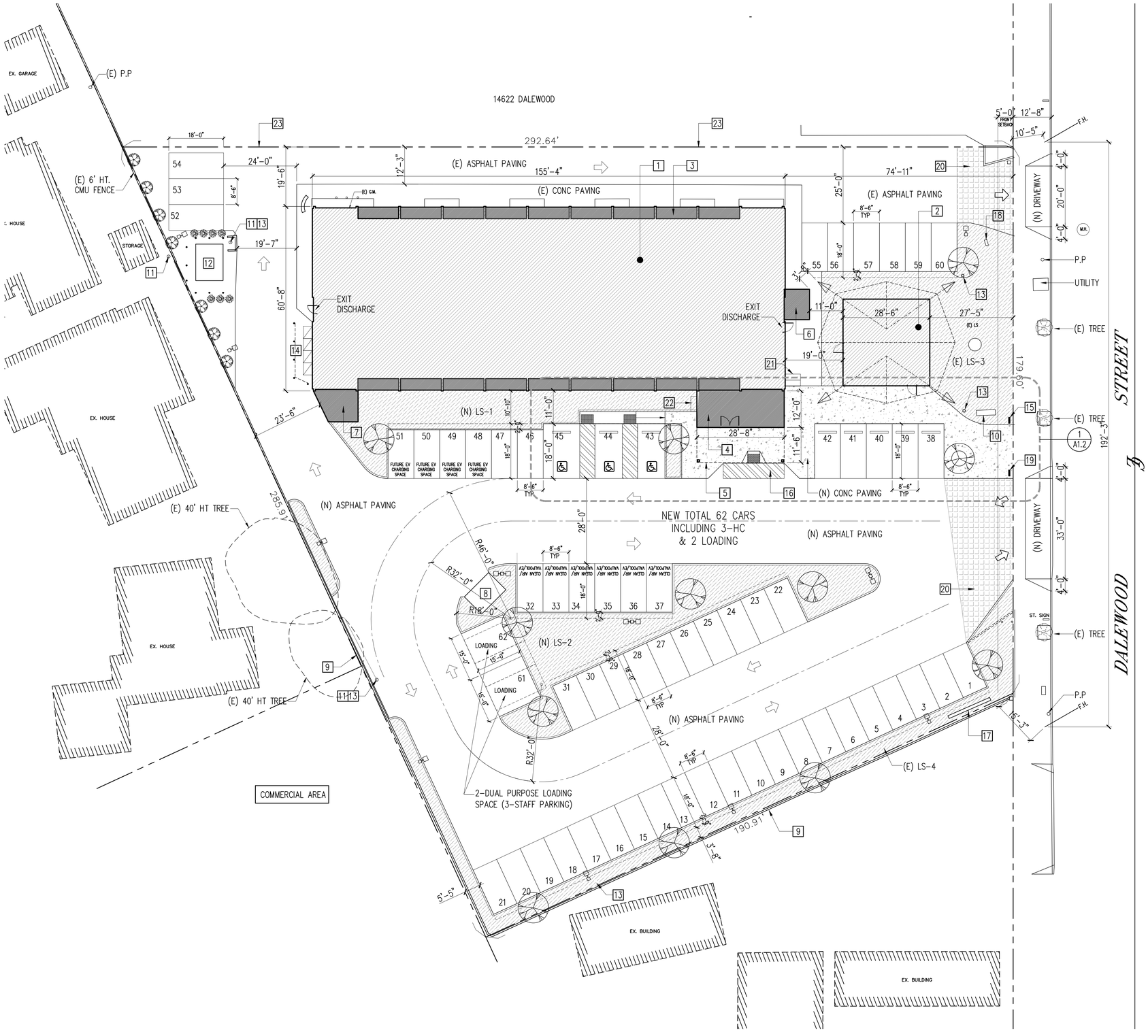

1 SITE PLAN– PROPOSED
S: 1/16"=1'-0"

LEGEND

- (N) ADDITION
- (E) & (N) LANDSCAPE
- (N) CONC PAVING
- (N) TREES
- (E) TREES
- (N) LIGHT POLE, SEE E-2 PLAN

1. EX. 4-STORY HOTEL
2. EX. 1-STORY RETAIL, NOT A SCOPE OF WORK
3. EX. BALCONY TO BE ENCLOSED TO GUEST ROOM
4. HOTEL LOBBY ADDITION
5. COVERED PORCH
6. NEW ELEVATOR
7. NEW WATER BOOSTER ROOM
8. NEW TRASH ENCLOSURE, SEE 2/A1.2
9. EX. 6' HT CMU FENCE
10. EX. SIGNAGE TO BE REMOVED
11. EX. POWER POLE
12. NEW TRANSFORMER (TO BE SCREENED)
13. EX. LIGHT POLE TO BE ABANDONED
14. NEW ELECTRICAL MAIN PANELS (TO BE SCREENED)
15. DIRECTIONAL SIGN W/ ISA TO ENTRY
16. PASSENGER DROP-OFF ZONE
17. EX. BILLBOARD SIGNAGE TO REMAIN
18. EX. SIGNAGE- 'EGRESS ONLY'
19. NEW. SIGNAGE- 'PARKING LOT ENTRANCE'
20. SCORED OR STAMPED CONCRETE
21. SHORT-TERM BICYCLE PARKING
22. LONG-TERM BICYCLE PARKING
23. FENCE TO BE CONSTRUCTED BY ADJACENT DEVELOPMENT

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ADDITION & REMODEL TO EXISTING 4-STORY INN BUILDING

14624 DALEWOOD STREET, BALDWIN PARK, CA 91706

ISSUED / REVISED

DATE	NO.	REMARK

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LICENSED ARCHITECT
MYUNG-JONG LEE
No. C-34188
12-31-23
RENEWAL DATE
STATE OF CALIFORNIA

DRAWING NAME

SITE PLAN– PROPOSED

PROJECT NO.

DATE
1/11/2023

SHEET NO.

A-1.1

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Attachment 02

Environmental Noise Background

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ENVIRONMENTAL NOISE BACKGROUND

Noise may be defined as loud, unpleasant, or unwanted sound. The frequency (pitch), amplitude (intensity or loudness), and duration of noise all contribute to the effect on a listener, or receptor, and whether the receptor perceives the noise as objectionable, disturbing, or annoying.

The Decibel Scale (dB)

The decibel scale (dB) is a unit of measurement that indicates the relative amplitude of a sound. Sound levels in dB are calculated on a logarithmic basis. An increase of 10 dB represents a tenfold increase in acoustic energy, while 20 dBs is 100 times more intense, 30 dBs is 1,000 more intense, and so on. In general, there is a relationship between the subjective noisiness, or loudness of a sound, and its amplitude, or intensity, with each 10 dB increase in sound level perceived as approximately a doubling of loudness. Due to the logarithmic basis, decibels cannot be directly added or subtracted together using common arithmetic operations:

$$50\ decibels + 50\ decibels\ \neq 100\ decibels$$

Instead, the combined sound level from two or more sources must be combined logarithmically. For example, if one noise source produces a sound power level of 50 dBA, two of the same sources would combine to produce 53 dB as shown below.

$$10 * \ 10\ log\left(10^{\left(\frac{50}{10}\right)} + \ 10^{\left(\frac{50}{10}\right)}\right) = 53\ decibels$$

In general, when one source is 10 dB higher than another source, the quieter source does not add to the sound levels produced by the louder source because the louder source contains ten times more sound energy than the quieter source.

Sound Characterization

There are several methods of characterizing sound. The most common method is the "A-weighted sound level," or dBA. This scale gives greater weight to the frequencies of sound to which the human ear is typically most sensitive. Thus, most environmental measurements are reported in dBA, meaning decibels on the A-scale.

Human hearing matches the logarithmic A-weighted scale, so that a sound of 60 dBA is perceived as twice as loud as a sound of 50 dBA. In a quiet environment, an increase of 3 dB is usually perceptible, however, in a complex noise environment such as along a busy street, a noise increase of less than 3 dB is usually not perceptible, and an increase of 5 dB is usually perceptible. Normal human speech is in the range from 50 to 65 dBA. Generally, as environmental noise exceeds 50 dBA, it becomes intrusive and above 65 dBA noise becomes excessive. Nighttime activities, including sleep, are more sensitive to noise and are considered affected over a range of 40 to 55 dBA.

Sound levels are typically not steady and can vary over a short time period. The equivalent noise level (L_{eq}) is used to represent the average character of the sound over a period of time. The L_{eq} represents the level of steady noise that would have the same acoustical energy as the sum of the time-varying noise measured over a given time period. L_{eq} is useful for evaluating shorter time periods over the course of a day. The most common L_{eq} averaging period is hourly, but L_{eq} can describe any series of noise events over a given time period.

Variable noise levels are values that are exceeded for a portion of the measured time period. Thus, L_{01} is the level exceeded one percent of the time and L90 is the level exceeded 90 percent of the time. The L_{90} value usually corresponds to the background sound level at the measurement location.

Noise exposure over the course of an entire day is described by the day/night average sound level, or DNL (also referred to as L_{dn}), and the community noise equivalent level, or CNEL. Both descriptors represent the 24-hour noise impact on a community. For DNL, the 24-hour day is divided into a 15-hour daytime period (7 AM to 10 PM) and a nine-hour nighttime period (10 PM to 7 AM) and a 10 dB "penalty" is added to measure nighttime noise levels when calculating the 24-hour average noise level. For example, a 45-dBA nighttime sound level would contribute as much to the overall day-night average as a 55-dBA daytime sound level. The CNEL descriptor is similar to DNL, except that it includes an additional 5 dBA penalty beyond the 10 dBA for sound events that occur during the evening time period (7 PM to 10 PM). The artificial penalties imposed during DNL and CNEL calculations are intended to account for a receptor's increased sensitivity to sound levels during quieter nighttime periods.

Sound Propagation

environment as the sound wave spreads out and travels away from the noise generating source. Theoretically, the sound level of a point source attenuates, or decreases, by 6 dB with each doubling of distance from a point source. Sound levels are also affected by certain environmental factors, such as ground cover (asphalt vs. grass or trees), atmospheric absorption, and attenuation by barriers. Outdoor noise is also attenuated by the building envelope so that sound levels inside a residence are from 10 to 20 dB less than outside, depending mainly on whether windows are open for ventilation or not.

For an ideal "point" source of sound, the energy contained in a sound pressure wave dissipates and is absorbed by the surrounding environment as the sound wave spreads out in a spherical pattern and travels away from the point source. Theoretically, the sound level attenuates, or decreases, by 6 dB with each doubling of distance from the point source. The change in noise levels between two distances can be calculated according to Equation 1 (California Department of Transportation (Caltrans), 2013a) as follows:

Equation 1

$$dBA2 = dBA1 + 20\log (D1/D2)$$

Where:

dBA1 = Known noise level, such as a reference noise level
D1 = Distance associated with dBA1
dBA2 = Noise level at distance 2
D2 = Distance associated with dBA2

For an ideal line source of sound, the energy contained in a sound pressure wave dissipates and is absorbed by the surrounding environment as the sound wave spreads out in a cylindrical pattern from the source. Theoretically, the sound level attenuates, or decreases, by 3 dB with each doubling of distance from the line source. The change in noise levels between two distances can be calculated according to Equation 2 as follows:

Equation 2

$$dBA2 = dBA1 + 10\log (D1/D2)$$

Where:

dBA1 = Known noise level, such as a reference noise level
D1 = Distance associated with dBA1
dBA2 = Noise level at distance 2
D2 = Distance associated with dBA2

For noise sources that do not operate continuously (e.g., vehicles and trucks that travel on-site, park, and then cease to generate noise),the average, hourly noise level associated with variable (i.e., non-steady) noise source can be calculated using Equation 3 as follows:

Equation 3

$$Hourly\ L_{eq} = 10 * Log\ (P_h) * 10^{(Lp/10)}$$

Where:

P_h = Percentage or fraction of hour the noise is generated

L_p = The noise level generated during the partial hour (P_h)

Finally, the total combined sound pressure level from multiple, identical sources of noise at a receiver location can be calculated using Equation 4 as follows:

Equation 4

$$SPL_{Total} = SPL_1 + 10 * Log\ (N)$$

Where:

SPL_1 = Sound pressure level of one source

N = Number of identical sources to be added

Noise Effects on Humans

Noise effects on human beings are generally categorized as:

- Subjective effects of annoyance, nuisance, and/or dissatisfaction
- Interference with activities such as speech, sleep, learning, or relaxing
- Physiological effects such as startling and hearing loss

Most environmental noise levels produce subjective or interference effects; physiological effects are usually limited to high noise environments such as industrial manufacturing facilities or airports.

Predicting the subjective and interference effects of noise is difficult due to the wide variation in individual thresholds of annoyance and past experiences with noise; however, an accepted method to determine a person's subjective reaction to a new noise source is to compare it the existing environment without the noise source, or the "ambient" noise environment. In general, the more a new noise source exceeds the ambient noise level, the more likely it is to be considered annoying and to disturb normal activities.

Under controlled conditions in an acoustical laboratory, the trained, healthy human ear is able to discern 1-dB changes in sound levels when exposed to steady, single-frequency ("pure-tone") signals in the mid-frequency (1,000–8,000 Hz) range. In typical noisy environments, changes in noise of 1 to 2 dB are generally not perceptible. However, it is widely accepted that people are able to begin to detect sound level increases of 3 dB in typical noisy environments. Further, a 5-dB increase is generally perceived as a distinctly noticeable increase, and a 10-dB increase is generally perceived as a doubling of loudness that would almost certainly cause an adverse response from community noise receptors.

When exposed to high noise levels, humans may suffer hearing damage. Sustained exposure to high noise levels (e.g., 90 dBs for hours at a time) can cause gradual hearing loss, which is usually temporary, whereas sudden exposure to a very high noise level (e.g., 130 to 140 dBs) can cause sudden and permanent hearing loss. In addition to hearing loss, noise can cause stress in humans and may contribute to stress-related diseases, such as hypertension, anxiety, and heart disease (Caltrans, 2013).

Vibration

Vibration is the movement of particles within a medium or object such as the ground or a building. As is the case with airborne sound, groundborne vibrations may be described by amplitude and frequency. Vibration amplitudes are usually expressed in peak particle velocity (PPV) or root mean squared, in inches per second (in/sec). PPV represents the maximum instantaneous positive or negative peak of a vibration signal and is most appropriate for evaluating the potential for building damage. Human response to groundborne vibration is subjective and varies from person to person.

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14624 DALEWOOD STREET HOTEL FOCUSED TRAFFIC ANALYSIS

City of Baldwin Park

March 31, 2023

gandhi

Traffic Engineering ● Transportation Planning ● Parking ● Noise & Vibration
Air Quality ● Global Climate Change ● Health Risk Assessment

14624 DALEWOOD STREET HOTEL FOCUSED TRAFFIC ANALYSIS

City of Baldwin Park

March 31, 2023

prepared by

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Project No. 19612

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EXECUTIVE SUMMARY

The purpose of this study is to evaluate the potential for transportation impacts resulting from development of the proposed project both in the context of the City of Baldwin Park's discretionary authority for conformance with locally established operational standards and the California Environmental Quality Act (CEQA). Although this is a technical report, effort has been made to write the report clearly and concisely. A glossary is provided in Appendix A to assist the reader with terms related to transportation engineering.

This study was prepared in consultation with City of Baldwin Park staff and in accordance with the procedures and methodologies for assessing transportation impacts established by the City of Baldwin Park. To assess the project's conformance with local operational standards, this study evaluates the project's effect on traffic operations and, if necessary, identifies recommended improvements or corrective measures to alleviate operational deficiencies substantially caused or worsened by the proposed project. For CEQA purposes, this study does not evaluate the significance of project-related transportation impacts as measured by vehicle miles traveled (VMT) relative to thresholds established by the City of Baldwin Park as the lead agency. A separate VMT analysis will be provided for the proposed development.

Project Description

The approximately 1.23-acre project site is located at 14624 Dalewood Street in the City of Baldwin Park, California.

The 1.23-acre project site proposes to remodel and reopen a vacant 72-room hotel, demolish the existing pool, and reconfigure the existing parking lot to provide additional parking spaces. The project site is proposed to provide two access driveways on Dalewood Street. The project driveway on the western portion of the project site is proposed for right turns out only and the project driveway on the eastern portion of the project site is proposed for full access. For purposes of this analysis, the proposed project is anticipated to be constructed and fully operational by year 2025.

Existing Conditions

The study intersections currently operate within acceptable Levels of Service during the peak hours for Existing conditions.

Project Trip Generation

The proposed project is forecast to generate approximately 629 daily vehicle trips, including 47 vehicle trips during the AM peak hour and 45 vehicle trips during the PM peak hour.

Levels of Service/Operational Analysis Findings (Non-CEQA)

The study intersections are forecast to operate within acceptable Levels of Service (D or better) during the peak hours for Existing Plus Project conditions. Therefore, the proposed project is forecast to result in no substantial operational deficiencies at the study intersections for Existing Plus Project conditions and no off-site improvements or corrective measures are recommended.

Site Access

The following improvements will be constructed by the project to provide project site access:

- Project West Driveway (NS) at Dalewood Street (EW)
  - Construct one outbound lane with northbound stop-control

- Northbound: one through lane
- Eastbound: one through lane and one shared through/right turn lane
- Westbound: one through lane

- Project Driveway (NS) at Dalewood Street (EW) [Study Intersection #3]
  - Construct one inbound lane and one outbound lane with northbound stop-control
  - Northbound: one shared left/right turn lane
  - Eastbound: one through lane and one de facto right turn lane
  - Westbound: one shared left turn/through lane

Based on review of Level of Service operations, turning movement volumes, and the NCHRP guidance, installation of a dedicated westbound left-turn lane is not warranted at the project driveway for either the AM or PM peak hours.

Living/Complete/Green Streets Recommendations

The following recommendations are shown on Figure 18:

- Add curb adjacent landscaping on Dalewood Street within parkway along project site frontage.

- Minimize no parking zones on Dalewood Street along the project site frontage. The *California Manual on Uniform Traffic Control Devices* requires the no parking zone to be 20 feet upstream and downstream of an unsignalized intersection.

- Provide preferential parking spaces for clean air/vanpool/electric vehicles.

1. INTRODUCTION

This section introduces the proposed project and the general scope of the analysis.

PROJECT DESCRIPTION

The approximately 1.23-acre project site is located at 14624 Dalewood Street in the City of Baldwin Park, California. Figure 1 shows the project location map.

The 1.23-acre project site proposes to remodel and reopen a vacant 72-room hotel, demolish the existing pool, and reconfigure the existing parking lot to provide additional parking spaces. The project site is proposed to provide two access driveways on Dalewood Street. The project driveway on the western portion of the project site is proposed for right turns out only and the project driveway on the eastern portion of the project site is proposed for full access. For purposes of this analysis, the proposed project is anticipated to be constructed and fully operational by year 2025. Figure 2 illustrates the project site plan.

SCOPE OF ANALYSIS

The scope of this analysis was determined in consultation with City of Baldwin Park staff as documented in the City-approved scoping agreement provided in Appendix B.

Study Area

Based on the study intersections identified in the approved scoping agreement, the study area consists of the following study intersections within City of Baldwin Park and California Department of Transportation (Caltrans) jurisdiction:

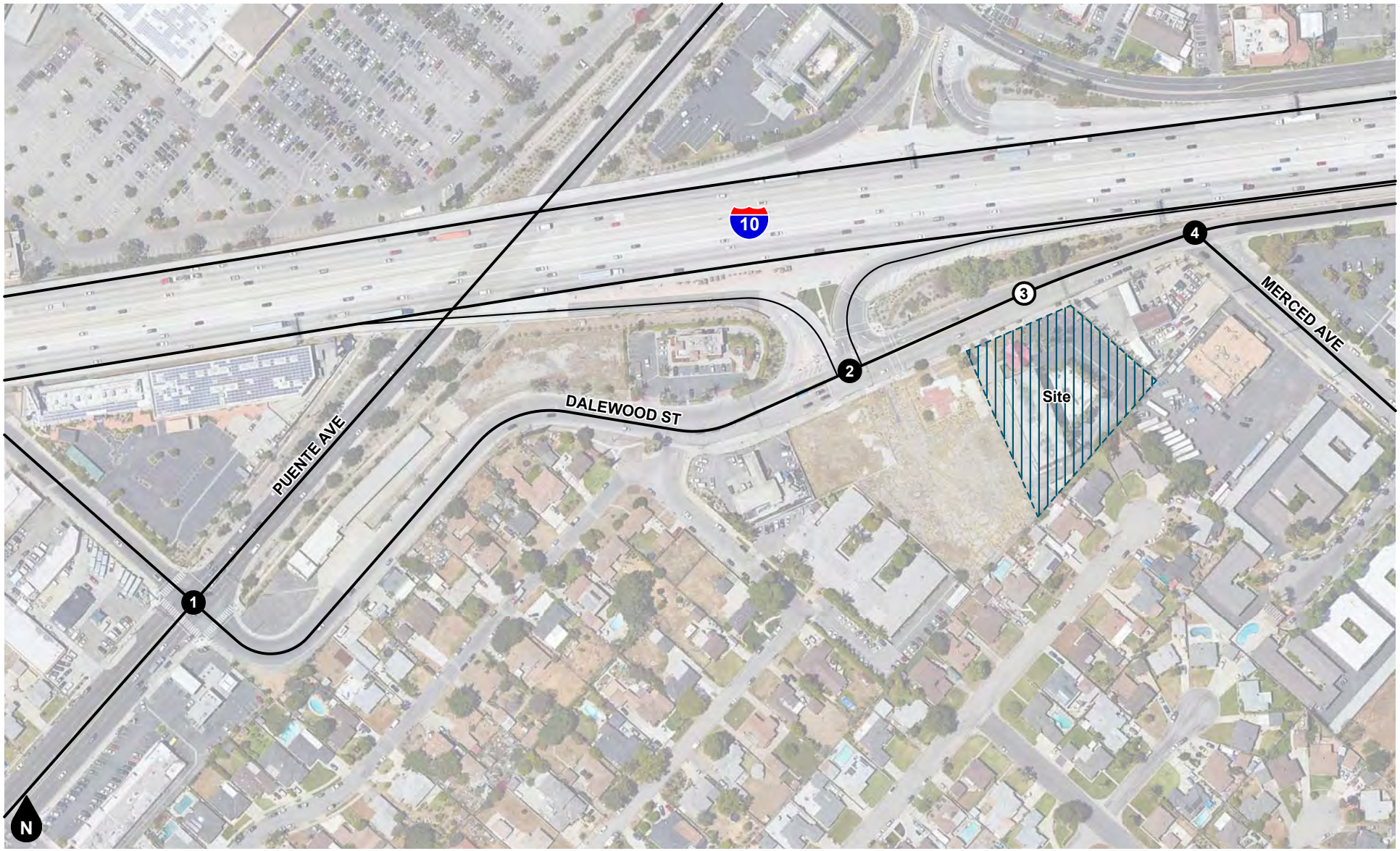
Study Intersections[1]	Jurisdiction
1. Puente Avenue (NS) at Dalewood Street (EW)	City of Baldwin Park
2. I-10 Eastbound Ramps (NS) at Dalewood Street (EW)	Caltrans
3. Project Driveway (NS) at Dalewood Street (EW)	City of Baldwin Park
4. Merced Avenue (NS) at Dalewood Street (EW)	City of Baldwin Park

Notes:
1. (NS) = North-South roadway; (EW) = East-West roadway

Analysis Scenarios

The following scenarios are analyzed for weekday AM and PM peak hour conditions:

- Existing
- Existing Plus Project



Legend

(#) Study Intersection

(#) Project Driveway

Figure 1
Project Location Map

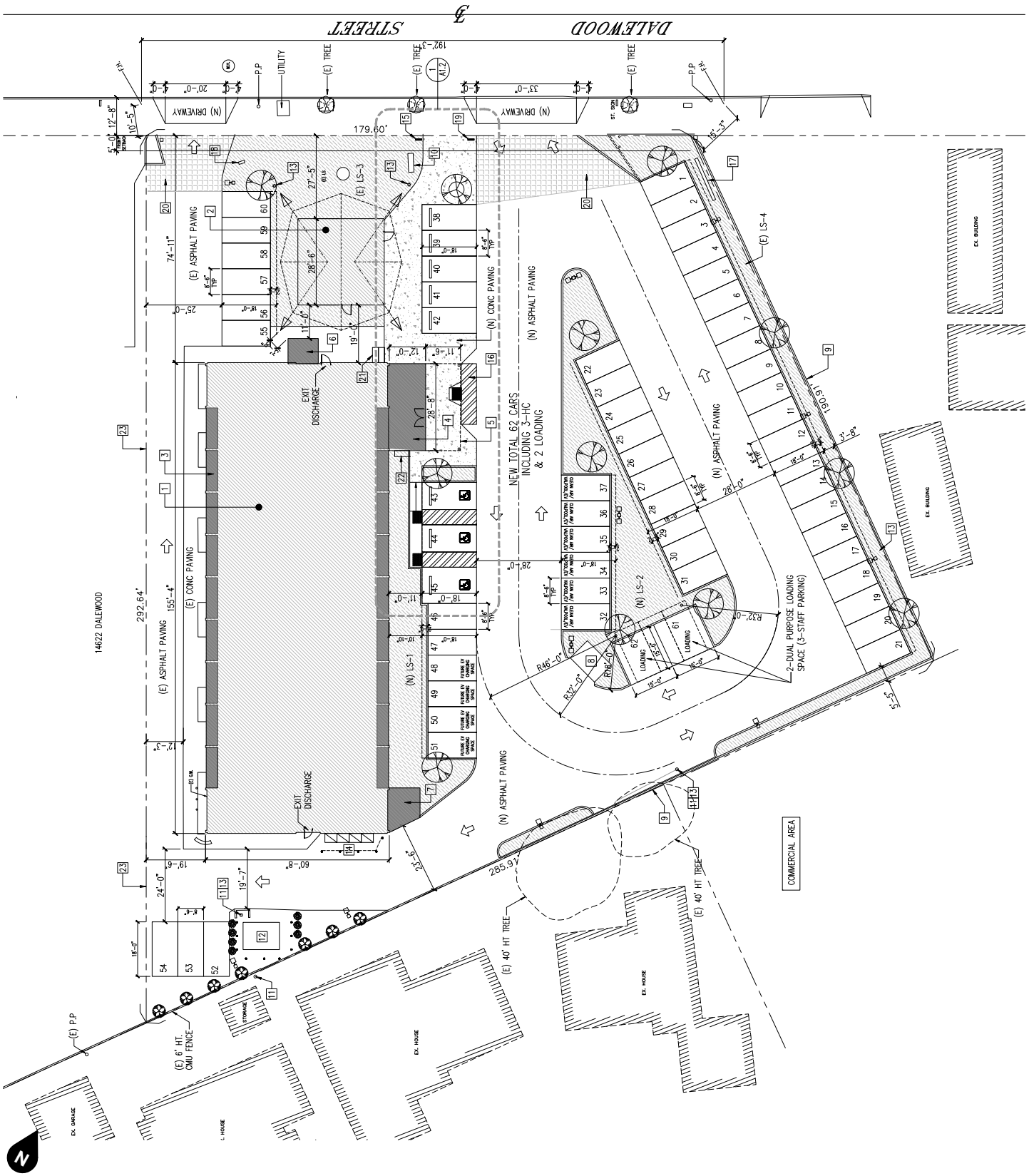


Figure 2
Site Plan

2. METHODOLOGY

This section discusses the analysis methodologies used to assess transportation facility performance as adopted by the respective jurisdictional agencies.

LEVEL OF SERVICE ANALYTICAL METHODOLOGY (NON-CEQA)

Level of Service analysis is performed for assessing conformance with General Plan and operational standards established by the applicable agencies. In accordance with current CEQA provisions, a project's effect on automobile delay (as measured by Level of Service) shall not constitute a significant environmental impact.

Intersection Delay Methodology

The technique used to assess the performance of intersections is known as the intersection delay methodology based on the procedures contained in the *Highway Capacity Manual* (Transportation Research Board, 6th Edition). The methodology considers the traffic volume and distribution of movements, traffic composition, geometric characteristics, and signalization details to calculate the average control delay per vehicle and corresponding Level of Service. Control delay is defined as the portion of delay attributed to the intersection traffic control (such as a traffic signal or stop sign) and includes initial deceleration, queue move-up time, stopped delay, and final acceleration delay. The intersection control delay is then correlated to Level of Service based on the following thresholds:

Level of Service	Intersection Control Delay (Seconds / Vehicle)	
	Signalized Intersection	Unsignalized Intersection
A	≤ 10.0	≤ 10.0
B	> 10.0 to ≤ 20.0	> 10.0 to ≤ 15.0
C	> 20.0 to ≤ 35.0	> 15.0 to ≤ 25.0
D	> 35.0 to ≤ 55.0	> 25.0 to ≤ 35.0
E	> 55.0 to ≤ 80.0	> 35.0 to ≤ 50.0
F	> 80.0	> 50.0

Source: Transportation Research Board, Highway Capacity Manual (6th Edition).

Level of Service is used to qualitatively describe the performance of a roadway facility, ranging from Level of Service A (free-flow conditions) to Level of Service F (extreme congestion and system failure). At intersections with traffic signal or all way stop control, Level of Service is determined by the average control delay for the overall intersection. At intersections with cross street stop control (i.e., one- or two-way stop control), Level of Service is determined by the average control delay for the worst individual approach. Intersection delay and Level of Service calculations were performed using the Vistro software.

Performance Standards

City of Baldwin Park

The City of Baldwin Park General Plan Circulation Element Policy 1.4 has established LOS D as the minimum acceptable Level of Service at intersections along arterial highways as LOS D or better during the AM and PM peak hours.

California Department of Transportation

As stated in the *Guide for the Preparation of Traffic Impact Studies* (State of California, 2002), "California Department of Transportation endeavors to maintain a target LOS [Level of Service] at the transition between LOS "C" and LOS "D" on State highway facilities". The California Department of Transportation acknowledges this may not always be feasible and recommends consultation with the California Department of Transportation to determine the appropriate target Level of Service. For consistency with local requirements, this analysis defines Level of Service D as the minimum acceptable Level of Service for State Highway facilities.

Substantial Operational Deficiency Criteria

Based on established performance standards, a project is considered to cause a substantial operational deficiency at signalized intersections if:

- The addition of project traffic to an intersection results in the degradation of intersection operations from acceptable to unacceptable.

- The Project contributes 2% or more of the total traffic at an intersection that is expected to be deficient.

Based on established performance standards, a project is considered to cause a substantial operational deficiency at unsignalized intersections if:

- The addition of project traffic to an intersection results in the degradation of any individual movement at the intersection from acceptable to unacceptable, or the project contributes 2% or more of the traffic at a movement that is expected to be deficient; and

- The intersection meets peak hour signal warrants either caused by project volumes, or project volumes are added at an intersection that meets peak hour signal warrants in the baseline scenario(s). Peak hour signal warrants should be determined based on one or more of the latest California Manual on Uniform Traffic Control Devices (CA MUTCD).

If a project is forecast to result in a substantial operational deficiency, recommended corrective measures will be identified that would reduce the project's effect to a level that does not exceed the specified deficiency criteria. Corrective measures can be in many forms, including the construction of physical improvements (e.g., addition of travel lanes, traffic control modifications, etc.) or the implementation of transportation demand management measures.

3. EXISTING CONDITIONS

This section describes the existing transportation setting in the project vicinity.

EXISTING ROADWAY SYSTEM

Figure 3 identifies the lane geometry and intersection traffic controls for Existing conditions based on a field survey of the study area. Regional access to the project site is provided by the Interstate 10 (I-10) Freeway located adjacent to the project site to the north. Key roadways providing local circulation include Puente Avenue, Dalewood Street, and Merced Avenue.

GENERAL PLAN CONTEXT

Figure 4 shows the City of Baldwin Park General Plan Circulation Element roadway classifications map. This figure shows the nature and extent of arterial and collector highways that are needed to adequately serve the ultimate development depicted by the Land Use Element of the General Plan. The City of Baldwin Park standard roadway cross-sections are illustrated on Figure 5.

TRANSIT SERVICE

Figure 6 shows Existing public transit facilities and routes in the project vicinity. As shown on Figure 6, the study area is currently served by the Foothill Transit bus service. Foothill Transit Route 272 runs along Puente Avenue, Dalewood Street, and Merced Avenue and Route 274 runs along Puente Avenue. A bus stop for Foothill Transit Route 272 northbound and southbound are located approximately 450 to 550 walkable feet east of the project site along both sides of Merced Avenue. Another bus stop for northbound is located approximately 600 feet west of the project site on the north side of Dalewood Street.

The Route Silver Streak bus stop located between the I-10 Freeway off-ramp and on-ramp adjacent to the south side of the I-10 Freeway has recently become re-operational. This bus stop is located approximately 375 walkable feet northwest of the project site and is accessed via a north-south crosswalk on the east leg of the I-10 EB Ramps at Dalewood Street intersection, to an east-west crosswalk on the north side of this intersection, with a north-south sidewalk between the I-10 onramp and I10 offramp terminating at the bus stop.

BICYCLE AND PEDESTRIAN FACILITIES

The City of Baldwin Park Bikeway Plan is illustrated on Figure 7. There are currently no existing or planned bicycle lanes along Dalewood Street adjacent to the project site.

Existing pedestrian facilities in the project vicinity are shown on Figure 8. Sidewalks are currently provided on the south side of Dalewood Street along the project site frontage.

EXISTING ROADWAY VOLUMES

Existing peak hour intersection volumes are based upon AM peak period and PM peak period intersection turning movement counts obtained in March 2022 during typical weekday conditions when schools were in session. The weekday AM peak period was counted between 7:00 AM and 9:00 AM and the weekday PM peak period was counted between 4:00 PM and 6:00 PM; these periods generally capture the peak times for commuter traffic when the roadway system is typically experiencing peak demand. The actual peak hour within each two-hour count period is determined based on the sum of the four consecutive 15-minute periods with the highest total volume. Thus, the weekday PM peak hour at one intersection may be 4:45 PM to 5:45 PM if those four consecutive 15-minute periods have the highest total volume and may vary at other intersections.

Figure 9 and Figure 10 show the Existing AM and PM peak hour intersection turning movement volumes. Intersection turning movement count worksheets are provided in Appendix C.

EXISTING LEVELS OF SERVICE

The intersection Levels of Service for Existing conditions are shown in Table 1. Existing intersection Level of Service calculation worksheets are provided in Appendix D.

As shown in Table 1, the study intersections currently operate within acceptable Levels of Service (D or better) during the peak hours for Existing conditions.

Table 1
Existing Intersection Level of Service

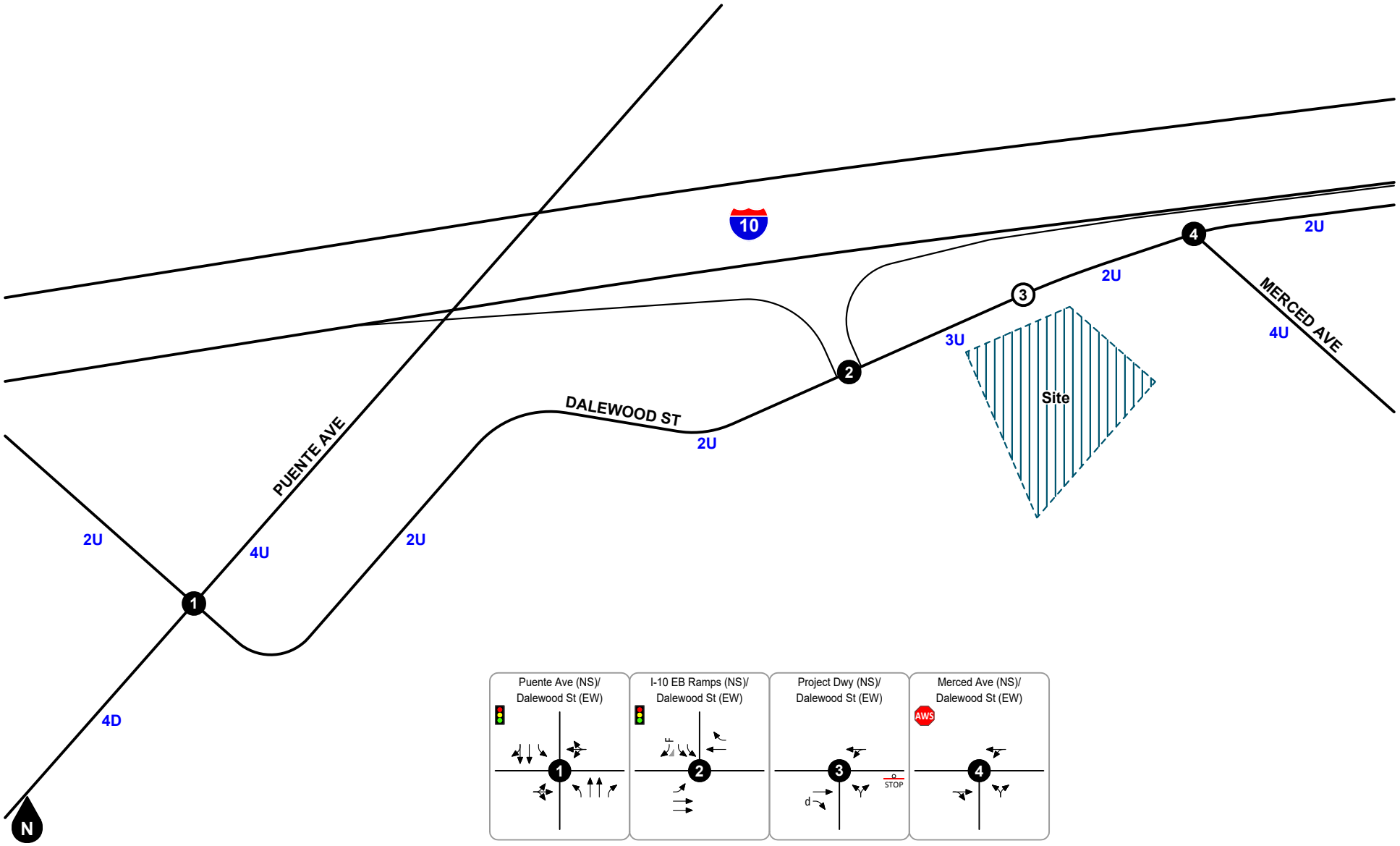
ID	Study Intersection	Traffic Control[1]	AM Peak Hour		PM Peak Hour	
			Delay[2]	LOS[3]	Delay[2]	LOS[3]
1.	Puente Ave at Dalewood St	TS	22.6	C	21.1	C
2.	I-10 Eastbound Ramps at Dalewood St	TS	26.6	C	24.1	C
4.	Merced Ave at Dalewood St	AWS	20.7	C	13.6	B

Notes:

(1) TS = Traffic Signal; AWS = All Way Stop

(2) Delay is shown in seconds/vehicle. For intersections with traffic signal or all way stop control, overall average intersection delay and LOS are shown. For intersections with cross street stop control, LOS is based on average delay of the worst individual approach.

(3) LOS = Level of Service



Legend

- Traffic Signal
- All Way Stop
- Stop Sign
- #D #-Lane Divided Roadway
- #U #-Lane Undivided Roadway
- Existing Lane
- F Free Right Turn Lane
- d De Facto Right Turn Lane

Figure 3
Existing Lane Geometry and Intersection Traffic Controls

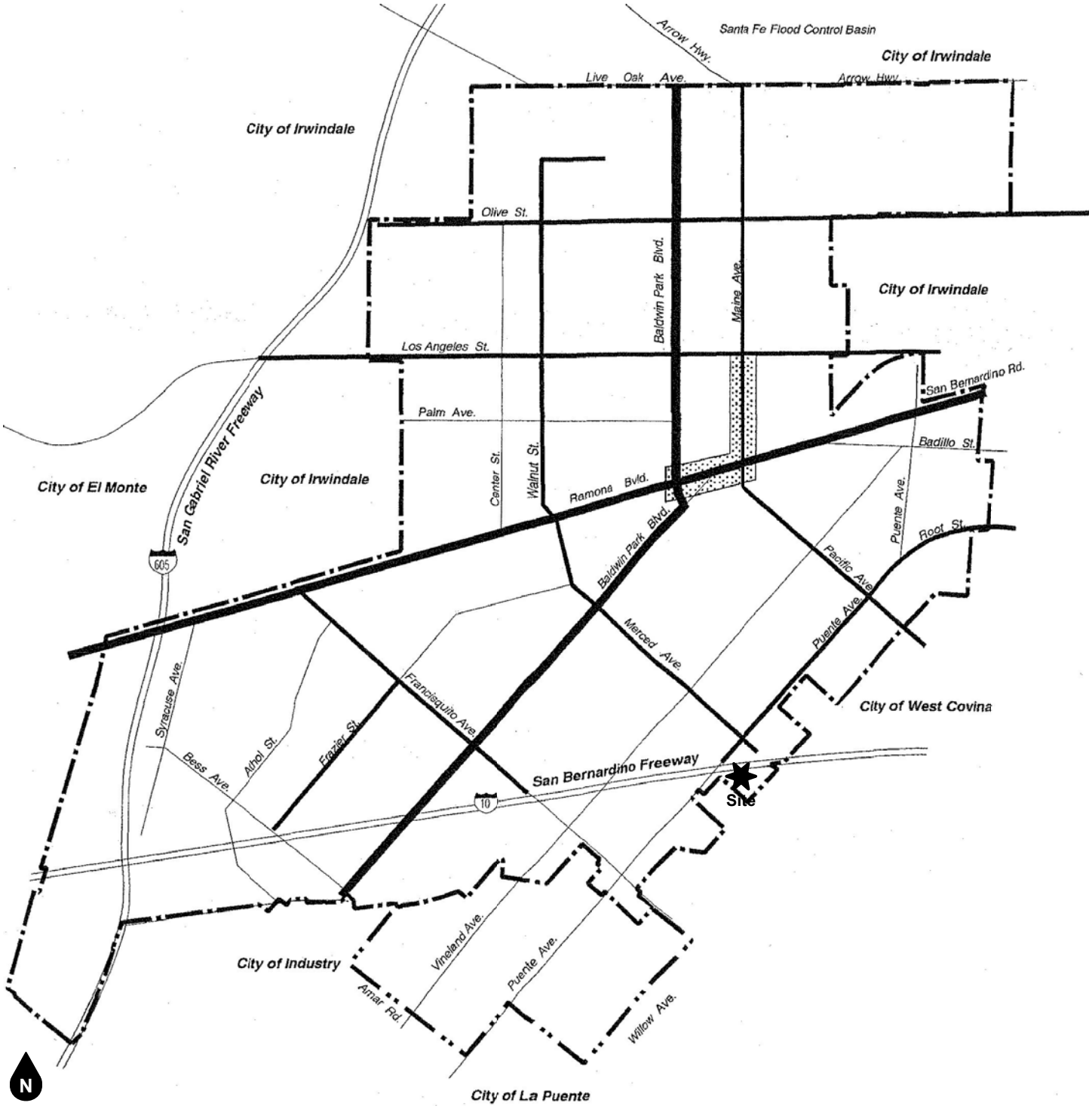


Figure 4
City of Baldwin Park General Plan Circulation Element

Source: City of Baldwin Park

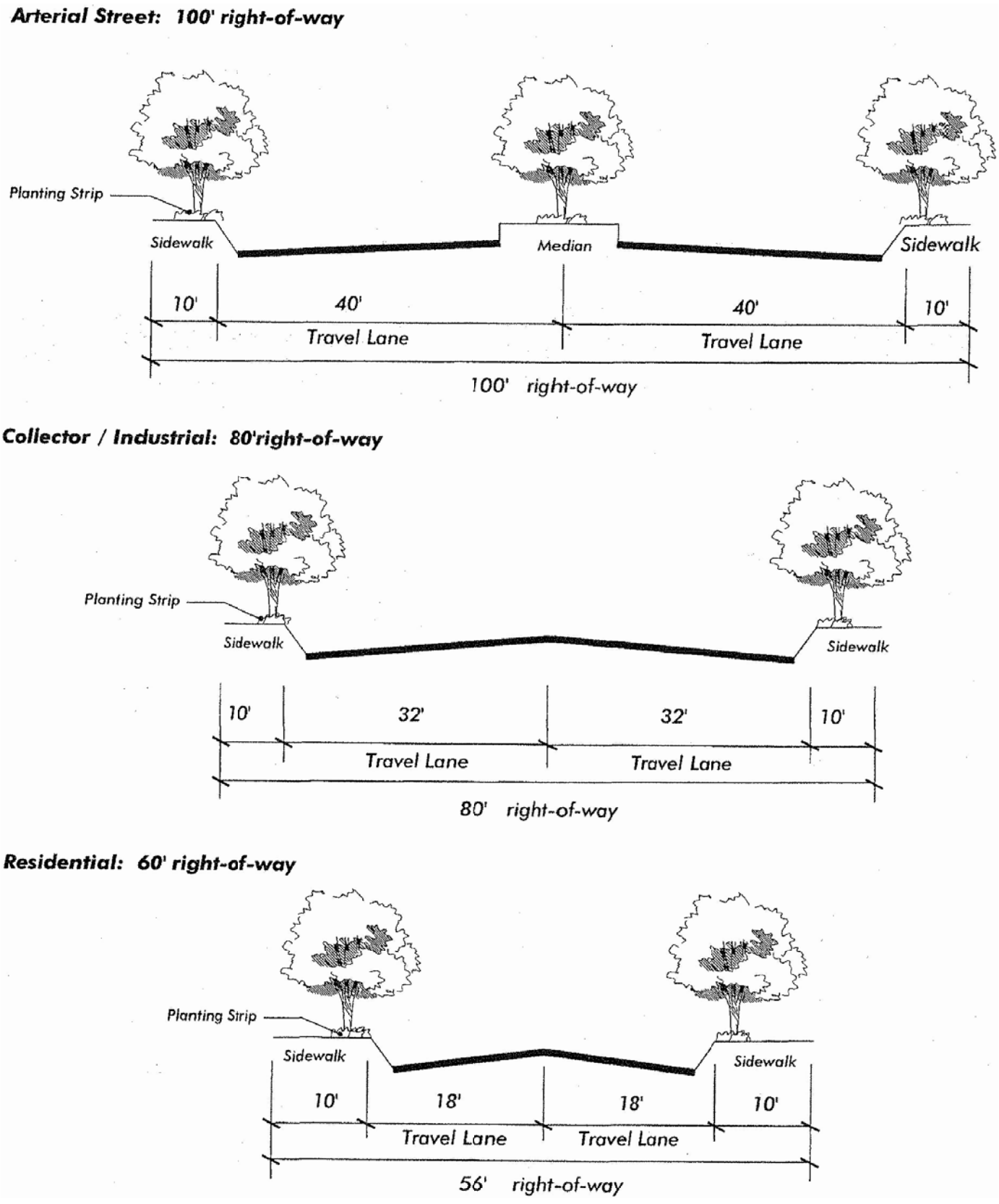


Figure 5
City of Baldwin Park General Plan Roadway Cross-Sections

Source: City of Baldwin Park

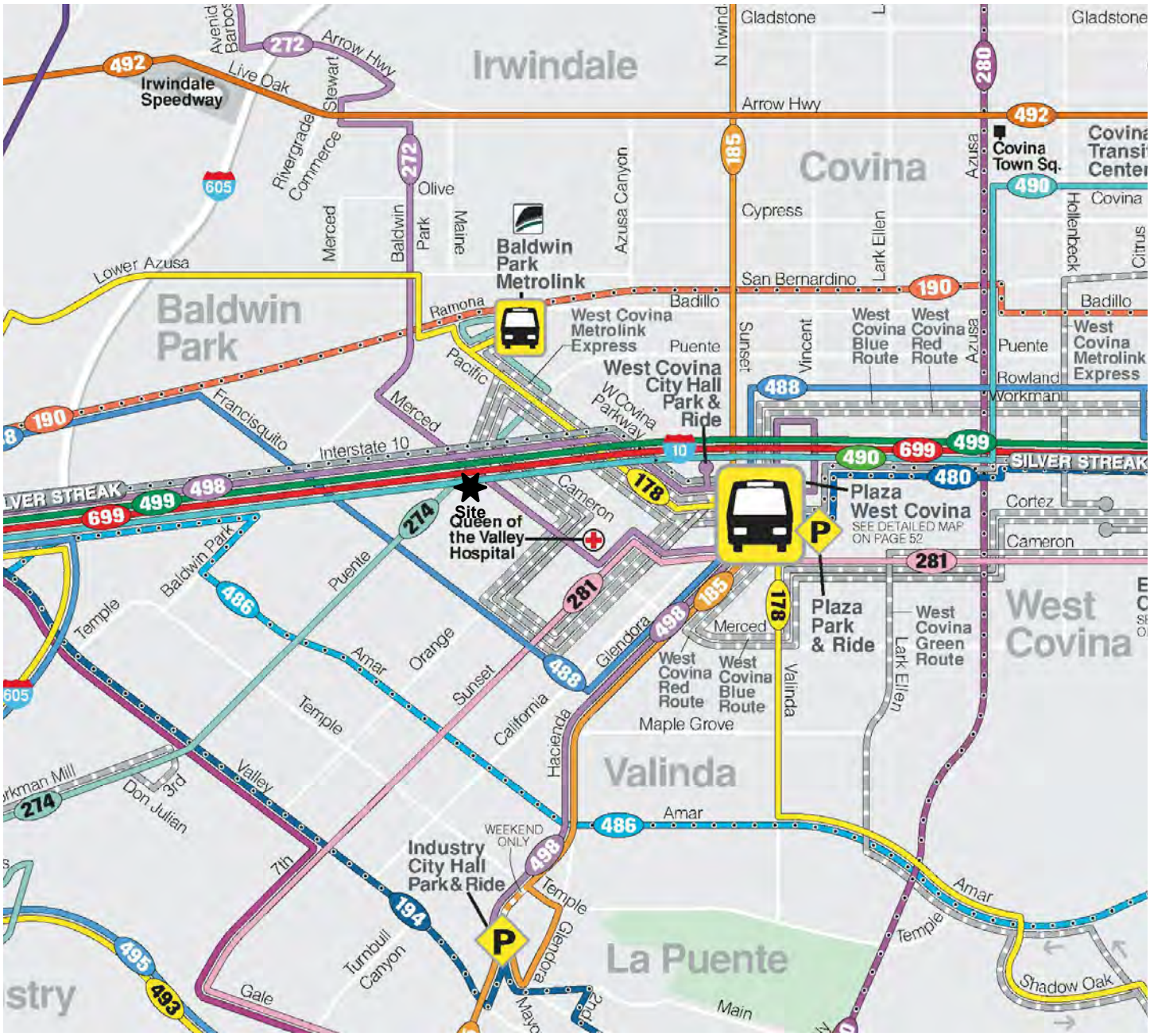


Figure 6
Existing Transit Routes

Source: Foothill Transit

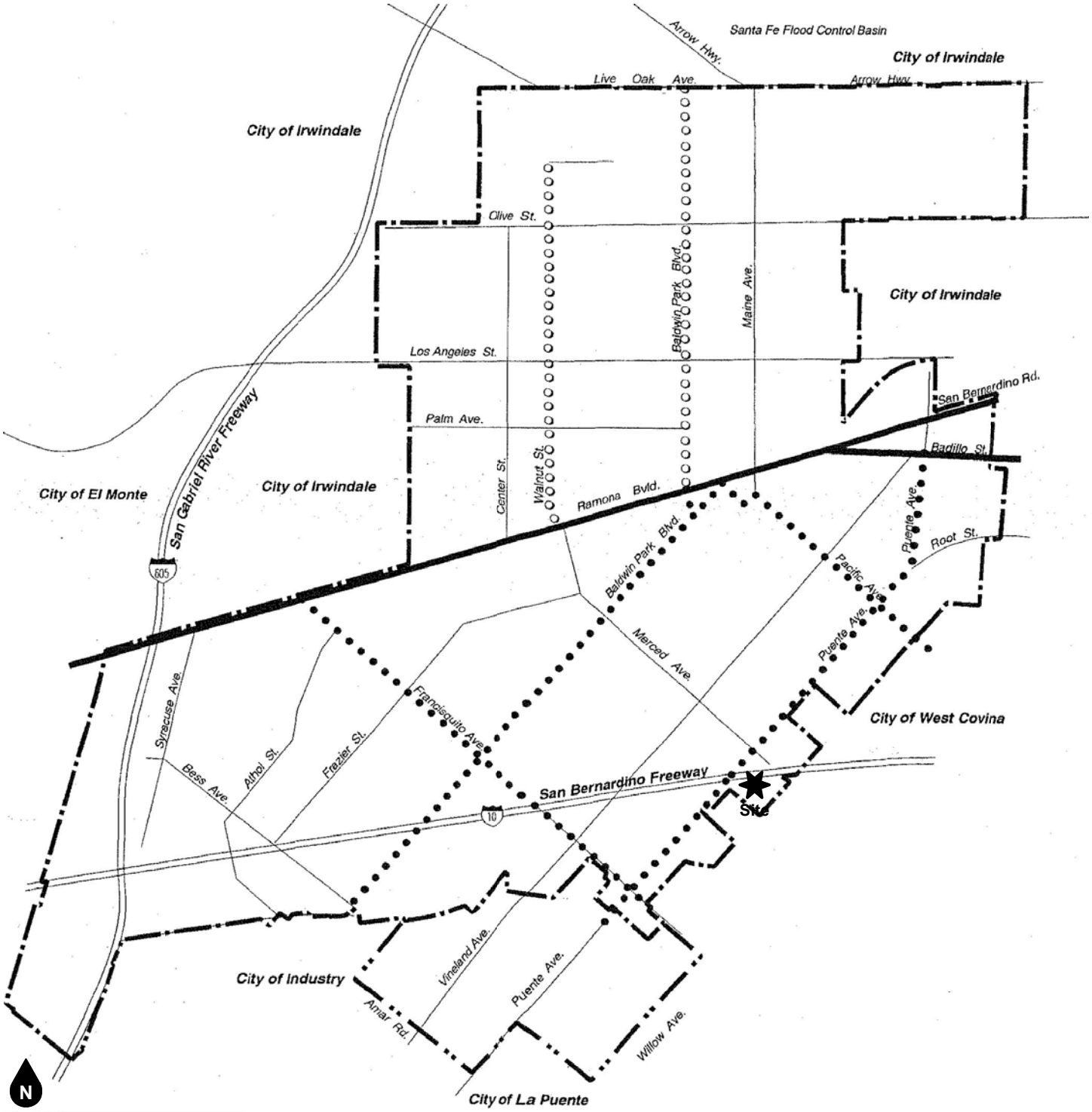
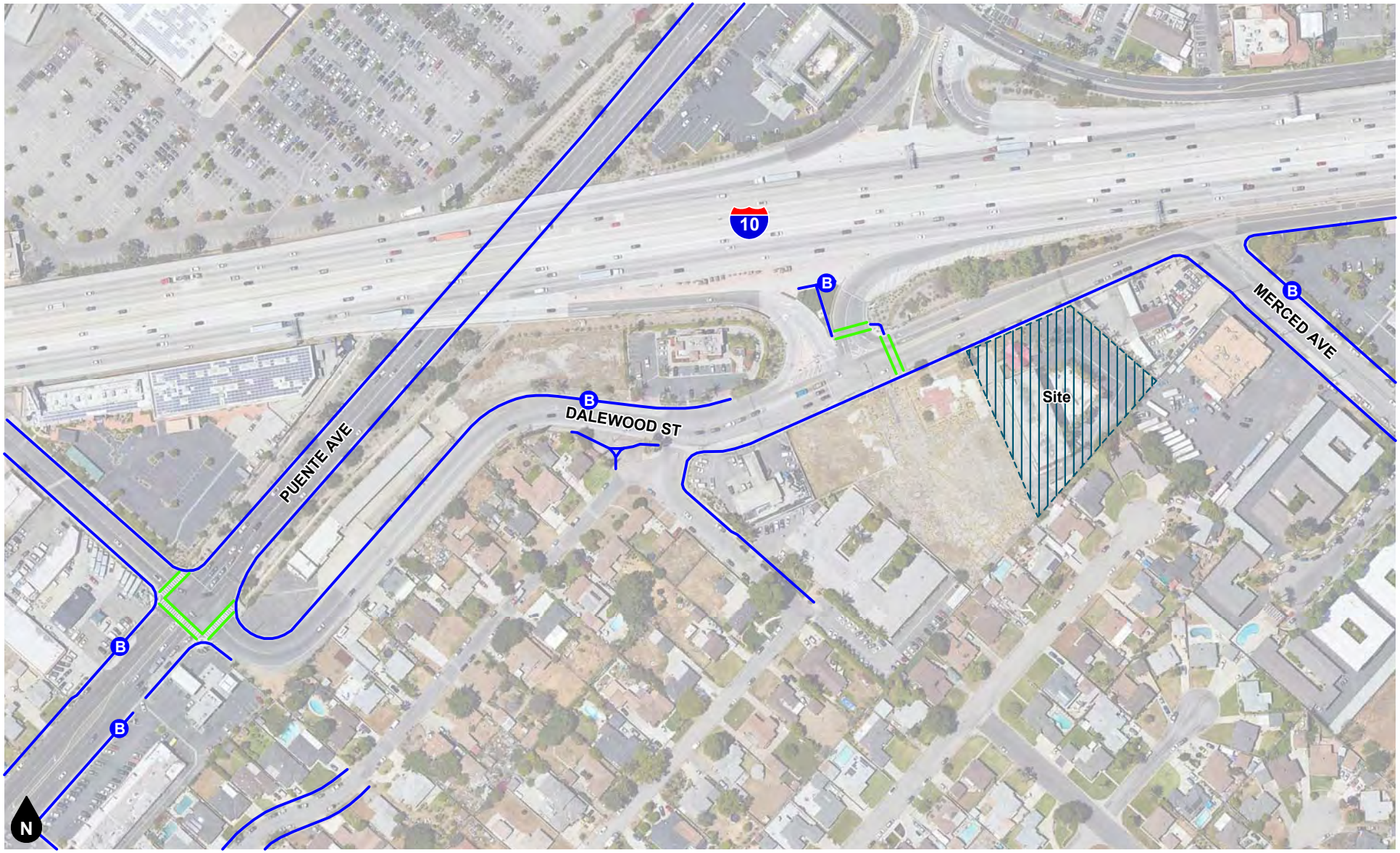


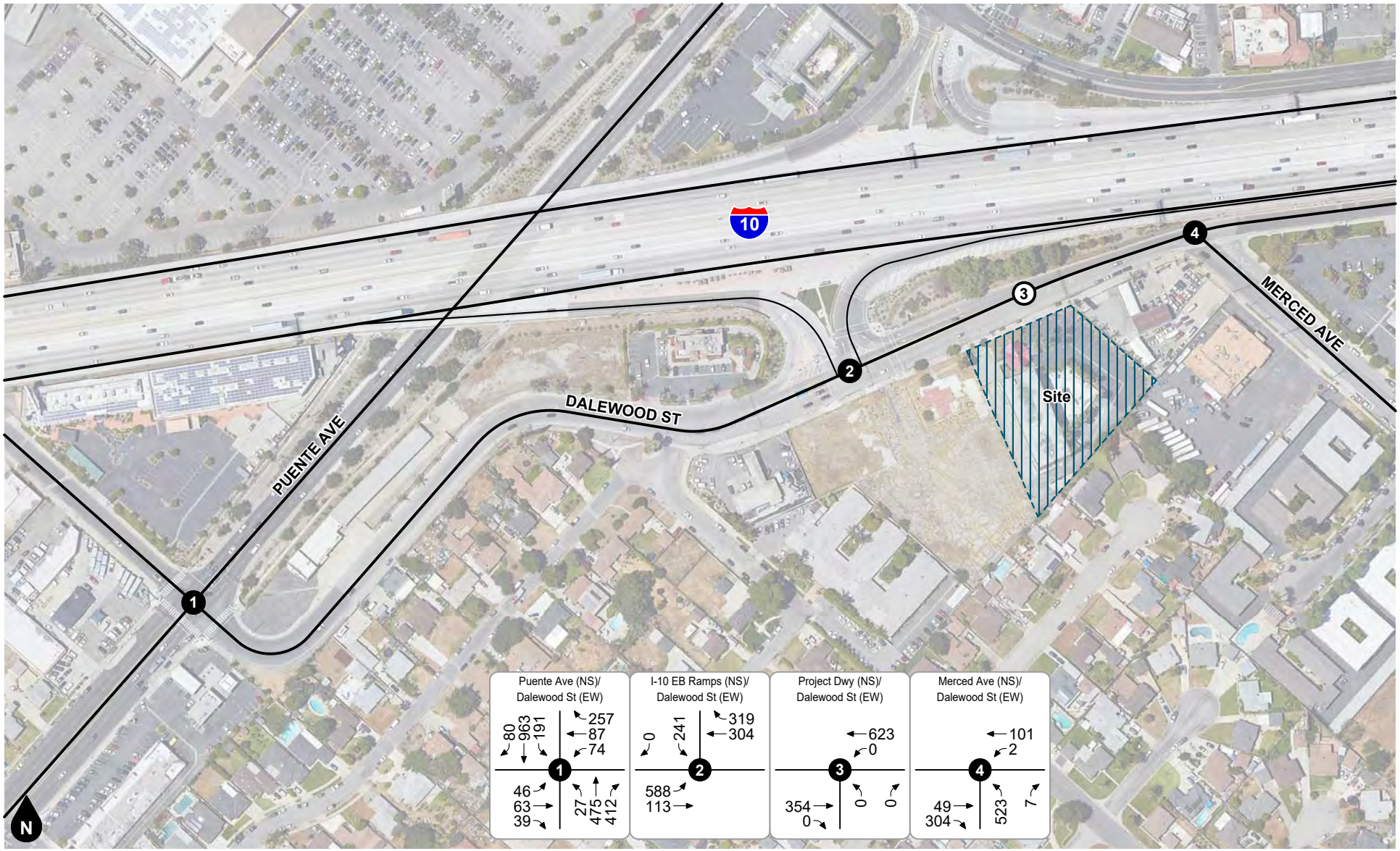
Figure 7
City of Baldwin Park General Plan Bikeway Plan

Source: City of Baldwin Park



Legend
- Sidewalk
- Cross Walk
- B Bus Stop

Figure 8
Existing Pedestrian Facilities

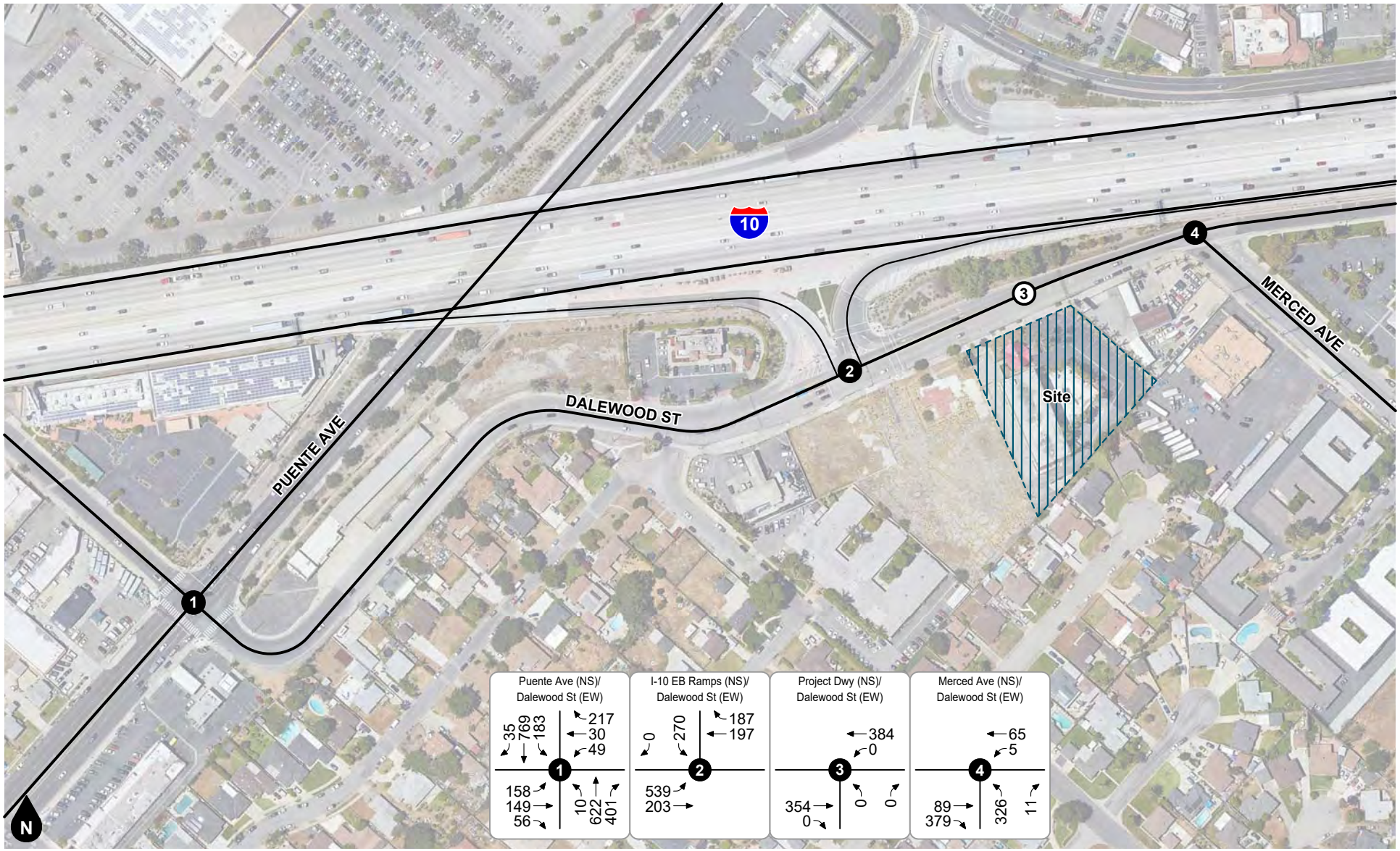


Legend

Study Intersection

(#) Project Driveway

Figure 9
Existing AM Peak Hour Intersection Turning Movement Volumes



Legend

Study Intersection

(#) Project Driveway

Figure 10
Existing PM Peak Hour Intersection Turning Movement Volumes

4. PROJECT TRIP FORECASTS

This section describes how project trip generation, trip distribution, and trip assignment forecasts were developed. The forecast project volumes are illustrated on figures contained in this section.

PROJECT TRIP GENERATION

Table 2 shows the project trip generation rates and Table 3 provides the project trip generation forecast based on rates obtained from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th Edition, 2021). Based on review of the ITE land use description, trip generation rates for ITE Land Use Code 310 – Hotel and Land Use Code 936 – Coffee Donut Shop without Drive-Through Window were determined to adequately represent the proposed uses and were selected for calculation of the project trip generation forecast. The number of trips generated is determined by multiplying the trip generation rates and directional distributions by the land use quantity.

As shown in Table 3, the proposed project is forecast to generate approximately 629 daily vehicle trips, including 47 vehicle trips during the AM peak hour and 45 vehicle trips during the PM peak hour.

OTHER FACTORS AFFECTING TRIP GENERATION

Land uses such as shopping centers, restaurants, gasoline stations, and convenience stores will often locate next to busy roadways to attract motorists already on the street. Since the trip generation rates contained in the ITE *Trip Generation Manual* represent vehicles entering and exiting at the site driveway(s), it is appropriate to reduce the initial trip generation forecast by the applicable pass-by trip rate when calculating the net new trips that will be added to the surrounding street system. This analysis applies a pass-by trip reduction for the commercial retail land use based on average pass-by rates from the latest ITE *Trip Generation Manual*.

Traffic volumes shown in Table 3 consist of the total trips generated for each project land use. As a hotel trip generated by the project may also interact with the restaurant land use within the project, a double counting of those trips occurs. To account for this internal interaction, the trips generated by the project site have been adjusted in accordance with procedures developed by the National Cooperative Highway Research Program 684 Internal Capture Estimation Tool as incorporated into the ITE *Trip Generation Handbook* (3rd Edition). Detailed internal capture worksheets are provided in the scoping agreement in Appendix B.

PROJECT TRIP DISTRIBUTION AND ASSIGNMENT

Figure 11 to Figure 13 show the forecast project directional distribution and pass-by trip distribution patterns for project trips. The project trip distribution patterns were developed using engineering judgment in consultation with City of Baldwin Park staff and are based on review of existing volume data, surrounding land uses, and the local and regional roadway facilities in the project vicinity.

Project AM and PM peak hour intersection turning movement volumes expected from the project are depicted on Figure 14 and Figure 15, respectively.

SITE ACCESS

The following improvements will be constructed by the project to provide project site access:

- Project West Driveway (NS) at Dalewood Street (EW)
  - Construct one outbound lane with northbound stop-control
  - Northbound: one through lane
  - Eastbound: one through lane and one shared through/right turn lane
  - Westbound: one through lane

- Project Driveway (NS) at Dalewood Street (EW) [Study Intersection #3]
  - Construct one inbound lane and one outbound lane with northbound stop-control
  - Northbound: one shared left/right turn lane
  - Eastbound: one through lane and one de facto right turn lane
  - Westbound: one shared left turn/through lane

Table 2
Project Trip Generation Rates

Trip Generation Rates									
Land Use	Source[1]	Land Use Variable[2]	AM Peak Hour			PM Peak Hour			Daily Rate
			% In	% Out	Rate	% In	% Out	Rate	
Hotel	ITE 310	RM	56%	44%	0.46	51%	49%	0.59	7.99
Coffee Donut Shop without Drive-Through Window	ITE 936	TSF	51%	49%	93.08	50%	50%	32.29	533.57

Notes:
1. ITE = Institute of Transportation Engineers *Trip Generation Manual* (11th Edition, 2021); ### = Land Use Code.
   In the absense of daily rates for ITE 936, daily rates for ITE 937 (Coffee/Donut Shop with Drive-Through Window) have been used.
2. RM = Room; TSF = Thousand Square Feet

Table 3
Project Trip Generation

Trips Generated									
			AM Peak Hour			PM Peak Hour			
Land Use	Source[1]	Quantity[2]	In	Out	Total	In	Out	Total	Daily
Hotel	ITE 310	72 RM	19	15	34	22	21	43	575
Internal Capture [3]			*-1*	*-1*	*-2*	*-1*	*-1*	*-2*	*-29*
the			18	14	32	21	20	41	546
Coffee Donut Shop without Drive-Through Window	ITE 936	0.818 TSF	39	37	76	13	13	26	436
Internal Capture [3]			*-1*	*-1*	*-2*	*-1*	*-1*	*-2*	*-22*
Subtotal - External Restaurant Trips			38	36	74	12	12	24	414
Pass-by Trips (80%)	- [4]		*-30*	*-29*	*-59*	*-10*	*-10*	*-20*	*-331*
Subtotal - New External Restaurant Trips			8	7	15	2	2	4	83
Total External Trips Generated			56	50	106	33	32	65	960
Total Pass-By Trips			*-30*	*-29*	*-59*	*-10*	*-10*	*-20*	*-331*
TOTAL NEW EXTERNAL TRIPS GENERATED			**26**	**21**	**47**	**23**	**22**	**45**	**629**

Notes:

1. See trip generation rates shown in Table 2.
2. TSF = Thousand Square Feet; RM = Room
3. Internal capture calculated in accordance with National Cooperative Highway Research Report (NCHRP) 684 as incorporated in the ITE *Trip Generation Handbook*. Daily internal trips were estimated as the average of the AM and PM peak hour internal trip capture.
4. The ITE Trip Generation Manual does not include pass-by rates for Land Use Code 936; however, the average pass-by rates for ITE Land Use Code 938 (Coffee Shop With Drive Through Window and No Indoor Seating) are 90% during the AM peak hour and 98% during the PM peak hour. Although the proposed coffee shop (with drive through and indoor seating) is expected to have similar pass-by characteristics, this analysis uses a lower pass-by rate of 80% to provide a conservative assessment.

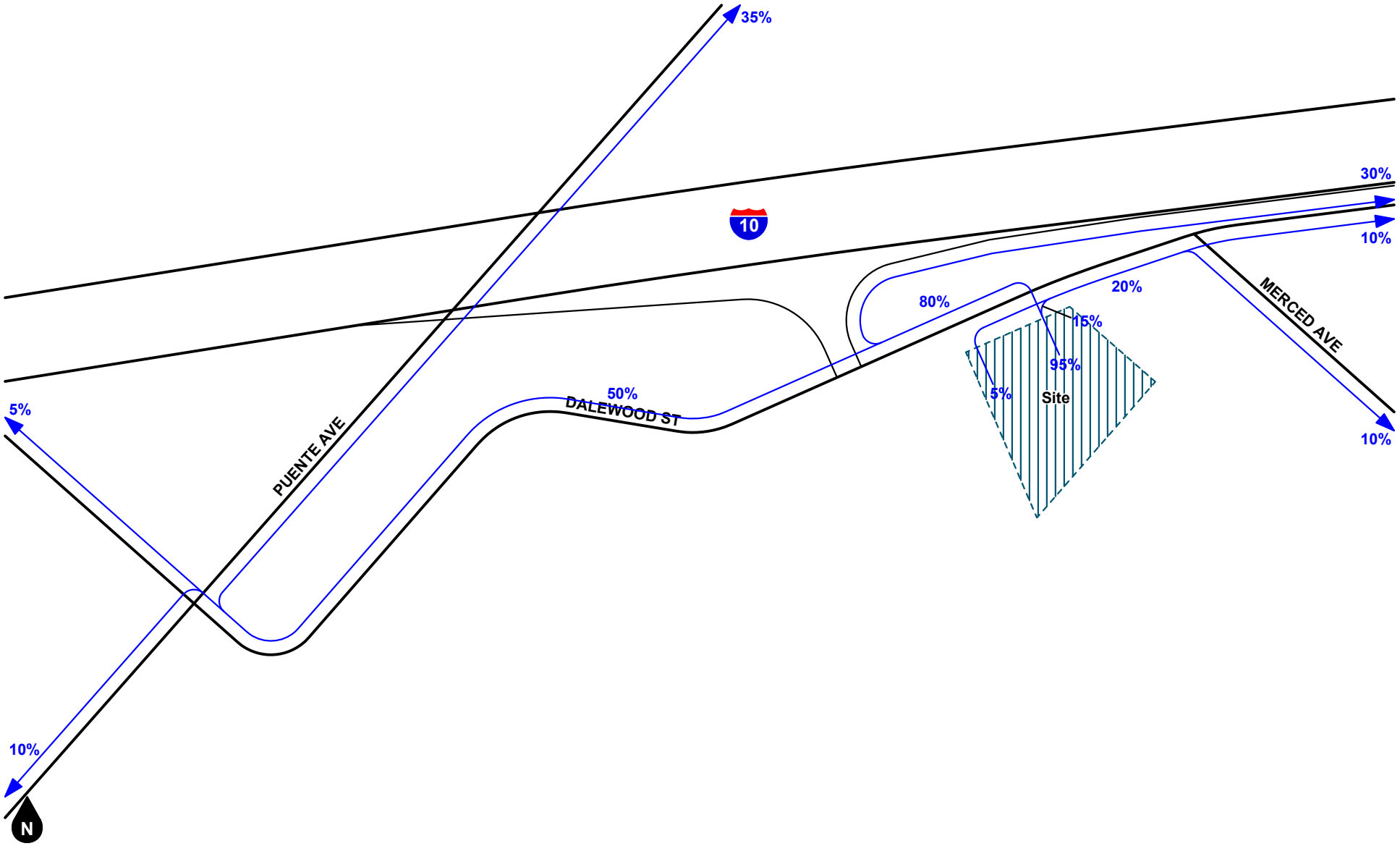


Figure 11
Project Outbound Trip Distribution

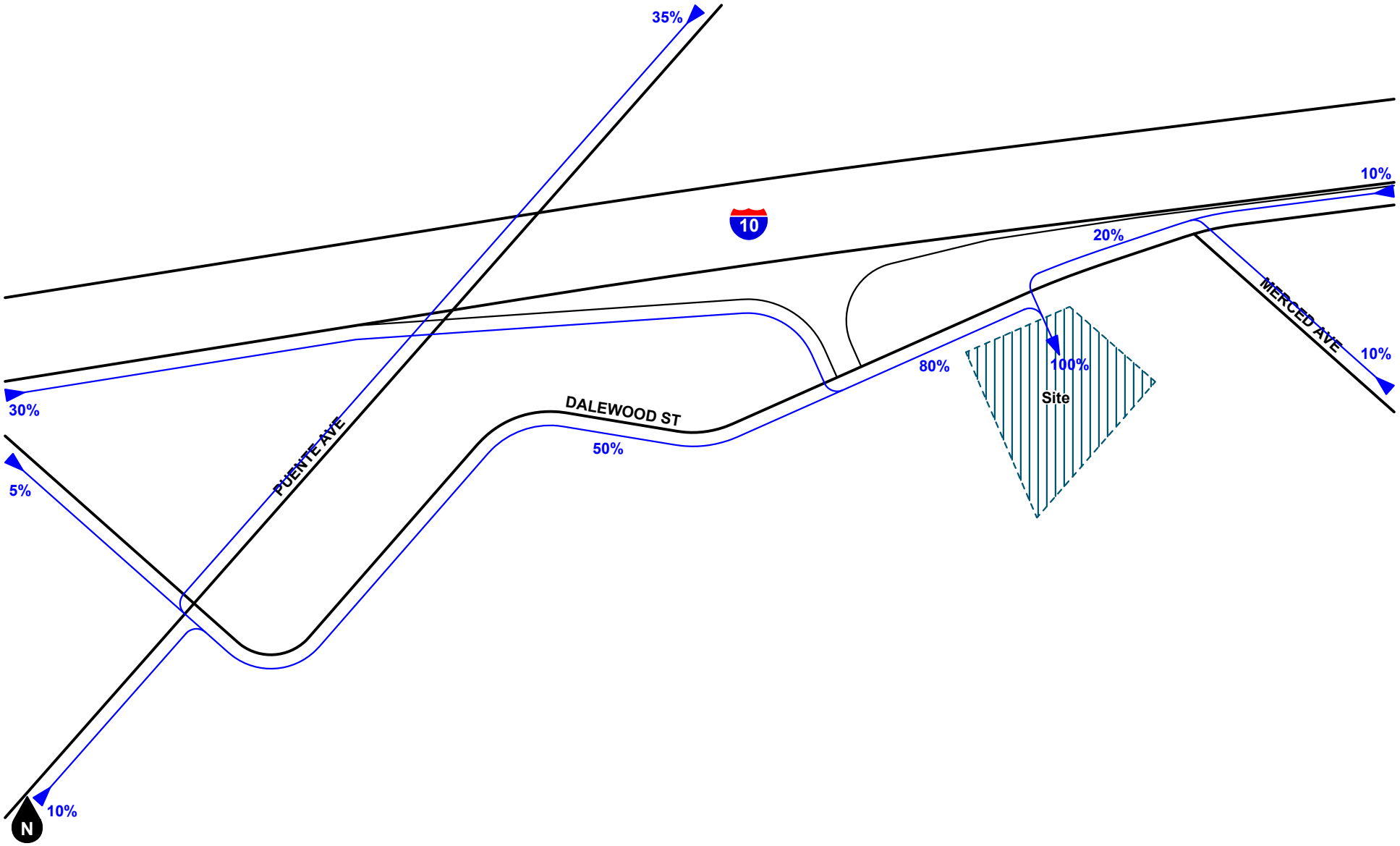


Figure 12
Project Inbound Trip Distribution

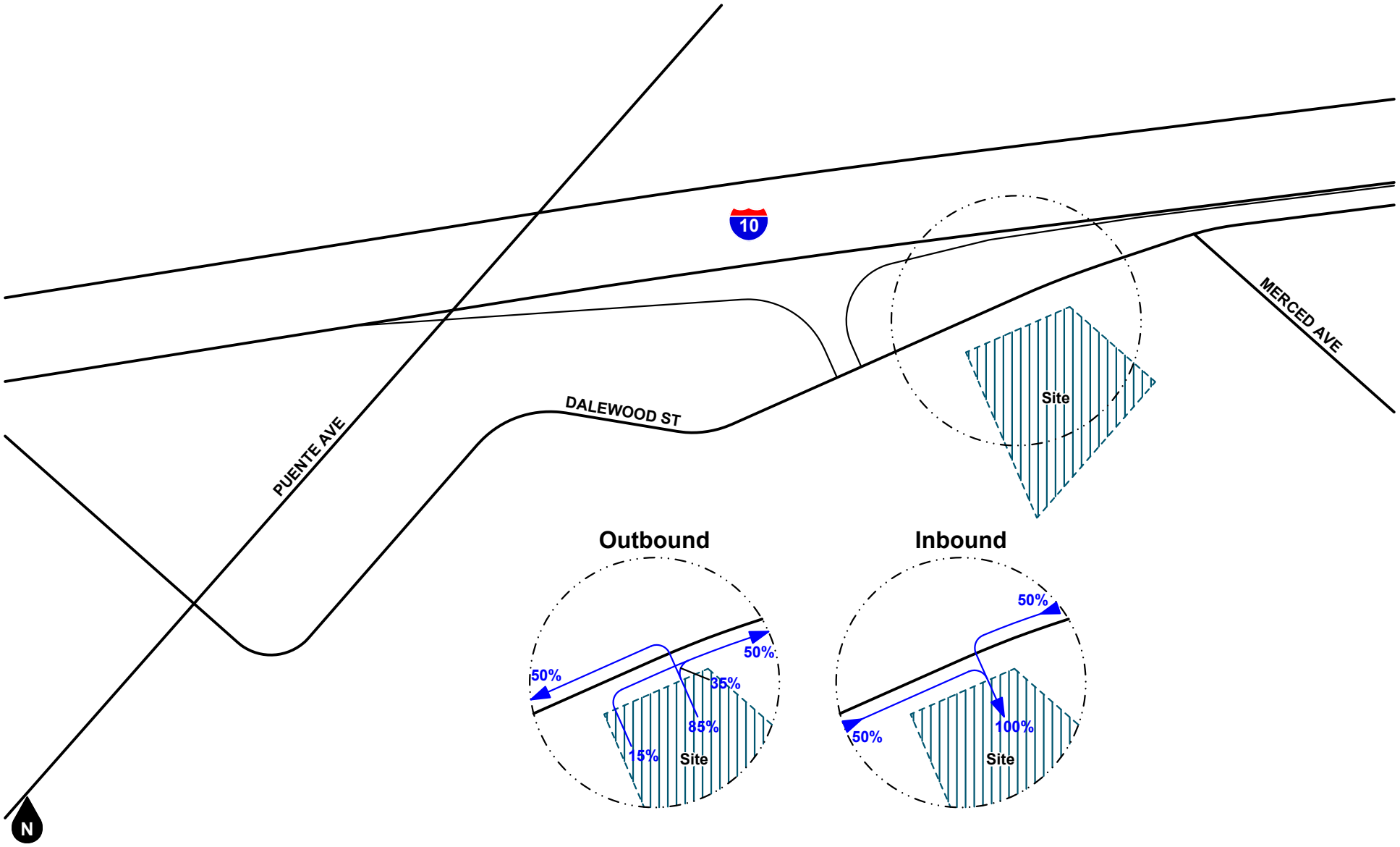
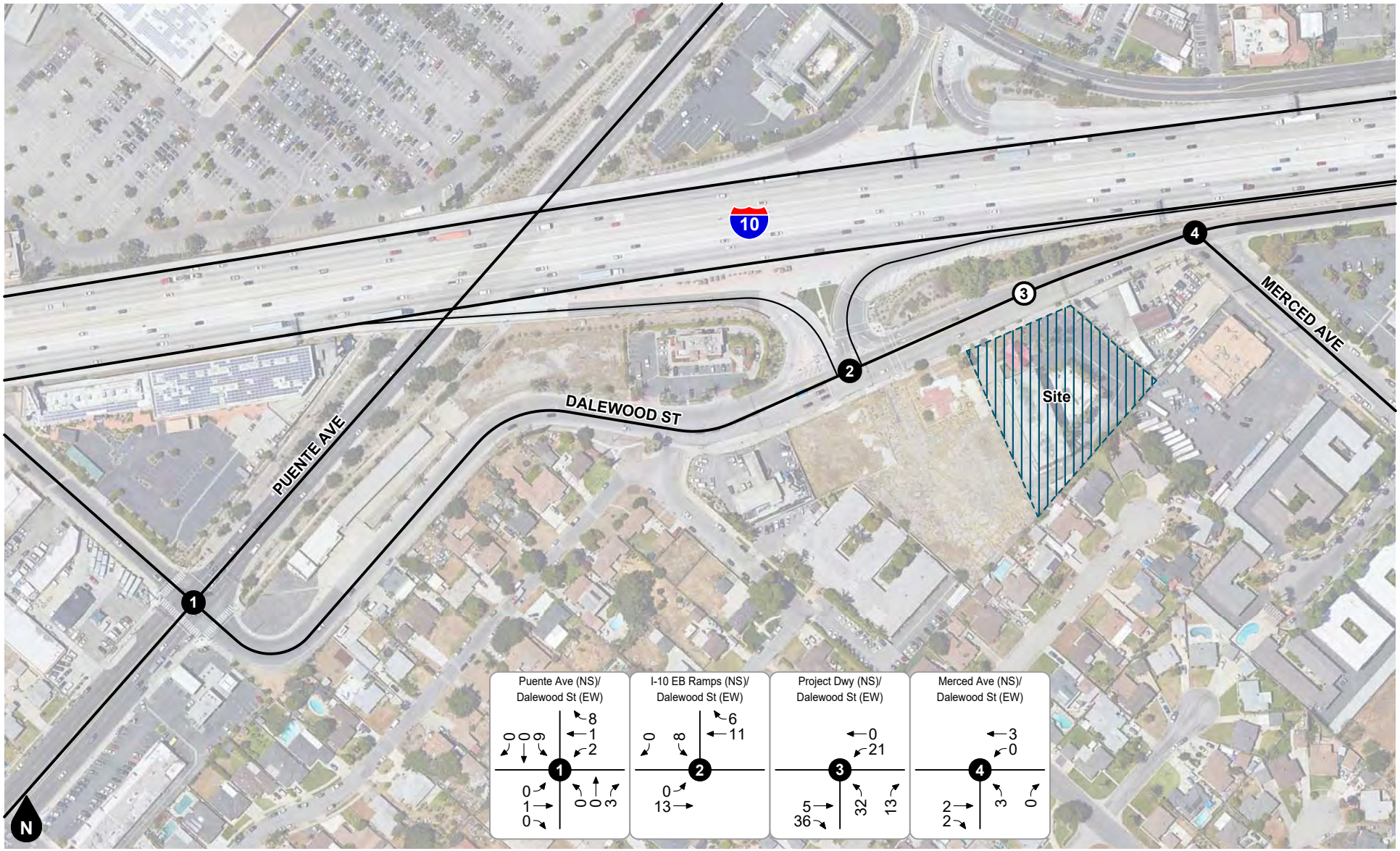


Figure 13
Project Pass-By Trip Distribution

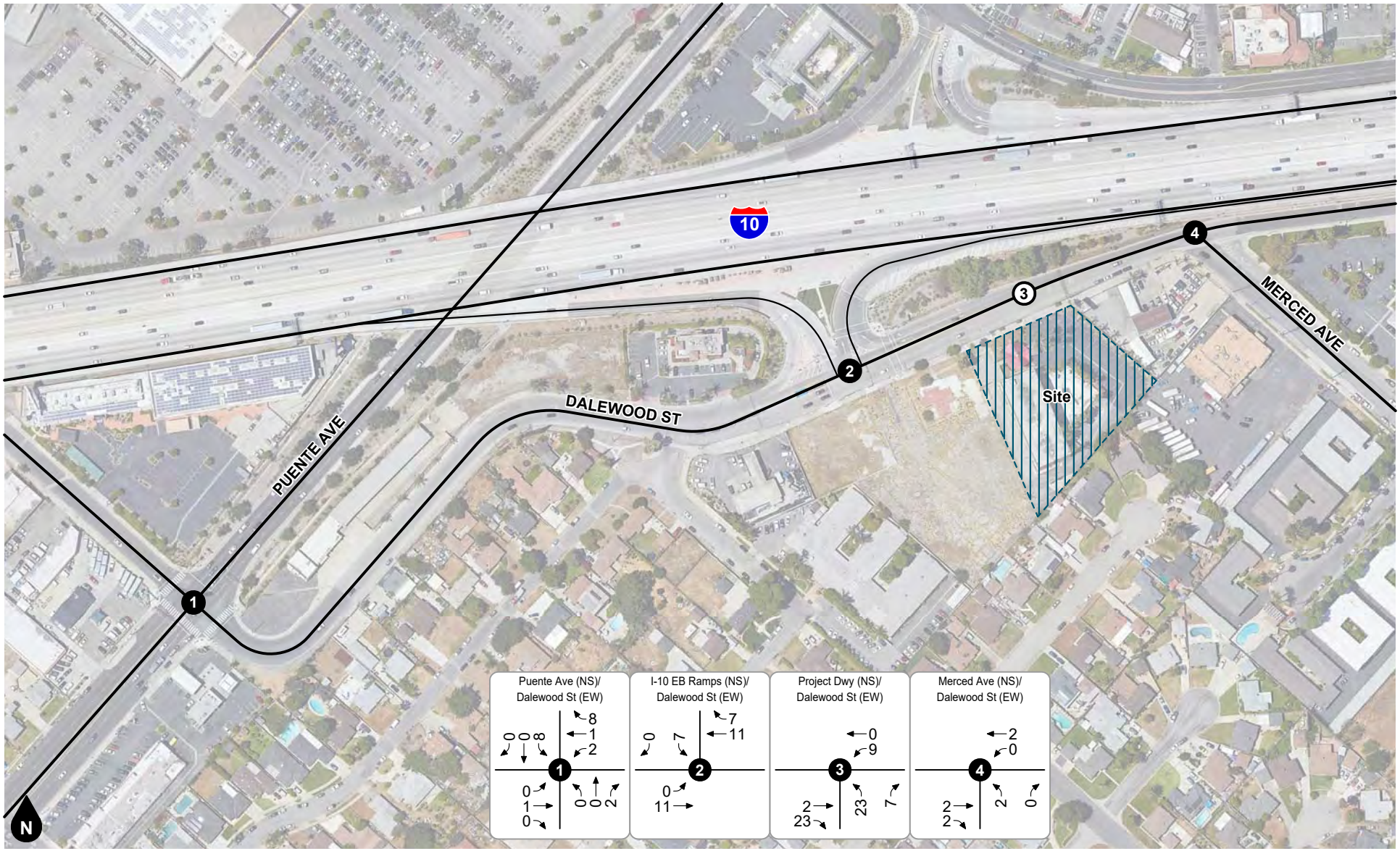


Legend

Study Intersection

(#) Project Driveway

Figure 14
Project AM Peak Hour Intersection Turning Movement Volumes



Legend

Study Intersection

(#) Project Driveway

Figure 15
Project PM Peak Hour Intersection Turning Movement Volumes

5. EXISTING PLUS PROJECT CONDITIONS

This section describes Existing Plus Project volume forecasts and Level of Service conditions. Forecast study area volumes are illustrated on figures contained in this section.

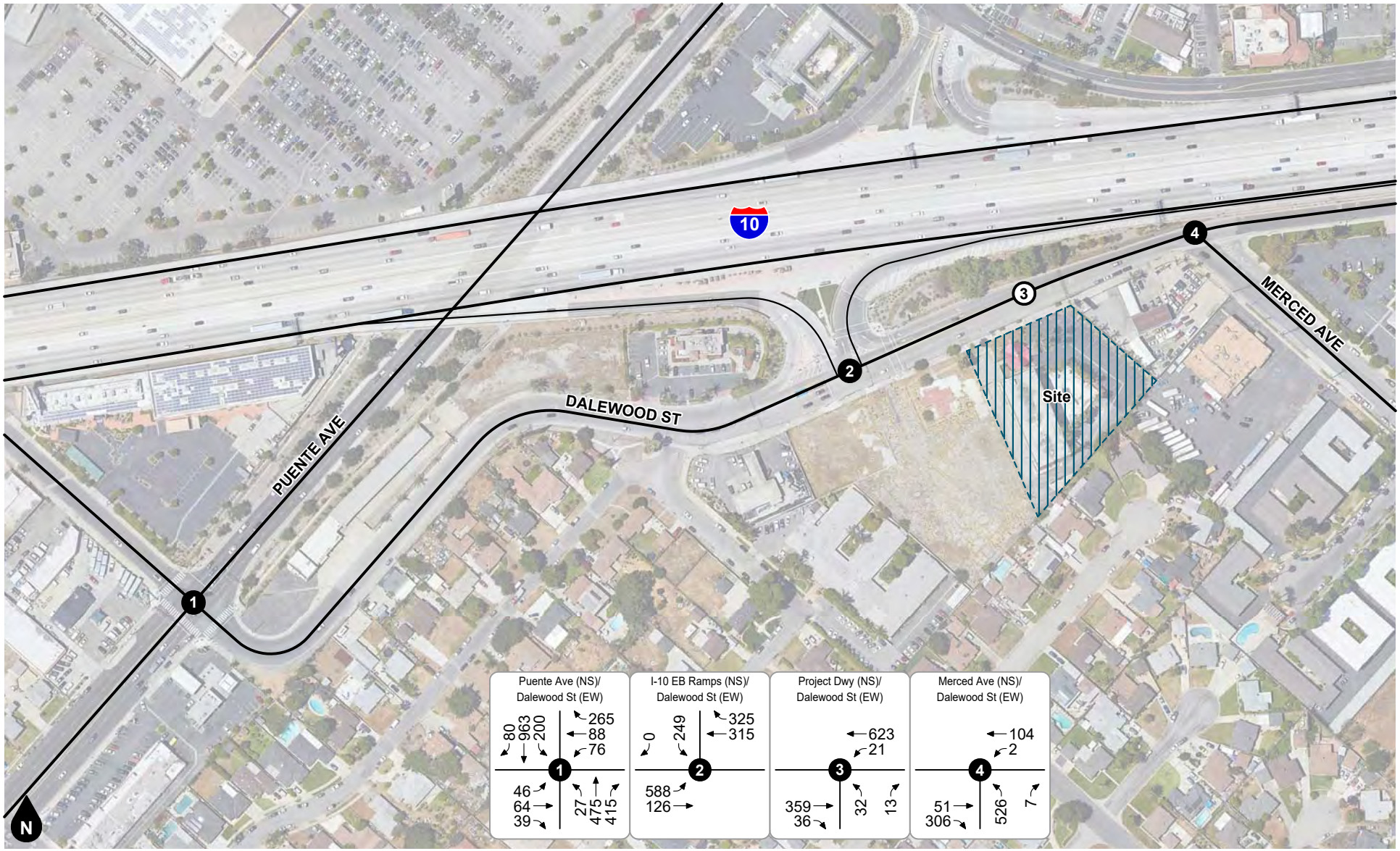
EXISTING PLUS PROJECT VOLUME FORECASTS

Existing Plus Project volume forecasts were developed by adding the project generated trips to Existing volumes. Existing Plus Project AM and PM peak hour intersection turning movement volumes are shown on Figure 16 and Figure 17.

EXISTING PLUS PROJECT LEVEL OF SERVICE

Detailed intersection Level of Service calculation worksheets for each of the following analysis scenarios are provided in Appendix D.

The intersection Levels of Service for Existing Plus Project conditions are shown in Table 4. As shown in Table 4, the study intersections are forecast to operate within acceptable Levels of Service (D or better) during the peak hours for Existing Plus Project conditions. Therefore, the proposed project is forecast to result in no substantial operational deficiencies at the study intersections for Existing Plus Project conditions and no off-site improvements or corrective measures are recommended.

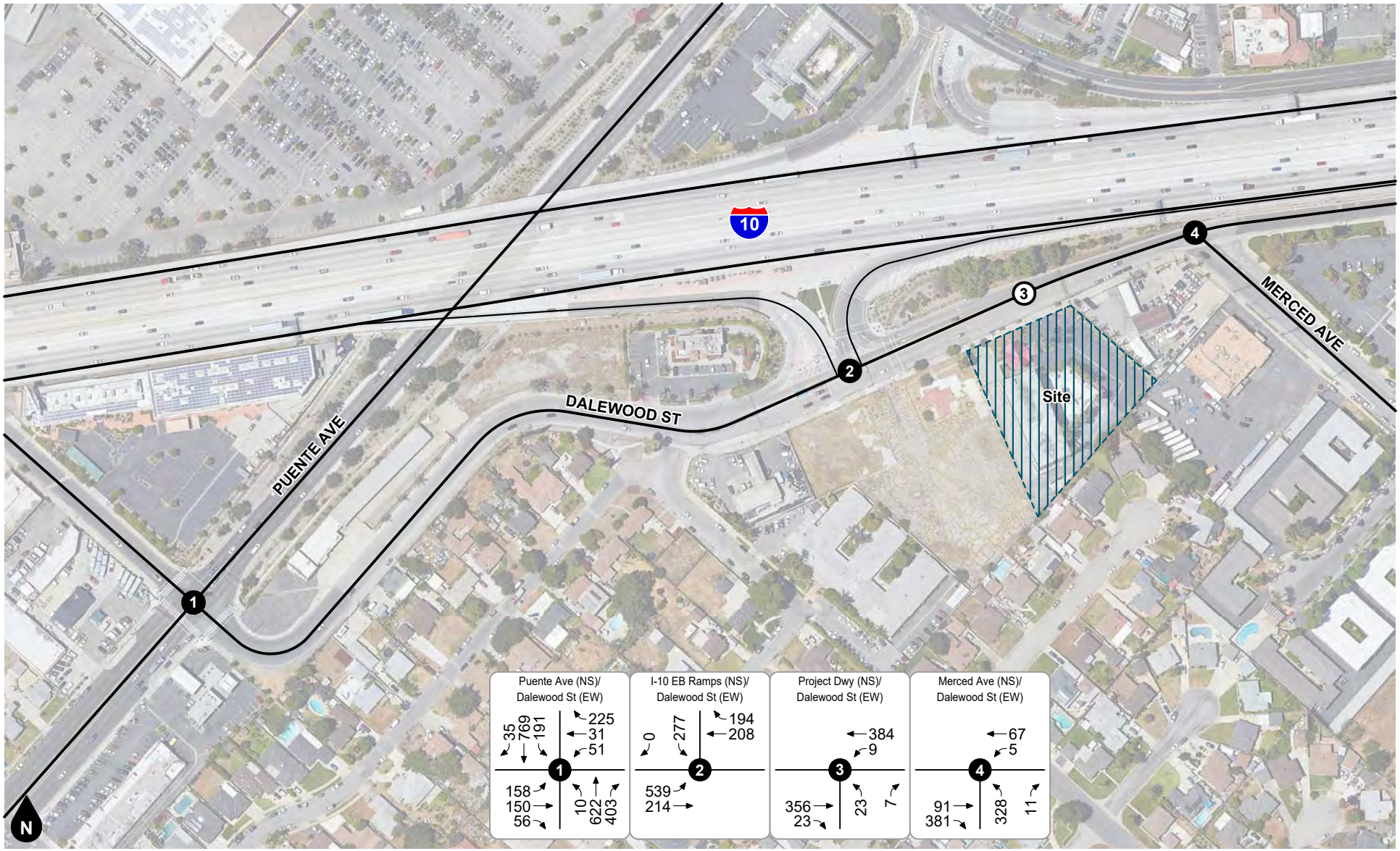


Legend

Study Intersection

(#) Project Driveway

Figure 16
Existing Plus Project
AM Peak Hour Intersection Turning Movement Volumes



Legend

Study Intersection

(#) Project Driveway

Figure 17
Existing Plus Project
PM Peak Hour Intersection Turning Movement Volumes

Table 4
Existing Plus Project Intersection Level of Service

ID	Study Intersection	Traffic Control[1]	AM Peak Hour		PM Peak Hour	
			Delay[2]	LOS[3]	Delay[2]	LOS[3]
1.	Puente Ave at Dalewood St	TS	23.0	C	21.3	C
2.	I-10 Eastbound Ramps at Dalewood St	TS	26.5	C	23.9	C
3.	Project Dwy at Dalewood St	CSS	18.6	C	14.3	B
4.	Merced Ave at Dalewood St	AWS	21.3	C	13.8	B

Notes:

(1) TS = Traffic Signal; CSS = Cross Street Stop; AWS = All Way Stop

(2) Delay is shown in seconds/vehicle. For intersections with traffic signal or all way stop control, overall average intersection delay and LOS are shown. For intersections with cross street stop control, LOS is based on average delay of the worst individual approach.

(3) LOS = Level of Service

6. SITE ACCESS AND CIRCULATION

This section includes a description of project improvements necessary to provide site access.

PROJECT DESIGN FEATURES

This analysis assumes the following improvements will be constructed by the project to provide project site access:

- Project West Driveway (NS) at Dalewood Street (EW)
  - Construct one outbound lane with northbound stop-control
  - Northbound: one through lane
  - Eastbound: one through lane and one shared through/right turn lane
  - Westbound: one through lane

- Project Driveway (NS) at Dalewood Street (EW) [Study Intersection #3]
  - Construct one inbound lane and one outbound lane with northbound stop-control
  - Northbound: one shared left/right turn lane
  - Eastbound: one through lane and one de facto right turn lane
  - Westbound: one shared left turn/through lane

It should be noted that Dalewood Street eastbound due west of the project site merges from two travel lanes to one travel lane adjacent to the project site.

This analysis also assumes the project shall comply with the following or similar conditions as part of the City of Baldwin Park standard development review process:

- A construction work site traffic control plan shall comply with State standards set forth in the California Manual of Uniform Traffic Control Devices and shall be submitted to the City for review and approval prior to the issuance of a grading permit or start of construction. The plan shall identify any roadway, sidewalk, bike route, or bus stop closures and detours as well as haul routes and hours of operation. All construction related trips shall be restricted to off-peak hours to the extent possible.

- All on-site and off-site roadway design, traffic signing and striping, and traffic control improvements relating to the proposed project shall be constructed in accordance with applicable State/Federal engineering standards to the satisfaction of the City of Baldwin Park.

- Site-adjacent roadways shall be constructed or repaired at their ultimate half-section width, including landscaping and parkway improvements in conjunction with development, or as otherwise required by the City of Baldwin Park.

- Adequate emergency vehicle access shall be provided to the satisfaction of the County of Los Angeles Fire Department.

- The final grading, landscaping, and street improvement plans shall demonstrate that sight distance requirements are met in accordance with applicable City of Baldwin Park/California Department of Transportation sight distance standards.

LEFT-TURN LANE WARRANT ANALYSIS

A left-turn lane warrant analysis was conducted to determine if a left-turn lane is warranted for Existing Plus Project conditions for the westbound approach at the intersection of Project Driveway at Dalewood Street (Study Intersection #3) based on review of the Level of Service operations, turning volume, and guidance from the National Cooperative Highway Research Program (NCHRP) Report 457 *Evaluating Intersection Improvements: An Engineering Study Guide*.

The westbound left-turn movement at the intersection of Project Driveway at Dalewood Street (Study Intersection #3) is projected to operate at Level of Service A (8.12 seconds of delay) during the AM peak hour and Level of Service A (8.06 seconds of delay) during the PM peak hour for Existing Plus Project conditions. It is projected that 21 vehicles will make an inbound westbound left-turn during the AM peak hour and 9 vehicles will make this same movement during the PM peak hour. This amounts to approximately one westbound left-turn movement at this intersection every 3 minutes during the AM peak hour and one westbound left-turn movement at this intersection every 6 minutes during the AM peak hour.

Figure 2.5 (Guidelines for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection) of the NCHRP Report 457 *Evaluating Intersection Improvements: An Engineering Study Guide* worksheets are provided in Appendix E.

Based on review of Level of Service operations, turning movement volumes, and the NCHRP guidance, installation of a dedicated westbound left-turn lane is not warranted at the project driveway for either the AM or PM peak hours.

7. LIVING/COMPLETE/GREEN STREETS

This section addresses the proposed project's consistency with the Model Design Manual for Living Streets, Complete Streets, and Green Streets goals. These manuals and policy documents generally aim to design streets that add value and livability, and accommodate all roadway users and modes, while minimizing environmental impacts.

MODEL DESIGN MANUAL FOR LIVING STREETS

The *Model Design Manual for Living Streets* (Los Angeles County, 2011) provides design guidance for street networks, traveled way, intersections, pedestrian access, pedestrian crossings, bikeway design, transit accommodations, traffic calming, and streetscape ecosystem. In addition to street design, the Model Design Manual for Living Streets also considers other issues related to economic vibrancy, equity, sustainability, aesthetics, and more. The manual was developed for Los Angeles County, but is available for any jurisdiction to adopt, customize, or modify as needed.

Since the City of Baldwin Park is generally built out, most of the applicable guidance in the Model Design Manual for Living Streets can be found in the section regarding retrofitting. To improve street quality, the following options should be considered where applicable:

- Reduce travel lane widths to 10 or 11 feet
- Eliminate unnecessary travel lanes
- Paint bike lanes
- Add sidewalks
- Add raised medians to visually narrow the roadway
- Add median and sidewalk landscaping to visually narrow the roadway
- Add or retain curbside parking to provide traffic calming effect
- Add bulb outs to shorten pedestrian crossing distances

The following non-physical changes should also be considered:

- Adjust signal timing to ensure comfortable pedestrian crossing times
- Work with transit agencies to improve bus operations
- Work with schools to develop Safe Routes to School program
- Reexamine the parking code (for example off-street parking requirements may be reduced, especially in coordination with additional on-street parking)

COMPLETE STREETS

Complete Streets and Living Streets are closely related. A Complete Street is designed with the goal of providing safe and comfortable travel for all users of the roadway, regardless of age, ability, and mode of travel. Taking context into consideration, a successful Complete Streets policy will balance the needs of the various modes of travel. For example, an area with high pedestrian volumes should emphasize pedestrian safety with improvements such as sidewalks and high visibility crossings. An industrial area with low pedestrian volumes may not require robust bicycle and pedestrian improvements but should still take these modes of travel into consideration. Since most roadways have traditionally focused on vehicular capacity, the greatest opportunities for Complete Streets improvements are typically found in enhancements for bicycle, pedestrian, and transit facilities.

GREEN STREETS

Green Streets policies aim to mitigate the environmental impact of a project by focusing on bicycle, pedestrian, transit, and water conservation improvements, each of which contribute to Complete Streets and Living Streets. Street calming improvements such as landscaped medians and traffic circles serve a dual purpose making bicycling and walking more comfortable and reducing storm water runoff. Other Complete Street improvements also contribute to Green Streets by improving transportation facilities for non-automotive or high-occupancy modes of travel.

RECOMMENDATIONS FOR LIVING/COMPLETE/GREEN STREETS GOALS

The following recommendations are shown on Figure 18:

- Add curb adjacent landscaping on Dalewood Street within parkway along project site frontage.
- Minimize no parking zones on Dalewood Street along the project site frontage. The *California Manual on Uniform Traffic Control Devices* requires the no parking zone to be 20 feet upstream and downstream of an unsignalized intersection.
- Provide preferential parking spaces for clean air/vanpool/electric vehicles.

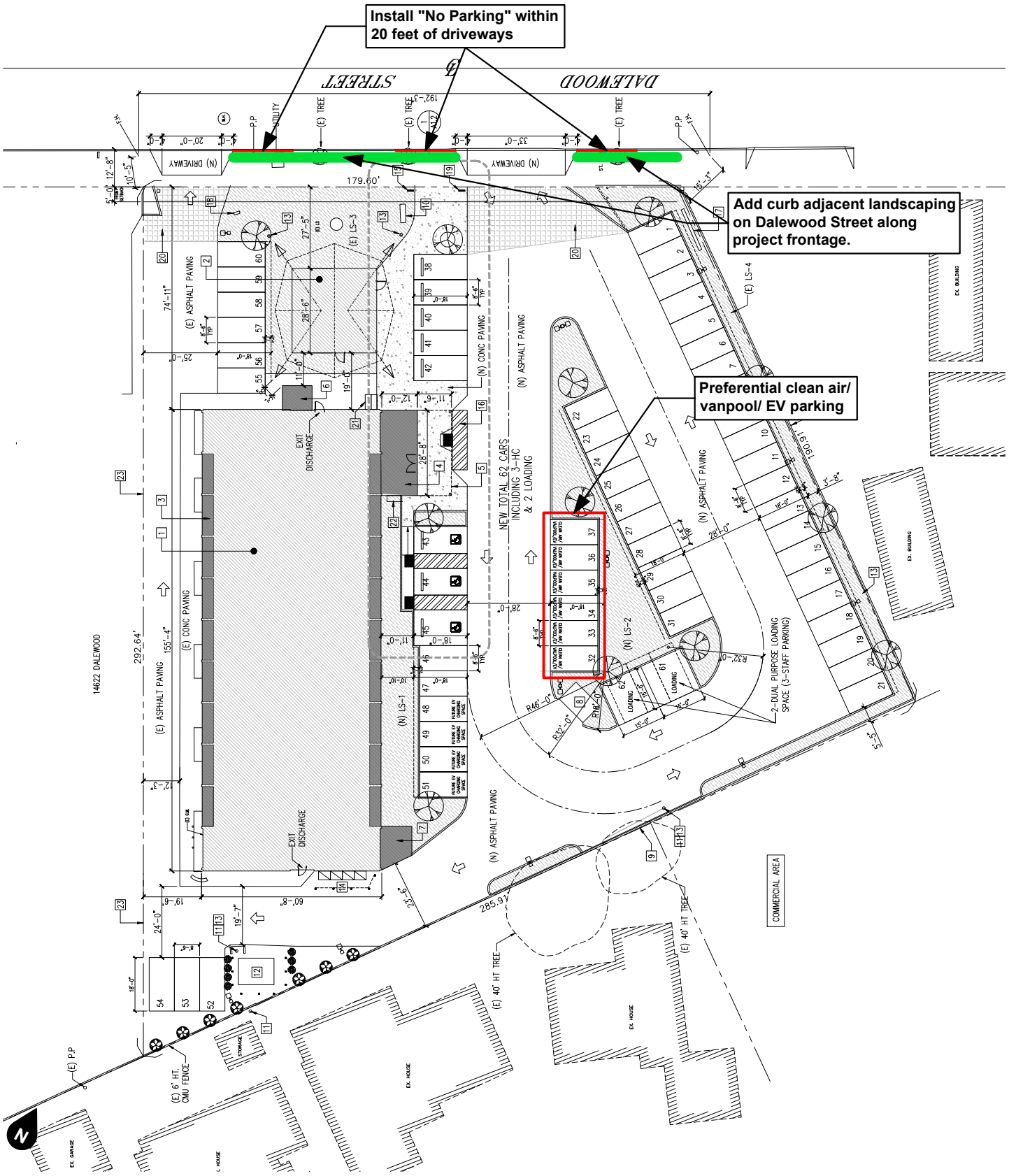


Figure 18
Living/Complete/Green Streets Recommendations

8. CONCLUSIONS

This section summarizes the findings and recommended improvements identified in previous sections of this study.

PROJECT TRIP GENERATION

The proposed project is forecast to generate approximately 629 daily vehicle trips, including 47 vehicle trips during the AM peak hour and 45 vehicle trips during the PM peak hour.

LEVELS OF SERVICE/OPERATIONAL ANALYSIS FINDINGS (NON-CEQA)

The study intersections are forecast to operate within acceptable Levels of Service (D or better) during the peak hours for Existing Plus Project conditions. Therefore, the proposed project is forecast to result in no substantial operational deficiencies at the study intersections for Existing Plus Project conditions and no off-site improvements or corrective measures are recommended.

SITE ACCESS

The following improvements will be constructed by the project to provide project site access:

- Project West Driveway (NS) at Dalewood Street (EW)
  - Construct one outbound lane with northbound stop-control
  - Northbound: one through lane
  - Eastbound: one through lane and one shared through/right turn lane
  - Westbound: one through lane

- Project Driveway (NS) at Dalewood Street (EW) [Study Intersection #3]
  - Construct one inbound lane and one outbound lane with northbound stop-control
  - Northbound: one shared left/right turn lane
  - Eastbound: one through lane and one de facto right turn lane
  - Westbound: one shared left turn/through lane

Based on review of Level of Service operations, turning movement volumes, and the NCHRP guidance, installation of a dedicated westbound left-turn lane is not warranted at the project driveway for either the AM or PM peak hours.

LIVING/COMPLETE/GREEN STREETS RECOMMENDATIONS

The following recommendations are shown on Figure 18:

- Add curb adjacent landscaping on Dalewood Street within parkway along project site frontage.

- Minimize no parking zones on Dalewood Street along the project site frontage. The *California Manual on Uniform Traffic Control Devices* requires the no parking zone to be 20 feet upstream and downstream of an unsignalized intersection.

- Provide preferential parking spaces for clean air/vanpool/electric vehicles.

APPENDICES

Appendix A Glossary
Appendix B Scoping Agreement
Appendix C Volume Count Worksheets
Appendix D Level of Service Worksheets
Appendix E Left-Turn Warrant Worksheets

APPENDIX A

GLOSSARY

ACRONYMS

AC	Acres
ADT	Average Daily Traffic
Caltrans	California Department of Transportation
DU	Dwelling Unit
ICU	Intersection Capacity Utilization
GFA	Gross Floor Area
LOS	Level of Service
PCE	Passenger Car Equivalent
SP	Service Population
TSF	Thousand Square Feet
V/C	Volume/Capacity
VMT	Vehicle Miles Traveled

TERMS

ACTUATED SIGNAL CONTROL: A type of traffic signal control in which display of each phase depends on whether the corresponding phase detector has registered a service call or the phase is on recall.

ACTUATION: Detection of a roadway user that is forwarded to the signal controller.

AVERAGE DAILY TRAFFIC: The average 24-hour volume for a stated period divided by the number of days in that period. For example, Annual Average Daily Traffic is the total volume during a year divided by 365 days.

BANDWIDTH: The number of seconds of green time available for through traffic in a signal progression.

BOTTLENECK: A point of constriction along a roadway that limits the amount of traffic that can proceed downstream from its location.

CALL: An indication within a signal controller that a particular phase is waiting for service, either through actuation from a roadway user or phase recall.

CAPACITY: The maximum number of vehicles that can be reasonably expected to pass through a roadway facility during a specified period.

CHANNELIZATION: The separation of conflicting traffic movements by use of pavement markings, raised curbs, or other suitable means to facilitate free flow movement.

CLEARANCE INTERVAL: Equal to the yellow plus all-red time, if any, when a traffic signal changes between phases (i.e., the amount of time between the end of a green light from one movement to the beginning of a green light for the next).

COORDINATED SIGNAL CONTROL: A type of traffic signal control in which non-coordinated phases associated with minor movements are constrained such that the coordinated phases are served at a specific time during the signal cycle, thus maintaining the efficient progression of traffic flow along the major roadway.

CONTROL DELAY: The portion of delay attributed to the intersection traffic control (such as a traffic signal or stop sign). It includes initial deceleration, queue move-up time, stopped delay, and final acceleration delay.

CORDON: An imaginary boundary line around or across a study area across which vehicles, persons, or other information can be collected for survey and analytical purposes.

CORNER SIGHT DISTANCE: The minimum sight distance required by the driver of a vehicle to cross or enter the lanes of the major roadway without requiring approaching traffic traveling at a given speed to radically alter their speed or trajectory.

CYCLE: A complete sequence of signal indications for all phases.

CYCLE LENGTH: The total time for a traffic signal to complete one full cycle.

DAILY CAPACITY: A theoretical value representing the daily traffic volume that will typically result in a peak hour volume equal to the capacity of the roadway.

DELAY: The total additional travel time experienced by a roadway user (driver, passenger, bicyclist, or pedestrian) beyond that required to travel at a desired speed.

DENSITY: The number of vehicles occupying in a unit length of the through traffic lanes of a roadway at any given instant. Usually expressed in vehicles per mile.

DETECTOR: A device used to count or determine the presence of a roadway user.

DESIGN SPEED: A speed used for purposes of designing horizontal and vertical alignments of a highway.

DIRECTIONAL SPLIT: The percent of two-way traffic traveling in a specified direction.

DIVERSION: The rerouting of traffic from a normal path of travel between two points, such as to avoid congestion or perform a secondary trip.

FREE FLOW: Traffic flow that is unaffected by a traffic control and/or or upstream or downstream conditions.

GAP: Time or distance between two vehicles measured from rear bumper of the front vehicle to front bumper of the second vehicle.

GAP ACCEPTANCE: The method by which a driver accepts an available gap in traffic to enter or cross the road.

HEADWAY: Time or distance between two successive vehicles measured from same point on both vehicles (i.e., front bumper to front bumper).

LEVEL OF SERVICE: A grading scale of quantitative performance measures representing the quality of service of a transportation facility or service from an average traveler's perspective.

LOOP DETECTOR: A vehicle detector consisting of a loop of wire embedded in the roadway, energized by alternating current and producing an output circuit closure when passed over by a vehicle.

MULTI-MODAL: More than one mode, such as automobile, transit, bicycle, and pedestrian.

OFFSET: The time interval between the beginning of a traffic signal cycle at one intersection and the beginning of signal cycle an adjacent intersection.

PLATOON: A set of vehicles traveling at similar speed and moving as a general group with clear separation between other vehicles ahead and behind.

PASSENGER CAR EQUIVALENT: A metric used to assess the impact of larger vehicles, such as trucks, recreational vehicles, and buses, by converting the traffic volume of larger vehicles to an equivalent number of passenger cars.

PEDESTRIAN CLEARANCE INTERVAL: Also known as the "Flashing Don't Walk" interval, it signals the end of pedestrian entry into the crosswalk following the "Walk" indication and provides time for pedestrians who have already entered the crosswalk to finishing crossing.

PEAK HOUR: The hour within a day in which the maximum volume occurs.

PEAK HOUR FACTOR: The peak hour volume divided by the four times the peak 15-minute flow rate. This

PHASE: In traffic signals, the green, yellow, and red clearance intervals assigned to a specified traffic movement.

PRETIMED SIGNAL: A traffic signal operation in which the cycle length, phasing sequence, and phasing times are predetermined and fixed, regardless of actual demand for any given traffic movement. Also known as a fixed time signal.

PROGRESSION: The coordinated movement of vehicles through signalized intersections along a corridor.

QUEUE: The number of vehicles waiting at a service area such as a traffic signal, stop sign, or access gate.

QUEUE LENGTH: The length of vehicle queue, typically expressed in feet, waiting at a service area such as a traffic signal, stop sign, or access gate.

RECALL: A signal phasing operation in which a specified phase places a call to the signal controller each time a conflicting phase is served, thus ensuring the specified phase will be serviced again.

SEMI-ACTUATED CONTROL: A type of traffic signal control in which only the minor movements are provided detection.

SIGHT DISTANCE: The continuous length of roadway visible to a driver or roadway user.

STACKING DISTANCE: The length of area available behind a service area, such as a traffic signal or gate, for vehicle queuing to occur.

STOPPING SIGHT DISTANCE: The minimum distance required by the driver of a vehicle traveling at a given speed to bring the vehicle to a stop after an object on the road becomes visible, including reaction and response time.

TRIP OR TRIP END: The one-directional movement of a person or vehicle. Every trip has an origin and a destination at its respective ends (i.e., trip ends). In terms of site trip generation, the same vehicle entering and exiting a site generates two trips: one inbound trip and one outbound trip.

TRIP GENERATION RATE: The rate at which a land use generates trips per the specified land use variable, such per dwelling unit or per thousand square feet.

TRUCK: A heavy motor vehicle generally used for transporting goods.

VEHICLE MILES TRAVELED: A measure of the amount and distance of automobile travel essentially calculated as the sum of each trip times the trip length.

APPENDIX B

SCOPING AGREEMENT

MEMORANDUM OF UNDERSTANDING

TO: CITY OF BALDWIN PARK

FROM: Bryan Crawford, Senior Transportation Planner | GANDDINI GROUP, INC.

DATE: March 13, 2023

SUBJECT: 14624 Dalewood Street Hotel Focused Traffic Analysis Scoping Agreement

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The purpose of this traffic study scoping document is to outline the proposed traffic analysis parameters and assumptions for review/concurrence by City of Baldwin Park staff.

PROJECT DESCRIPTION

Figure 1 shows the project location map. The project site is located at 14624 Dalewood Street in the City of Baldwin Park, as exhibited in Figure 2.

The site plan is shown in Appendix A. The 1.23-acre project site proposes to remodel and reopen a vacant 72-room hotel, demolish the exiting pool, and reconfigure the existing parking lot to provide additional parking spaces. The proposed project is anticipated to be constructed and fully operational by year 2025.

The project site is proposed to provide two access driveways on Dalewood Street. The project driveway on the western portion of the project site is proposed for right turns out only and the project driveway on the eastern portion of the project site is proposed for full access.

PROJECT TRIP GENERATION

Table 1 shows the trip generation rates used to calculate the project trip generation forecast based on rates obtained from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th Edition, 2021). Based on review of the ITE land use descriptions, ITE land use codes 310 (Hotel) and 936 (Coffee/Donut Shop without Drive-Through Window) were determined to adequately represent the proposed uses and were selected for this analysis.

As shown in Table 2, the proposed project is forecast to generate approximately 629 daily trips, including 47 trips during the AM peak hour and 45 trips during the PM peak hour.

Traffic volumes shown in Table 2 consist of the total trips generated for each project land use. As a hotel trip generated by the project may also interact with the coffee/donut shop land use within the project, a double counting of those trips occurs. To account for this internal interaction, the trips generated by the project site have been adjusted in accordance with procedures developed by the National Cooperative Highway Research Program (NCHRP) Report 684 Internal Capture Estimation Tool as recommended by ITE. Detailed internal capture worksheets are provided in Appendix B.

The project trip generation forecast shown in Table 2 also includes pass-by trip adjustments. Convenience store/gas station and restaurant land uses will often locate next to busy roadways to attract motorists already

on the street. Since the trip generation rates shown in Table 2 represent vehicles entering and exiting at the site driveway(s), it is appropriate to reduce the initial trip generation forecast by the applicable pass-by trip rate when calculating the net new trips that will be added to the surrounding street system. Pass-by trip adjustments were applied to the existing and project trip generation in accordance with average pass-by rates noted in the ITE *Trip Generation Manual* (11th Edition, 2021).

PROJECT TRIP DISTRIBUTION

Figure 3 to Figure 4 illustrate the forecast outbound and inbound directional distribution patterns of project-generated trips. Figure 5 illustrates the forecast directional distribution patterns of pass-by project-generated trips.

STUDY AREA

Intersections identified for analysis typically include signalized intersections at which a project is forecast to contribute 50 or more trips during the AM or PM peak hours. The study area is proposed to consist of the following four (4) study intersections, even if the project may not contribute 50 or more trips during either peak hour.

Study Intersections (Figure 1)

1. Puente Avenue (NS) at Dalewood Street (EW)
2. I-10 Eastbound Ramps (NS) at Dalewood Street (EW)
3. Project Driveway (NS) at Dalewood Street (EW)
4. Merced Avenue (NS) at Dalewood Street/Garvey Avenue (EW)

TRAFFIC COUNTS

New intersection turning movement counts will be obtained at the study intersections during the AM peak period (7:00 AM – 9:00 AM) and PM peak period (4:00 PM – 6:00 PM) on a typical weekday (Tuesday, Wednesday, or Thursday).

ANALYSIS SCENARIOS

The traffic study shall evaluate the following analysis scenarios for weekday AM and PM peak hour conditions:

- Existing [2023]
- Existing Plus Project [2023]

ANALYSIS METHODOLOGY

To assess the performance of an intersection, the City of Baldwin Park uses the intersection delay method based on procedures contained in the Highway Capacity Manual (Transportation Research Board, 7th Edition). The methodology considers the traffic volume and distribution of movements, traffic composition, geometric characteristics, and signalization details to calculate the average control delay per vehicle and corresponding Level of Service (LOS). Control delay is defined as the portion of delay attributed to the intersection traffic control (such as a traffic signal or stop sign) and includes initial deceleration, queue move-up time, stopped delay, and final acceleration delay. The intersection control delay is then correlated to Level of Service based on the following thresholds:

Level of Service	Intersection Control Delay (Seconds / Vehicle)	
	Signalized Intersection	Unsignalized Intersection
A	≤ 10.0	≤ 10.0
B	> 10.0 to ≤ 20.0	> 10.0 to ≤ 15.0
C	> 20.0 to ≤ 35.0	> 15.0 to ≤ 25.0
D	> 35.0 to ≤ 55.0	> 25.0 to ≤ 35.0
E	> 55.0 to ≤ 80.0	> 35.0 to ≤ 50.0
F	> 80.0	> 50.0

Source: Transportation Research Board, Highway Capacity Manual (7th Edition).

Level of Service is used to qualitatively describe the performance of a roadway facility, ranging from Level of Service A (free-flow conditions) to Level of Service F (extreme congestion and system failure). At intersections with traffic signal or all way stop control, Level of Service is determined by the average control delay for the overall intersection. At intersections with cross street stop control (i.e., one- or two-way stop control), Level of Service is determined by the average control delay for the worst individual approach.

Intersection Level of Service analysis shall be performed using the Vistro software.

PERFORMANCE STANDARDS

City of Baldwin Park

The City of Baldwin Park General Plan Circulation Element Policy 1.4 has established LOS D as the minimum acceptable Level of Service at intersections along arterial highways as LOS D or better during the AM and PM peak hours.

California Department of Transportation

As stated in the Guide for the Preparation of Traffic Impact Studies (State of California, 2002), "California Department of Transportation endeavors to maintain a target LOS [Level of Service] at the transition between LOS "C" and LOS "D" on State highway facilities". The California Department of Transportation acknowledges this may not always be feasible and recommends consultation with the California Department of Transportation to determine the appropriate target Level of Service. For consistency with local requirements, this analysis defines Level of Service D as the minimum acceptable Level of Service for State Highway facilities.

OPERATIONAL THRESHOLDS

Based on established performance standards, a project is considered to cause a substantial operational deficiency at signalized intersections if:

- The addition of project traffic to an intersection results in the degradation of intersection operations from acceptable to unacceptable.
- The Project contributes 2% or more of the total traffic at an intersection that is expected to be deficient.

Based on established performance standards, a project is considered to cause a substantial operational deficiency at unsignalized intersections if:

- The addition of project traffic to an intersection results in the degradation of any individual movement at the intersection from acceptable to unacceptable, or the project contributes 2% or more of the traffic at a movement that is expected to be deficient; and

- The intersection meets peak hour signal warrants either caused by project volumes, or project volumes are added at an intersection that meets peak hour signal warrants in the baseline scenario(s). Peak hour signal warrants should be determined based on one or more of the latest California Manual on Uniform Traffic Control Devices (CA MUTCD).

If a project is forecast to result in a substantial operational deficiency, recommended corrective measures will be identified that would reduce the project's effect to a level that does not exceed the specified deficiency criteria. Corrective measures can be in many forms, including the construction of physical improvements (e.g., addition of travel lanes, traffic control modifications, etc.) or the implementation of transportation demand management measures.

SITE ACCESS AND ON-SITE CIRCULATION

A review of site access and on-site circulation needs will be provided, including site access traffic controls, lane configurations (specifically, a left-turn lane warrant into the project site), and recommendations will be provided to maintain adequate circulation.

The need for installation of a westbound left turn lane from Dalewood Street into the project site shall be evaluated based on review of the Level of Service operations, turning volume, and guidance from the National Cooperative Highway Research Program (NCHRP) Report 457 *Evaluating Intersection Improvements: An Engineering Study Guide*.

Recommendations will be provided based on the Model Design Manual for Living Streets and the City's Complete Streets and Green Streets policies.

CONCLUSION

We appreciate the opportunity to provide this scoping document for your review. Should you have any questions or comments regarding the proposed scope, please contact Bryan Crawford at (714) 795-3100 x 104 or bryan@ganddini.com.

Table 1
Project Trip Generation Rates

Trip Generation Rates									
Land Use	Source[1]	Land Use Variable[2]	AM Peak Hour			PM Peak Hour			Daily Rate
			% In	% Out	Rate	% In	% Out	Rate	
Hotel	ITE 310	RM	56%	44%	0.46	51%	49%	0.59	7.99
Coffee Donut Shop without Drive-Through Window	ITE 936	TSF	51%	49%	93.08	50%	50%	32.29	533.57

Notes:

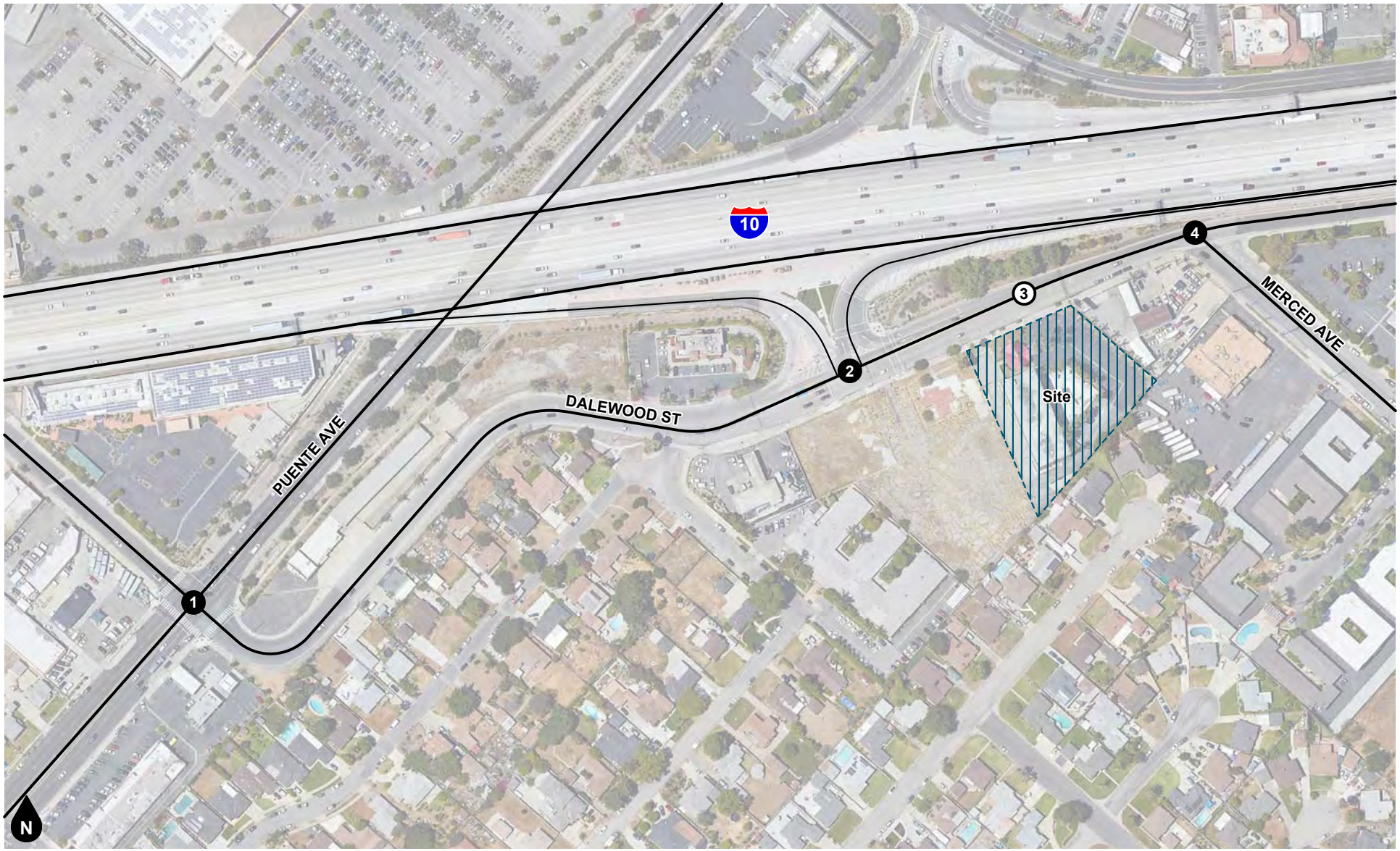
1. ITE = Institute of Transportation Engineers *Trip Generation Manual* (11th Edition, 2021); ### = Land Use Code.
   In the absense of daily rates for ITE 936, daily rates for ITE 937 (Coffee/Donut Shop with Drive-Through Window) have been used.
2. RM = Room; TSF = Thousand Square Feet

Table 2
Project Trip Generation

Trips Generated									
			AM Peak Hour			PM Peak Hour			
Land Use	Source[1]	Quantity[2]	In	Out	Total	In	Out	Total	Daily
Hotel	ITE 310	72 RM	19	15	34	22	21	43	575
Internal Capture [3]			*-1*	*-1*	*-2*	*-1*	*-1*	*-2*	*-29*
Subtotal - New External Hotel Trips			18	14	32	21	20	41	546
Coffee Donut Shop without Drive-Through Window	ITE 936	0.818 TSF	39	37	76	13	13	26	436
Internal Capture [3]			*-1*	*-1*	*-2*	*-1*	*-1*	*-2*	*-22*
Subtotal - External Restaurant Trips			38	36	74	12	12	24	414
Pass-by Trips (80%AM,80%PM,80%Daily)	- [4]		*-30*	*-29*	*-59*	*-10*	*-10*	*-20*	*-331*
Subtotal - New External Restaurant Trips			8	7	15	2	2	4	83
Total External Trips Generated			56	50	106	33	32	65	960
Total Pass-By Trips			*-30*	*-29*	*-59*	*-10*	*-10*	*-20*	*-331*
TOTAL NEW EXTERNAL TRIPS GENERATED			**26**	**21**	**47**	**23**	**22**	**45**	**629**

Notes:

1. See trip generation rates shown in Table 1.
2. TSF = Thousand Square Feet; RM = Room
3. Internal capture calculated in accordance with National Cooperative Highway Research Report (NCHRP) 684 as incorporated in the ITE *Trip Generation Handbook*. Daily internal trips were estimated as the average of the AM and PM peak hour internal trip capture.
4. The ITE Trip Generation Manual does not include pass-by rates for Land Use Code 936; however, the average pass-by rates for ITE Land Use Code 938 (Coffee Shop With Drive Through Window and No Indoor Seating) are 90% during the AM peak hour and 98% during the PM peak hour. Although the proposed coffee shop (with drive through and indoor seating) is expected to have similar pass-by characteristics, this analysis uses a lower pass-by rate of 80% to provide a conservative assessment.



Legend

(#) Study Intersection

(#) Project Driveway

Figure 1
Project Location Map

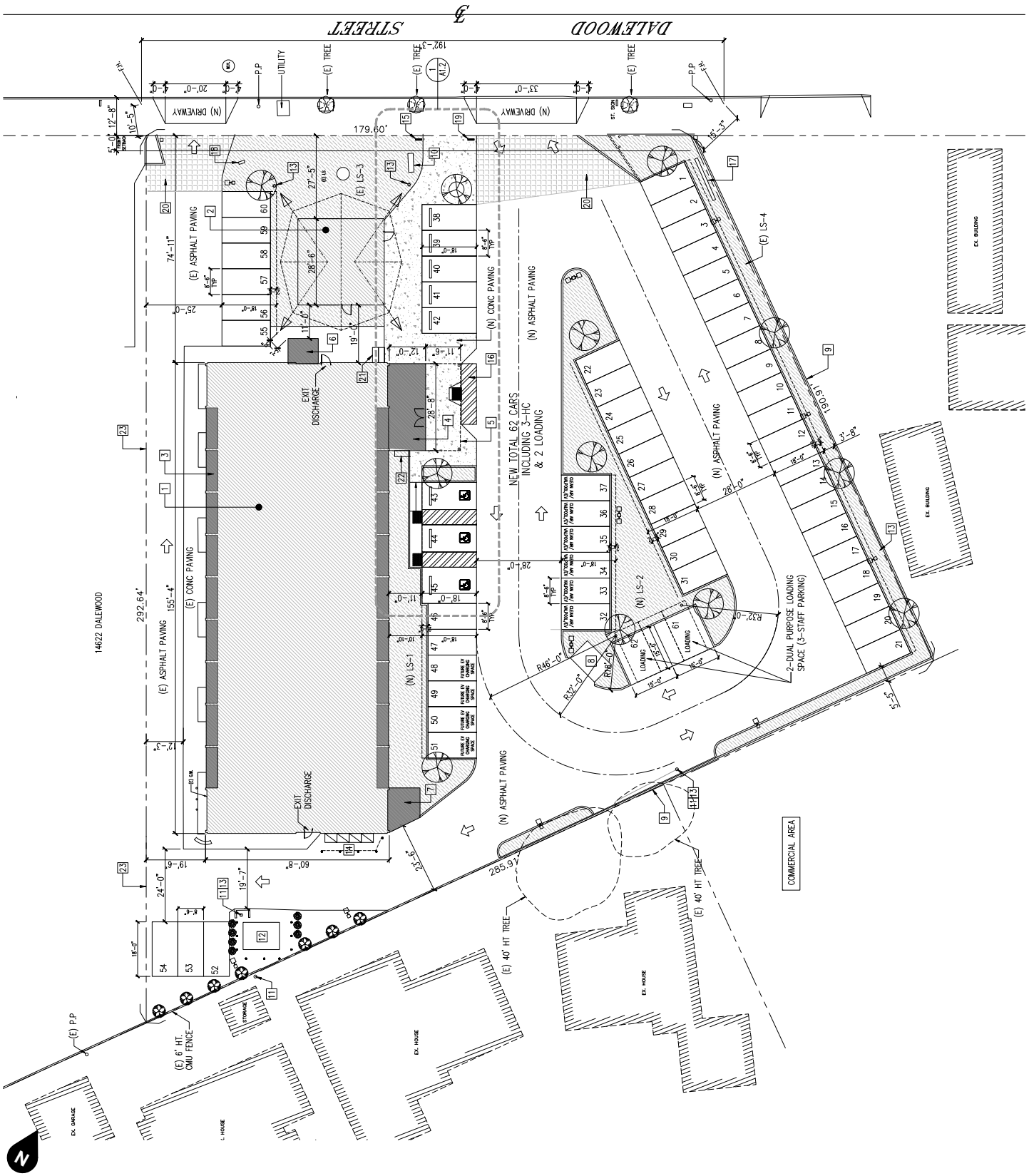


Figure 2
Site Plan

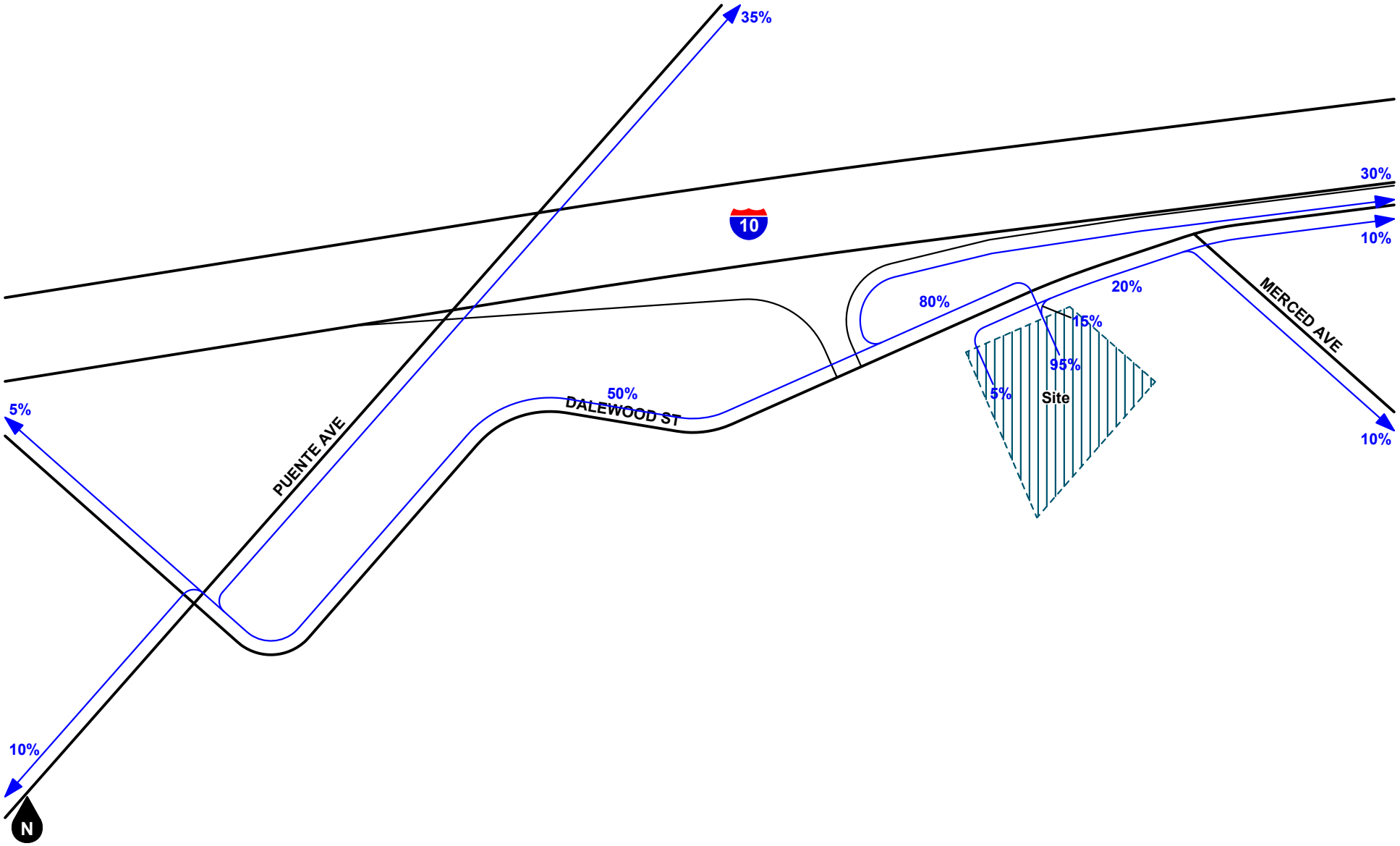


Figure 3
Project Outbound Trip Distribution

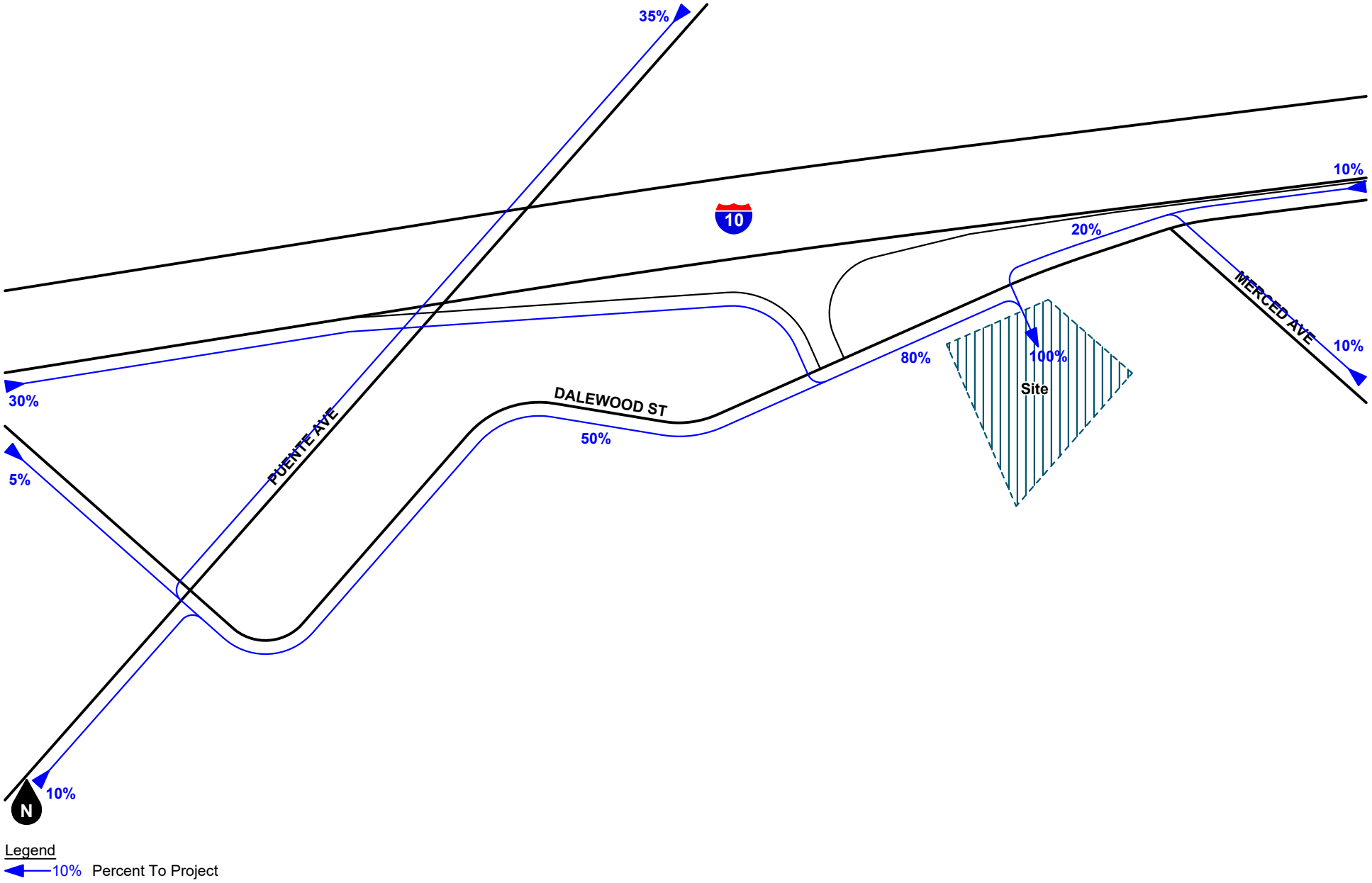


Figure 4
Project Inbound Trip Distribution

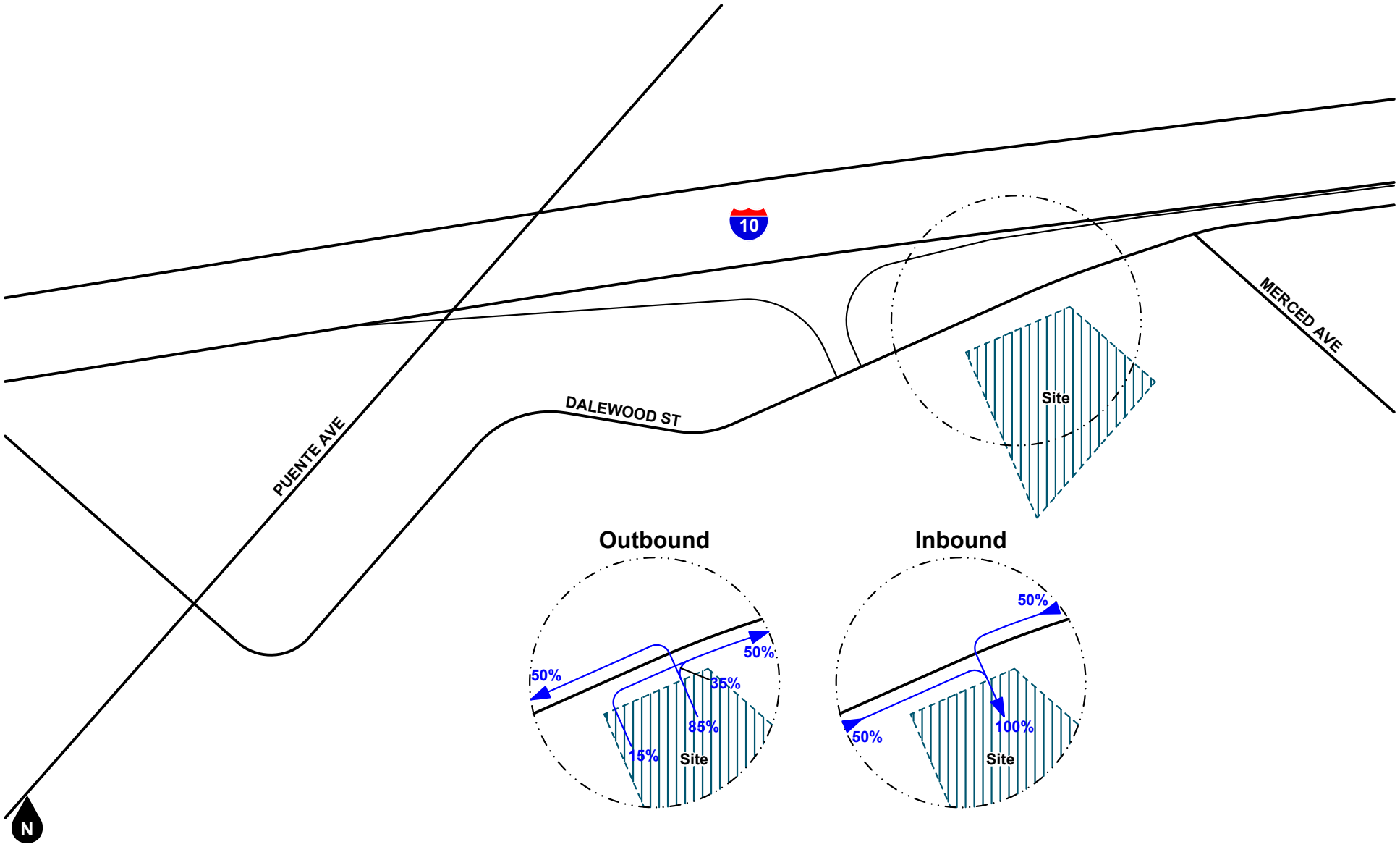


Figure 5
Project Pass-By Trip Distribution

Appendix A

Site Plan

DRAWING LIST

ARCHITECTURAL

A-0.0	PROJECT INFORMATION
A-0.0-1	
A-0.0-2	BMP
A-0.1	3D IMAGE
A-0.1-1	MATERIAL BOARD
A-0.1-2	MATERIAL BOARD
A-0.2	GENERAL NOTES
A-0.3	GENERAL NOTES
A-0.4	ACCESSIBILITY DETAILS
A-0.5	ACCESSIBILITY DETAILS
A-0.6	ACCESSIBILITY DETAILS
A-0.7	ACCESSIBILITY DETAILS
A-0.8	EXIT PLANS
A-0.9	EXIT PLANS
T-1	SURVEY
A-1.0	SITE PLAN- EXISTING
A-1.1	SITE PLAN- PROPOSED
A-1.2	ACCESSIBLE ROUTE OF TRAVEL
A-1.3	CONCEPTUAL LANDSCAPE PLAN
A-2.0	EXISTING FLOOR PLANS- 1ST & 2ND
A-2.1	EXISTING FLOOR PLANS- 3RD & 4TH
A-2.2	EXISTING ROOF PLAN
A-2.3	PROPOSED FLOOR PLANS- 1ST
A-2.4	PROPOSED FLOOR PLANS- 2ND
A-2.5	PROPOSED FLOOR PLANS- 3RD & 4TH
A-2.6	PROPOSED ROOF PLAN
A-2.7	PROPOSED CEILING PLANS- 1ST & 2ND
A-2.8	PROPOSED CEILING PLANS- 3RD & 4TH
A-3.0	UNIT PLANS
A-3.1	UNIT PLANS
A-4.0	EAST ELEVATIONS- EXISTING & PROPOSED
A-4.1	WEST ELEVATIONS- EXISTING & PROPOSED
A-4.2	SOUTH & NORTH ELEVATIONS- EXISTING & PROPOSED
A-4.5	BUILDING SIGNAGE
A-5.0	SECTIONS
A-5.10	ENLARGED WALL SECTIONS
A-6.0	ENLARGED STAIRS- EXISTING
A-6.1	ENLARGED ELEVATOR- NEW
A-7.0	DOOR / WINDOW SCHEDULE
A-7.1	STOREFRONT / INTERIOR FINISH SCHEDULE
A-8.0	WALL TYPES
A-10.0	DETAILS

STRUCTURE

S-1.0	GENERAL NOTES
S-1.1	GENERAL NOTES
S-1.2	GENERAL DETAILS
S-1.3	QUALITY ASSURANCE
S-1.4	QUALITY ASSURANCE
S-1.5	QUALITY ASSURANCE
S-2	FOUNDATION PLAN
S-3	FRAMING PLAN
S-4	FRAMING PLAN
S-5	DETAILS
S-6	DETAILS

CONTACT INFORMATION

OWNER
MR. SANJAY PATEL

ARCHITECTURE
ARCHITECTURE STUDIO MA, INC
1808 BORREGO DRIVE
WEST COVINA, CA 91791
(213) 422-6976

SURVEY, SOILS REPORT, GRADING
CALLAND ENGINEERING, INC
576 E. LAMBERT RD
BREA, CA 92821
(714) 671-1050

STRUCTURE
BOLD ENGINEER & ASSOCIATES
3055 WILSHIRE BLVD. #880
LOS ANGELES, CA 90010
(213) 505-3058

LAND USE CONSULTANT
MIG
1650 SPRUCE STREET #106
RIVERSIDE, CA 92507
(951) 787-9222

ELECTRICAL, PLUMBING, MECHANICAL
PERFECT DESIGN
2416 W. VALLEY BLVD
ALHAMBRA, CA 91803
(626) 289-8808

HOTEL FEASIBILITY STUDY

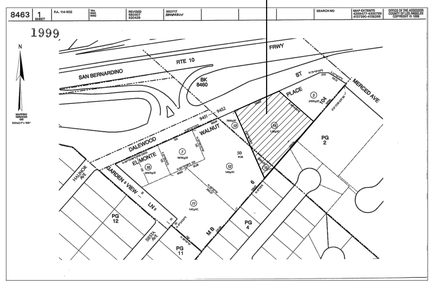
TRAFFIC CONSULTANT
K2 TRAFFIC ENGINEERING
1442 IRVINE BLVD., #210
TUSTIN, CA 92780
(714) 832-2116

APPLICABLE CODES

2019 CALIFORNIA BUILDING CODES AND BALDWIN PARK MUNICIPAL CODE
2020 LOS ANGELES COUNTY FIRE CODE

PARCEL MAP

PROJECT SITE



PROJECT DATA

AREA TABULATION

	EXISTING	ADDITION	TOTAL	CONSTRUCTION TYPE	OCCUPANCY TYPE
4TH FL	8,442 SF	900 SF	9,342 SF	III-A	R-1
3RD FL	8,442 SF	900 SF	9,342 SF	III-A	R-1
2ND FL	8,442 SF	900 SF	9,342 SF	III-A	R-1
1ST FL	8,442 SF	1,244 SF	9,686 SF	III-A	R-1
TOTAL	33,768 SF	3,944 SF	37,712 SF		

GUESTROOMS WITH MOBILITY FEATURES AND COMMUNICATION FEATURES

MOBILITY FEATURES TABLE 11B-224.2

TOTAL NO. OF GUEST RM PROVIDED	MIN NO. OF REQ'D ROOMS WITHOUT ROLL-IN SHOWER	MIN NO. OF REQ'D ROOMS WITH ROLL-IN SHOWER	TOTAL
51 TO 75	3	1	4

COMMUNICATION FEATURES TABLE 11B-224.4

TOTAL NO. OF GUEST RM PROVIDED	GUESTROOMS FOR THE HEARING IMPAIRED
51 TO 75	7

ROOM MATRIX

	KING	DBL QUEEN	ADA-KING -TUB	ADA-DBL FULL-TUB	ADA-KING -SHOWER	TOTAL
4TH FL	13	5	-	-	-	18
3RD FL	13	5	-	-	-	18
2ND FL	13	6	-	-	-	19
1ST FL	10	3	1	2	1	17
TOTAL	49	19	1	2	1	72

PARKING CALCULATION

CUSTOMER PARKING

	HOTEL	RETAIL	TOTAL
EXISTING	40	4	44
REQUIRED**	72	4	76
PROVIDED	58	4	62*

* 62 INCLUDING 3-HANDICAP PARKING & 2-LOADING

** HOTEL: 1 PER GUESTROOM / RETAIL: 1 PER 250 SF

PARKING FOR CALGREEN (NON-RESIDENTIAL MANDATORY)

DESIGNATED PARKING FOR CLEAN AIR VEHICLE
REQUIRED 6 (51~75)
PROVIDED 6
FUTURE INSTALLATION OF EVSE
REQUIRED 4 (51~75)
PROVIDED 4
BIKE PARKING

	REQUIRED	PROVIDED
SHORT-TERM	2 (CALGRN 5.106.4.1.1)	2
LONG-TERM	1 (CALGRN 5.106.4.1.2)	1

LANDSCAPE CALCULATION

*PARKING LOT AREA : 30,195 SF (SEE A-1.1.0)
REQUIRED 3,019 SF (10% OF PARKING AREA)
PROVIDED 7,665 SF

PARCEL PROFILE

ADDRESS : 14624 DALEWOOD STREET, BALDWIN PARK, CA 91706
APN : 8463-001-014 & 8463-001-015
LEGAL DESCRIPTION :
M.B.6-104 FOR DESC SEE ASSESSOR'S MAPS POR OF LOT 50
LOT AREA : 53,569.42 SF (1.230 ACRE)- GROSS
51,369.90 SF (1.179 ACRE)- NET
ZONE : FC (FREEWAY COMMERCIAL)
GENERAL PLAN : GC (GENERAL COMMERCIAL)

EX. BUILDING-1 (INN) :	EX. BUILDING-2 (RETAIL):NOT A SCOPE
BUILT YEAR: 1967	BUILT YEAR:
NO. OF STORY: 4	NO. OF STORY: 1
NO. OF UNIT: 72	
AREA: 33,768 SF	AREA: 818 SF
HEIGHT: SEE BELOW	HEIGHT: 23'-0"
CONSTRUCTION TYPE: III-A	CONSTRUCTION TYPE: V
FIRE SPRINKLER: NO	FIRE SPRINKLER: NO
OCCUPANCY: R-1	

PROJECT DATA

SCOPE OF WORKS
-ADDITION & REMODEL TO EXISTING 4-STORY INN BUILDING
-DEMOLISH EXISTING POOL (UNDER SEPARATE PERMIT)
-RE-CONFIGURE EXISTING ONSITE PARKING TO PROVIDE ADDITIONAL SPACES

BUILDING HEIGHT (PER BPMC)
-EXISTING : 36'-3" (T.O. PARAPET) / 40'-3" (T.O. ELEV SHAFT)
-PROPOSED : 36'-3" (T.O. PARAPET) / 41'-0" (T.O. NEW ELEV SHAFT)

BUILDING HEIGHT (CBC TABLE 504.3)
-EXISTING : 34'-3" (SEE 5.0), NO CHANGE IN HEIGHT
*MAX HT ALLOWED PER CBC TABLE 504.3: 65'

NO. OF STORY (CBC TABLE 504.4)
-EXISTING : 4, NO CHANGE IN STORY

BUILDING CODE AREA JUSTIFICATION (CBC TABLE 506.2)
-MAX ALLOWABLE AREA : 24,000 SF (PER FLOOR)
*NON-SPRINKLERED, OCC: R-1, CONSTRUCTION TYPE: III-A

LOT COVERAGE
-BUILDING FOOTPRINT : 10,243 (HOTEL) + 765 (RETAIL) = 11,008 SF
11,008 X 1/ 51,369.9 X 100% = 21.42%

FIRE SPRINKLER
-EXISTING : NO
-PROPOSED : NO

FIRE ALARM
-EXISTING : NO
-PROPOSED : YES (UNDER SEPARATE PERMIT)

architecture studio MA inc
Architecture I Interior I Planning

1808 Borrego Drive
West Covina, CA 91791
studioMA2014@gmail.com
t) 213.422.6976

ADDITION & REMODEL TO EXISTING 4-STORY INN BUILDING

14624 DALEWOOD STREET, BALDWIN PARK, CA 91706

ISSUED / REVISED

DATE	NO.	REMARK

THE PROJECT DOCUMENTS INCLUDING THE DRAWINGS, SPECIFICATIONS AND OTHER MATERIALS HAVE BEEN PREPARED BY THE ARCHITECTS AS INSTRUMENTS OF THEIR PROFESSIONAL SERVICE FOR USE SOLELY WITH RESPECT TO THIS PROJECT. THE ARCHITECT SHALL BE DEEMED THE AUTHOR AND SHALL RETAIN ALL COMMON LAW, STATUTORY AND OTHER RESERVED RIGHTS, INCLUDING THE COPYRIGHT FOR USE. THE OWNER SHALL BE PERMITTED TO RETAIN RECORD COPIES OF PROJECT DOCUMENTS FOR INFORMATIONAL PURPOSES AND FOR USE IN CONNECTION WITH THE CONSTRUCTION AND OCCUPANCY OF THIS PROJECT. THESE DOCUMENTS SHALL NOT BE USED BY THE OWNER OR OTHERS FOR OTHER PROJECTS, FOR ADDITIONS TO THIS PROJECT, OR FOR THE COMPLETION OF THIS PROJECT BY OTHERS, EXCEPT BY WRITTEN AGREEMENT AND WITH COMPENSATION TO THE ARCHITECT.

SEAL / SIGNATURE

LICENSED ARCHITECT
MYUNG-JONG LEE
No. C-34188
12-31-23
RENEWAL DATE
STATE OF CALIFORNIA

DRAWING NAME

PROJECT INFORMATION

PROJECT NO.

DATE
1/11/2023

SHEET NO.

A-0.0

B&S 3RD SUBMIT, JAN - 2023

Stormwater Best Management Practice Certification
For All Construction Activities

Project Location 14624 DALEWOOD STREET, BALDWIN PARK, CA 91706	
Project Name REGENCY INN REMODEL	Building/ Grading Permit # B00-022-444
Owner Name JAY PATEL	Contractor Name TBD
Owner Address 18543 YORBA LINDA BLVD. #328, YORBA LINDA, CA 92886	Contractor Address
Owner Phone 323-707-7934	Contractor Phone

Background: To meet the requirements of the Los Angeles County Municipal Stormwater Permit (NPDES no. CAS00400l Order No. 01-182), minimum requirements for sediment control, erosion control and construction activities must be implemented on each project site.

Instructions: The following conditions shall be either incorporated as notes or attached to the approved construction/grading plans and represent the minimum standards of good housekeeping which must be implemented on all construction projects.

Minimum Requirements to prevent sediment and pollutant transport from the site to streets, drainage facilities, receiving waters or adjacent properties by wind or runoff:

Sediment Control:

- Eroded sediments generated on the project site shall be retained on site using Best Management Practices (BMPs) and may not be transported from the site via sheet flow, swales, area drains, natural drainage course or wind.
- Vehicle traffic may not track sediments and other materials from the site. The construction entrance roadways must be stabilized so as to inhibit sediments from being deposited into the public way.
- Accidental depositions must be swept up immediately and may not be washed down by rain or by any other means.
- Catch Basins must be protected when working nearby.
- Slopes/Hillside susceptible to erosion shall be controlled either by covering or' planting and maintenance of vegetation.

Construction Materials Control: Construction-related materials, wastes, spills, or residues shall be retained at the project site.

- Excess or waste concrete may not be washed into the public way or any drainage system. Provisions shall be made to retain concrete wastes on-site until they can be appropriately disposed of or recycled.
- Vacuum all concrete saw cutting.
- Trash and construction-related solid wastes must be deposited into a covered receptacle to prevent contamination of rainwater and dispersal by wind.
- Fuels, oils, solvents and other toxic materials must be stored in accordance with their listing and are not to contaminate the soil nor the surface waters. All approved toxic storage containers are to be protected from the weather. Spills must be cleaned up immediately and disposed of in a proper manner. Spills may not be washed into the drainage system. Leaking equipment must be repaired immediately.
- Stockpiles of earth and other construction-related materials must be protected from being transported from the site by wind or water and must be covered with tarps or plastic.

Non Storm Water Runoff. Non-storm water runoff from equipment and vehicle washing and any other activity shall be contained at the project site.

BMB Examples: Examples of erosion and sediment control BMPs for construction sites can be found at: www.cabipphandbooks com.

Additional Requirements:
Construction activity which disturbs one acre or greater soil will need to submit a Notice of Intent (NOI) to the Regional Water Quality Control Board found at http://www.swrcb.ca.Nov/stormwtr/construction.html (at Construction General Permit and Forms) and provide the City with a copy of the NOI and check. A local Storm Water Pollution Prevention Plan will need to be submitted to the City prior to grading permit approval. Instructional information can also be obtained from Public Works upon request.

Certification:
As the architect/engineer, contractor and project owner of record I certify that the selected BMPs must be installed, monitored, and maintained to ensure their effectiveness. I have read and understand the requirements listed above, necessary to control storm water pollution from sediments, erosion, and construction materials, and I certify that I will comply with these requirements.

Name: MYUNGJONG LEE

Title/Role: ARCHITECT

Signature

Date: 10-11-2022

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ADDITION & REMODEL TO EXISTING 4-STORY INN BUILDING

14624 DALEWOOD STREET, BALDWIN PARK, CA 91706

ISSUED / REVISED

DATE	NO.	REMARK

THE PROJECT DOCUMENTS INCLUDING THE DRAWINGS, SPECIFICATIONS AND OTHER MATERIALS HAVE BEEN PREPARED BY THE ARCHITECTS AS INSTRUMENTS OF THEIR PROFESSIONAL SERVICE FOR USE SOLELY WITH RESPECT TO THIS PROJECT. THE ARCHITECT SHALL BE DEEMED THE AUTHOR AND SHALL RETAIN ALL COMMON LAW, STATUTORY AND OTHER RESERVED RIGHTS, INCLUDING THE COPYRIGHT FOR USE. THE OWNER SHALL BE PERMITTED TO RETAIN RECORD COPIES OF PROJECT DOCUMENTS FOR INFORMATIONAL PURPOSES AND FOR USE IN CONNECTION WITH THE CONSTRUCTION AND OCCUPANCY OF THIS PROJECT. THESE DOCUMENTS SHALL NOT BE USED BY THE OWNER OR OTHERS FOR OTHER PROJECTS, FOR ADDITIONS TO THIS PROJECT, OR FOR THE COMPLETION OF THIS PROJECT BY OTHERS, EXCEPT BY WRITTEN AGREEMENT AND WITH COMPENSATION TO THE ARCHITECT.

SEAL / SIGNATURE

LICENSED ARCHITECT
MYUNG-JONG LEE
No. C-34188
12-31-23
RENEWAL DATE
STATE OF CALIFORNIA

DRAWING NAME

BMP

PROJECT NO.

DATE
11/14/2022

SHEET NO.

A-0.0.2

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14624 DALEWOOD STREET, BALDWIN PARK, CA 91706

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MYUNG-JONG LEE
No. C-34188
12-31-23
RENEWAL DATE
STATE OF CALIFORNIA

DRAWING NAME

3D IMAGE

PROJECT NO.

DATE

11/14/2022

SHEET NO.

A-0.1

EXTERIOR PAINT,
SMOOTH FINISH,
PPG–SHARKSKIN

EXTERIOR STUCCO,
SMOOTH FINISH,
PPG–CURLEW

EXTERIOR STUCCO,
SMOOTH FINISH,
PPG–COMMERCIAL WHITE

COMPOSITE PANELS,
MIXED COLORS

DECORATIVE ALUMINUM FINS,
WOOD GRAIN TEXTURE

EAST ELEVATION

ARCHITECTURAL
ALUMINUM GRILLE

FIBERGLASS WINDOW,
WHITE

ALUMINUM STOREFRONT
DOOR & WINDOW,

STEEL FRAMED CANOPY,
DARK BRONZE

WEST ELEVATION

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No. C–34188
12–31–23
RENEWAL DATE
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DRAWING NAME

COLOR ELEVATIONS
& MATERIAL BOARD

PROJECT NO.

DATE
11/14/2022

SHEET NO.

A-0.1.1

FIBERGLASS WINDOW,
WHITE

SOUTH ELEVATION

EXTERIOR PAINT,
SMOOTH FINISH,
PPG-SHARKSKIN

EXTERIOR STUCCO,
SMOOTH FINISH,
PPG-COMMERCIAL WHITE

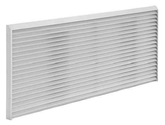
EXTERIOR STUCCO,
SMOOTH FINISH,
PPG-CURLEW

NORTH ELEVATION

STEEL FRAMED CANOPY,
DARK BRONZE

COMPOSITE PANELS,
MIXED COLORS

ARCHITECTURAL
ALUMINUM GRILLE



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GENERAL NOTES

NOTE : THE STRUCTURAL GENERAL NOTES SHALL TAKE PRECEDENCE OVER THESE GENERAL NOTES.

DIVISION 1 – GENERAL CONDITIONS

A. ALL WORK, CONSTRUCTION AND MATERIALS SHALL COMPLY WITH ALL PROVISIONS OF THE CURRENT EDITION OF THE CITY OF LOS ANGELES BUILDING CODE WITH OTHER RULES, REGULATIONS AND ORDINANCES COVERING THE PLACE OF THE BUILDING, BUILDING CODE REQUIREMENTS TAKE PRECEDENCE OVER THE DRAWING AND IT SHALL BE THE RESPONSIBILITY OF ANYONE SUPPLYING LABOR, MATERIALS OR BOTH TO INSTALL HIS WORK IN CONFORMANCE WITH THE BUILDING CODE AND TO BRING TO THE ATTENTION OF THE ARCHITECT ANY REQUIREMENT OF THE BUILDING CODE AND THE DRAWINGS. DIVISION 1 SHALL APPLY TO ALL DIVISIONS.

B. PROJECT SUMMARY, SEE A-0.0
1. OCCUPANCY:
2. TYPE OF CONSTRUCTION:
3. ZONE:

C. DIMENSIONS AND CONDITIONS AT THE JOB SITE SHALL BE VERIFIED BY THE CONTRACTOR(S). DISCREPENCY IN THE DRAWINGS OR BETWEEN THE DRAWINGS AND ACTUAL FIELD CONDITIONS SHALL BE REPORTED TO THE ARCHITECT. CORRECTED DRAWINGS OR INSTRUCTIONS SHALL BE ISSUED BY THE ARCHITECT PRIOR TO THE INSTALLATION OF ANY WORK.

D. ELECTRICAL, PLUMBING AND MECHANICAL PLAN SHALL BE SUBMITTED FOR PLAN CHECK AND BE APPROVED PRIOR TO THE BEGINNING OF CONSTRUCTION.

E. SCAFFOLDING OR FALSEWORK: THE CONSTRUCTION OR DEMOLITION OF ANY BUILDING, STRUCTURE SCAFFOLDING OR FALSEWORK MORE THAN 3 STORIES OR 36' IN HEIGHT REQUIRES A PERMIT FROM THE STATE OF CALIFORNIA DIVISION OF INDUSTRIAL SAFETY PRIOR TO THE ISSUANCE OF A BUILDING PERMIT.

F. CONSTRUCTION SAFETY:
1. ALL WORK SHALL CONFORM TO THE REQUIREMENTS OF OSHA AND CAL-OSHA.
2. PEDESTRIAN PROTECTION SHALL CONFORM TO THE REQUIREMENTS OF THE BUILDING CODE.
3. TEMPORARY TOILET: MAINTAIN SANITARY TOILET FACILITIES DURING CONSTRUCTION.

G. STAIRS AND RAMPS:
1. METAL STAIRS SHALL CONFORM TO LOS ANGELES STANDARD STAIR
2. PRIOR TO INSTALLATION OF ANY STAIR, THE CONTRACTOR SHALL VERIFY THE RISE, RUN, HEADROOM AND, THE NUMBER OF TREADS AND SHALL NOTIFY THE ARCHITECT OF ANY DISCREPANCIES BETWEEN THE DRAWING AND ACTUAL FIELD CONDITIONS. SEE DIMENSIONS AND CONDITIONS ABOVE.
3. STAIR NUMBERING: FOR STAIRWAYS IN BUILDING GREATER THAN TWO STORIES PROVIDE 12x12 STAIR NUMBER SIGN ON THE WALL OR PAINTED ON THE WALL SURFACE ADJACENT TO THE STAIRWAY DOORS ON THE STAIRWAY SIDE.
   A. PLACEMENT: A SIGN SHALL BE LOCATED A FLOOR LEVEL LANDING IN THE FEET ABOVE THE FLOOR OF THE STAIRWELL LANDING. IF POSSIBLE, THE SIGN SHOULD BE VISIBLE WITH THE DOOR OPEN OR CLOSED.
   B. COLOR: THE BLOCK LETTERED SIGN MAY BE OF ANY COLOR THAT WILL CONTRAST WITH THE COLOR SCHEME OF THE STAIRWELL.
   C. PRINTING: THE PRINTING ON THE SIGN SHALL BE:
      I. THE HEIGHT OF THE LARGE NUMBERS AND/OR LETTERS IN THE MIDDLE OF THE SIGN DEMOTING THE FLOOR SHALL BE A MINIMUM OF 5'.
      II. THE NUMBERS AND/OR LETTERS AT THE TOP OF THE SIGN DEMOTING THE UPPER AND LOWER TERMINATIONS OF THE STAIRWAY SHALL BE A MINIMUM OF 1". THE FLOOR DESIGNATIONS AS UTILIZED IN THE BUILDING SHALL BE USED ON THE SIGN.
      III. STAIRWAYS THAT EXTEND TO THE TOP FLOOR OF THE BUILDING SHALL HAVE 1" MINIMUM LETTERS STATING "ROOF ACCESS" OR NO "ROOF ACCESS", AS REQUIRED IN THE PROCEEDING PARAGRAPH.
      IV. STAIRWELL IN THE BUILDING WILL BE CONSECUTIVELY NUMBERED. THE LETTERING WILL BE 1" MINIMUM AND LOCATED AT THE BOTTOM LEFT OF THE SIGN.
4. REQUIREMENTS:

MAXIMUM RISER	:	7"
MINIMUM RUN	:	11"
MINIMUM HEAD ROOM	:	6'-8'
HANDRAILS	:	2'-10" TO 3'-2"
MINIMUM CLEAR WIDTH	:	3'-8"

5. RAMPS:
   A. SLOPE:
      6.66% (1:15) MAXIMUM SLOPE WITHOUT HANDRAILS. RAMPS EXCEEDING THIS SLOPE SHALL HAVE HANDRAILS.
      8.33% (1:12) MAXIMUM ALLOWABLE FOR HANDICAP ACCESS.
      12.5% (1:8) MAXIMUM
   B. SURFACE: ROUGHENED OR NON-SLIP.

H. EXITS SHALL BE A MINIMUM OF 3'-8" (44") WIDE TO PUBLIC WAY.

I. GUARDRAILS: ALL UNENCLOSED FLOOR AND ROOF OPENINGS, OPEN AND GLAZED SIDES OF LANDINGS MORE THAN 30" ABOVE GRADE, AND ROOFS USED FOR OTHER THAN SERVICE OF THE BUILDING SHALL BE PROTECTED BY A GUARDRAIL WITH A MINIMUM HEIGHT OF 42". OPEN GUARDRAILS AND STAIR RAILINGS SHALL HAVE INTERMEDIATE RAILS OR AN ORNAMENTAL PATTERN SUCH THAT NO OBJECT 6" IN DIAMETER CAN PASS THROUGH. GUARDRAILS SHALL BE DESIGN FOR 20LB. LATERAL LOAD.

J. BATHROOMS:
1. REFER TO CHAPTER 27, DRYWALL.
2. IN OTHER THAN DWELLING UNITS, (PUBLIC AREA TOILETS, SHOWER, SAUNA, ETC.) TOILET ROOM FLOORS SHALL BE A SMOOTH, HARD, NON-ABSORBANT MATERIAL SUCH AS EXTENDS UPWARD ONTO THE WALLS AT LEAST 5'. WALL WITHIN WATER CLOSET COMPARTMENTS AND WALLS WITHIN 2 FT. OF THE FRONT AND SIDES OF URINALS SHALL BE SIMILARLY FINISHED TO A HEIGHT OF 4 FT.
3. PROVIDE TWO-HOUR CONSTRUCTION BEHIND ALL TUBS PLACED ADJACENT TO 2 HR. DIVISION WALLS.
4. SHOWERS: WALLS IN OCCUPANCIES, SHALL BE FINISHED AS SPECIFIED IN SUBSECTION 92, DRYWALL.
5. GLAZING AT SHOWERS AND TUBS: GLAZING USED IN DOORS AND PANELS OF SHOWER AND BATHTUB ENCLOSURES SHALL BE FULLY TEMPERED, LAMINATED SAFETY GLASS OR APPROVED PLASTIC.

K. COMPACT PARKING STALLS: REQUIREMENTS SHALL BE IN ACCORDANCE WITH ORDINANCE NO. 155.072. WHERE COMPACT STALLS ARE PROVIDED, PROVIDE A SIGN AT EACH GARAGE ENTRANCE OR OTHER APPROPRIATE LOCATION WHICH SHALL CONTAIN THE FOLLOWING INFORMATION.
1. COMPACT CARS ARE TO BE PARKED IN COMPACT STALLS WHEN AVAILABLE.
2. STANDARD SIZE CARS SHOULD NOT BE PARKED IN "COMPACT ONLY" STALLS.
3. PROBLEMS CONCERNING PARKING SHOULD BE REPORTED TO THE PROPERTY OWNER OR
4. PROVDE THE PHONE NUMBER OF THE PROPERTY OWNER OR DESIGNATED REPRESENTATIVE

L. CEILING PROJECTIONS: THERE WILL BE NO PROJECTIONS, (LIGHT FIXTURES, ETC.) BELOW THE 7'-0" HIGH CEILING AT HALLWAYS, CLOSETS, KITCHENS, ETC.

M. TRASH CHUTES: HATCH DOORS SHALL BE LABELED WITH A ONE-HOUR MINIMUM RATING. PROVIDE SPRINKLERS CONFIRMING TO THE REQUIREMENTS OF THE PLUMBING CODE.

N. TRASH ENCLOSURES: SHALL BE NON-COMBUSTIBLE CONSTRUCTION.

O. FIRE EXTINGUISHERS: PROVIDE 2A RATED FIRE EXTINGUISHERS WITHIN 75 FT. TRAVEL DISTANCE TO ALL PARTITIONS OF THE BUILDING ON EACH FLOOR, OR AS REQUIRED BY THE FIRE DEPARTMENT FIELD INSPECTOR. EXTINGUISHERS SHALL BE INSTALLED PERMANENTLY AND MAINTAINED DURING CONSTRUCTION.

P. FIRE ASSEMBLIES:
1. ALL FIRE ASSEMBLIES SHALL BE LABELED BY AND L.A. CITY APPROVED TESTING AGENCY EXCEPT OVERSIZE FIRE DOORS WHICH SHALL BE PROVIDED WITH A CERTIFICATE OF INSPECITON FURNISHED BY AN L.A. CITY APPROVED TESTING AGENCY VERIFYING THAT THE OVERSIZE DOOR FOLLOWS: COMPLIES WITH THE DESIGN MATERIALS AND CONSTRUCTION REQUIREMENTS.
2. A SIGN SHALL BE DISPLAYED PERMANENTLY NEAR OR ON EACH REQUIRED FIRE DOOR IN LETTERS NOT LESS THAN 1" HIGH TO READ AS FIRE DOOR

Q. FIRE RESISTIVE WALLS OR PARTITIONS:
1. SHALL CONFORM TO THE BUILDING CODE.
2. DIVISION OR SHAFT ENCLOSURE WALLS: SHALL NOT BE PIERCED BY ELECTRICAL PANELS, FIRE HOSE CABINETS, STOVE VENTS, OR ANY OTHER ITEMS. OPENINGS INTO ONE-HOUR FIRE PROTECTED ASSEMBLIES WITH SELF-CLOSERS. PROVIDE FIRE DAMPERS RATED AS FOR OPENINGS WHERE DUCTS PIERCE SHAFT ENCLOSURE.
3. DIVISION WALLS: SHALL HAVE A MINIMUM TIME PERIOD OF FIRE RESISTANCE OF 2 HOURS AND SHALL CONFORM TO THE REQUIREMENTS OF THE BUILDING CODE.
4. 3-HOUR SPARATION: 8" CONCRETE BLOCK WITH ALL CELLS FILLED SOLID CONFORMING TO THE BUILDING CODE.

R. ONE-HOUR CONSTRUCTIONS: BUILDING SHALL BE OF ONE-HOUR FIRE RESISTIVE CONSTRUCTION THROUGHOUT. THE FOLLOWING SPECIFICATIONS SHALL APPLY UNLESS SHOWN OTHERWISE ON THE DRAWING.
1. OPENING:
   A. OPENING IN FLOORS, SHALL BE ENCLOSED BY A ONE-HOUR SHAFT.
   B. OPENING IN WALLS AND PARTITIONS SHALL BE PROTECTED AS SPECIFIED IN THE BUILDING CODE. WHERE FIRE RATED WALLS AND PARTITIONS REQUIRE PROTECTED OPENINGS, THE FOLLOWING PENETRATIONS TINTO OR THROUGH SUCH CONSTRUCTION ARE PERMITTED:
      1. COPPER OR FERROUS PIPES OR CONDUITS MAY PENETRATE WALLS OR PARTITIONS, IF FIRE STOPPED AS REQUIRED BY THE BUILDING CODE.
      2. FOR STEEL ELECTRICAL OUTLET BOXES NOT EXCEEDING 16 SQ. IN. IN AREA, PROVIDED THAT THE AREA OF SUCH OPENINGS DOES NOT AGGREGATE MORE THAN 100 SQ. IN. SIDES OF WALLS OR PARTITIONS SHALL BE SEPARATED BY A HORIZONTAL DISTANCE OF 24".
      3. ALL OTHER PENETRATIONS BY DUCTS ETC. SHALL NOT EXCEED 100 SQ. IN. FOR ANY 100 SQ. FT. OF WALL OR CEILING AREA. SIDES OF WALLS OR PARTITIONS SHALL BE SEPARATED BY A HORIZONTAL DISTANCE OF 24".

2. CORRIDOR CONSTRUCTION: WALLS AND CEILINGS OF 5/8" TYPE "X" GYPSUM WALL BOARD INSTALLED ACCORDING TO THE BUILDING CODE, FOR 1-HOUR CONSTRUCTION.
   A. FIRE ASSEMBLIES INSTALLED ACROSS EXIT CORRIDORS OR WHICH AREA PART OF DIVISION WALL SHALL BE AUTOMATIC CLOSING AUTOMATICALLY UPON ACTUATION OF A SMOKE DETECTOR. DOOR HOLD-OPEN DEVICES SHALL BE PROTECTED BY TIGHT-FITTING SMOKE DRAFT CONTROL DOOR ASSEMBLY HAVING A FIRE-PROTECTION RATING OF NOT LESS THAN 20 MIN. OTHER INTERIOR OPENINGS SHALL BE FLEXED AND PROTECTED BY APPROVED 1/2" THICK FIRE GLASS INSTALLED IN STEEL FRAMES.
3. FLOORS: DOUBLE FLOOR CONSISTING OF A SUBFLOOR OF 1" NOMINAL WOOD SHEATING OR 5/8" PLYWOOD, AND A FINISH FLOOR CONSISTING OF TONGUE AND GROOVE FLOORING OR LAYER OF 5/8" PLYWOOD HAVING JOINTS STAGGERED WITH RESPECT TO THE SURFACE BELOW, OR A MINIMUM OF 1 5/8" LIGHT-WEIGHT CONCRETE. BUILDING PAPER SHALL BE LAID BETWEEN SUBFLOOR AND FINISHED FLOOR.
4. WALLS: 5/8" APPROVED TYPE "X" WALLBOARD FASTENED TO WOOD STUDS JOINTS CEMENTED AND TAPED. AT EXTERIOR SURFACE OF EXTERIOR WALLS, 7/8" STUCCO OR CEMENT PLASTER CONFORMING TO REQUIREMENTS OF THE BUILDING CODE.

   OR

   1/2" GYPSUM WALLBOARD NAILED AT 7" O.C. TO WOOD STUDS PER 5D DRYWALL NAILS, WITH HIGH DENSITY ROCK WOOL INSULATION IN THE SPACES BETWEEN THE STUDS;

   OR

   3/4" DROP SIDING OR 3/8" EXTERIOR PLYWOOD OVER W.P. BUILDING PAPER OVER 1/2" GYPSUM BOARD SHEATING.
5. CEILINGS: ANY ASSEMBLY SPECIFIED IN THE BUILIDNG CODE.

   OR

   AT FLOOR/CEILING ASSEMBLIES, APPROVED 5/8" FIRE-RATED GYPSUM BOARD CONFORMING TO RR 22047 OR OTHER APPROVED ASSEMBLY.
6. ROOF: FIRE-RETARDENT ROOF COVERING WHICH SHALL BE:
   A. ANY CLASS A OR B BUILT-UP ROOFING ASSEMBLY.
   B. ANY METHOD SPECIFIED IN THE BUILDING CODE.

DIVISION 2–SITE WORK

A. SOILS REPORT: FOR SOILS INFORMATION, REFER TO THE FOUNDATION INVESTIGATION, APPENDICES AND AMENDEMNTS (PREPARED BY WHICH IS A PART OF THESE CONTRACT DOCUMENTS. BUILDING DEPARTMENET CONDITIONS OF APPROVAL OF SOILS REPORTS TO BE ON SITE AND SOMPLIED WITH AT ALL TIMES.)
IF THE ACTUAL FOUNDATION DESIGN LOADS DO NOT CONFORM TO THE FOUNDATION LOADS ASSUMED IN THE REPORTS, THE FOUNDATION ENGINEER SHALL SUBMIT A SUPPLEMENTARY REPORT CONTAINING SPECIFIC DESIGN RECOMMENDATION FOR THE HEAVIER LOADS TO THE BUILDING DEPARTMENT FOR REVIEW AND APPROVAL PRIOR TO ISSUANCE OF A PERMIT.
APPROVAL OF THE SOILS REPORT DOES NOT WAIVE THE REQUIREMENT FOR EXCAVATIONS CONTAINED IN THE STATE CONSTRUCTION SAFETY ORDERS ENFORCED BY THE STATE DIVISION OF INDUSTRIAL SAFETY.

B. DEPTH OF FOOTING: SEE STRUCTURAL DRAWINGS AND SOILS REPORT.

C. GRADING & EXCAVATIONS:
1. WHEN NOTIFICATION OF ADJACENT PROPERTY OWNERS IS REQUIRED BY BUILDING CODE, NO EXCAVATION OR GRADING SHALL COMMENCE UNTIL DAYS AFTER THE REQUIRED NOTICES HAVE BEEN POSTED ON THE SITE.
2. THIS PROJECT CONTAINS NO TRENCHES OR EXCAVATIONS 5' OR MORE IN DEPTH INTO WHICH A PERSON IS REQUIRED TO DESCEND. IF OTHERWISE OBTAINED NECESSARY PERMIT FROM THE STATE OF CALIFORNIA, DIVISION OF INDUSTRIAL SAFETY PRIOR TO THE ISSUANCE OF A BUILDING OR GRADING PERMIT.
3. THE MASIMUM ALLOWABLE CUT WITHOUT SHORING IS 6 FT.
4. TEMPORARY SHORING IS REQUIRED FOR EXCAVATION THAT REMOVE THE LATERAL SUPPORT FROM A PUBLIC WAY OR AN EXISTING BUILDING; EXCAVATION ADJACENT TO A PUBLIC WAY REQUIRE PUBLIC WORKS APPROVAL PRIOR TO ISSUANCE OF A BUILDING PERMIT.

D. DEMOLITION/PREVENTION OF DUST: ALL DEBRIS SHALL BE SUFFICIENTLY WET AT THE TIME OF HANDLING TO PREVENT DUST FROM ARISING.

DIVISION 3–CONCRETE: SEE STRUCTURAL DRAWINGS GENERAL NOTES

DIVISION 4–METAL

A. WELDING: WELDING SHALL BE DONE BY LOS ANGELES BUILDING DEPARTMENT CERTIFIED WELDERS.
B. STEEL FABRICATOR: ALL FABRICATION SHALL BE DONE IN THE SHOP OF FABRICATOR LICENSED BY THE CITY OF LOS ANGELES.
C. SEE STRUCTURAL DRAWINGS FOR ADDITIONAL GENERAL NOTES.

DIVISION 5–MASONRY

A. DOOR OPENING IN MASONRY WALLS SHALL BE 4 1/2" HORIZONTAL AND 2 1/4" VERTICAL LARGER THAN DOOR DIMENSIONS TO PROVIDE FOR METAL DOOR FRAME.
B. SEE STRUCTURAL DRAWINGS FOR ADDITIONAL GENERAL NOTES.

DIVISION 6–CARPENTRY

A. GENERAL: ALL REQUIREMENTS OF THE BUILDING CODE SHALL BE MET.
B. PLATES, SILLS AND SLEEPERS: ALL FOUNDATIONS PLATES OR SILLS AND SLEEPERS ON A CONCRETE OR MASONRY SLAB, WHICH IS IN DIRECT CONTACT WITH EARTH AND SILL WHICH REST ON CONCRETE OR MASONRY FOUNDATIONS SHALL BE TREATED WOOD OR FOUNDATION REDWOOD.
C. WOOD/EARTH SEPARATION: WOOD LOCATED NEARER THAN6" TO EARTH SHALL BE TREATED WOOD OR WOOD OF NATURAL RESISTANCE TO DECAY, WHERE LOCATED ON CONCRETE SLABS PLACED ON EARTH, WOOD SHALL BE TREATED WOOD OR WOOD OF NATURAL RESISTANCE TO DECAY. WHERE NOT SUBJECTED TO WATER SPLASH OR TO EXTERIOR MOISTURE AND LOCATED ON CONCRETE HAVING A MINIMUM THICKNESS OF 3" WITH AN IMPERVIOUS MEMBRANE INSTALLED BETWEEN CONCRETE AND EARTH THE WOOD MAY BE OF ANY SPECIES.
D. STUD WALLS: TYPECIAL WALLS SHALL BE FRAMED WITH 2x4 STUDS AT 16" O.C. EXCEPT WHERE NOTED OTHERWISE (SEE STRUCTURAL DRAWINGS).
E. FIRE STOPS FOR STUD WALLS AND PARTITIONS: ENCLOSED SPACES IN STUD WALLS, PARTITIONS AND FURRED WALLS SHALL BE FIRE STOPPED AT THE TOP AND BOTTOM AND ALSO AT THE MID-POINT IN WALLS MORE THAN 10 FT. MEASURED HORIZONTALLY OR VERTICALLY. TOP AND BOTTOM PLATES WHICH FILL ALL SPACES BETWEEN STUDS & FURRING SHALL BE CONSIDERED FIRESTOPS.
F. NOTCHING AND BORING: AT EXTERIOR WALLS AND BEARING WALLS STUDS SHALL NOT BE NOTHCED MORE THAN 25% WIDTH OF STUD: AT NON-BEARING PARTITIONS NOT MORE THAN 40% WIDTH OF STUDS BORED HOLES: MAXIMUM DIAMETER 40% ANY STUD AND 60% NON-BEARING STUD PARTITIONS OR IN ANY WALLS WHERE EACH BORED STUD IS DOUBLED, PROVIDED NOT MORE THAN 2 SUCH SUCCESSIVE DOUBLED STUDS ARE SO BORED. NO BORED HOLE CLOSER THAN 5/8" TO EDGE OF STUD. VERIFY WITH STRUCTURAL DRAWINGS. (SEE DIVISION 15, PLUMBING NOTES WITHIN THESE GENERAL NOTES).
G. PENETRATIONS: PENETRATIONS IN WALLS REQUIRING PROTECTED OPENINGS, SHALL BE FIRE STOPPED WITH AN APPROVED MATERIAL IN ACCORDANCE WITH SECTION 709.6. SPACE BETWEEN PENETRATING MATERIALS MUST BE DESIGNED TO PREVENT THE MOVEMENT OF HOT FLAME OR GASES.

DIVISION 7–THERMAL & MOISTURE PROTECTION

A. ENERGY INSULATION:
1. ALL EXTERIOR WALL SHALL BE INSULATED WITH BLANKET TYPE MINERAL FIBER OR GLASS FIBER INSULATION CONFORMING TO GENERAL SPECIFICATION HH-1-521E WITH A THERMAL RESISTANCE (R) OF NOT LESS THAN 19 MINIMUM. FLOOR INSULATION R-11 (SEE WALL SEC.). BATTS SHALL BE KRAFT FACED.
2. ALL CEILING OF ROOF CEILING ASSEMBLIES SHALL BE INSULATED WITH A BLANKET TYPE MINERAL OR GLASS FIBER INSULATION CONFORMING TO FEDERAL SPECIFICATION HH-110303A WITH A THERMAL RESISTANCE (R) OF NOT LESS THAN MINIMUM. FLOOR INSULATION R-11 (SEE WALL SEC.) BATTS SHALL BE KRAFT FACED.
3. SWINGING DOORS OR WINDOWS TO THE EXTERIOR OF UNCONDITIONED SPACES SUCH AS GARAGES SHALL BE FULLY WEATHER STRIPPED, GASKETED OR OTHERWISE TREATED TO LIMIT AIR INFILTRATION.
4. ALL SLIDING GLASS DOORS AND WINDOWS SHALL BE CERTIFIED AND LABELED TO SHOW CONFORMANCE WITH CURRENT AIR INFILTRATION STANDARD INSTITUTE (A134.1, A134.3, AND A134.4) WHEN TESTED IN ACCORDANCE WITH ASTM 283-73 WITH A PRESSURE DIFFERENTIAL OF 1.37 LB./SQ. FT.
5. REQUIRED TINTING AND GLAZING SHALL BE PERMANENTLY TINTED OR PERMANENTLY SURFACE COATED BY THE MANUFACTURER OF THE GLAZING MATERIAL AND SHALL PROVIDE A MAXIMUM TINTING COEFFICIENT OF 0.55.
6. ALL STEAM AND STEAM CONDENSATE RETURN PIPING AND ALL CONTINUOUSLY CIRCULATING DOMESTIC OR HEATING HOT WATER PIPING SHALL BE INSULATED AS REQUIRED BY THE PLUMBING DIVISON.
7. A CERTIFICATE OF COMPLIANCE SIGNED BY THE INSULATION CONTRACTOR AND GENERAL CONTRACTOR SHALL BE PROMINENTLY POSTED ON THE SITE. CERTIFICATES CAN BE OBTAINED AT ALL BUIDLING DEPARTMENT OFFICES.
8. ALL GALZING AND INSULATION SHALL CONFORM TO THE STATE INSULATION STANDARDS.

B. BELOW GRADE WATER PROOFING:
1. FLIN KOTE BELOW- GRADE WALL WATERPROOFING SYSTEM.
2. POLY RESIN. INC.-"URABOND" RR324380.
3. THORO SYSTEM PRODUCTS BELOW-GRADE WALL WATERPROOFING RR#24380.
4. OR APPROVED EQUAL.

C. WEEP SCREEDS: A WEEP SCREED SHALL BE PROVIDED AT THE FOUNDATION PLATE LINE ON ALL EXTERIOR STUD WALLS CONSTRUCTED ON CONCRETE SLABS AT GRADE. THE SCREED SHALL BE OF A TYPE WHICH WILL ALLOW TRAPPED WATER TO DRAIN TO THE EXTERIOR OF THE BUILDING.

D. ROOF CONSTRUCTION:
1. DUAL 80 OR APPROVED SIMILAR.

E. PARAPET COPING: ALL PARAPETS SHALL BE PROVIDED WITH COPING OF APPROVED MATERIALS. WHEN OF METAL USE 26 GA. GALVANIZED STEEL. (SEC. 1707)

F. ROOF DRAINIAGE: SEE DIVISION 15, ROOF DRAINAGE.

DIVISION 8–DOORS & WINDOWS: SEE ALSO GENERAL NOTES, DIVISION 1(R)2A.

A. EXIT DOORS: EVERY EXIT DOOR SHALL BE OPENABLE FROM INSIDE WITHOUT THE USE OF A KEY OR ANY SPECIAL KNOWLEDGE OR EFFORT. SPECIAL LOCKING DEVICES SHALL BE OF THE THRESHOLD.

B. FIRE DOORS SHALL BE SELF CLOSING (OR AUTOMATIC CLOSING WHERE REQUIRED) LABELED "FIRE ASSEMBLIES". INCLUDING FRAME AND HARDWARE EQUIPPED WITH METAL THRESHOLDS, AND WITHOUT NAIL SLOTS OR VENT OPENINGS.

C. GLAZING:
1. GLASS THICKNESS, STRENGTH, MATERIALS AND METHOD IF INSTALLATION SHALL CONFORM WITH REQUIREMENTS OF THE BUILDING CODE AND MEMORANDUM OF GENERAL DISTRIBUTION (IMPACT HAZARD GLAZING).
2. OPENING IN THE EXTERIOR WALL AND ALL GLAZED OPENINGS SUBJECT TO HUMAN IMPACT SHALL CONFORM TO THE BUILDING CODE.
3. GLASS DOORS, ADJACENT PANELS AND ALL GLZED OPENING WITHIN 18" OF THE ADJACENT FLOOR, WHOSE LEAST DIMENSION IS GREATER THAN 18" SHALL BE OF GLASS APPROVED FOR IMPACT HAZARD.
4. ALL GLASS MUST COMPLY WITH U.S. CONSUMER SAFETY PROTECTION COMMISSION.

D. SMOKE AND DRAFT CONTROL: DOORS REQUIRED TO HAVE SMOKE AND DRAFT CONTROL ASSEMBLIES SHALL BE PROVIDED WITH A GASKET SO INSTALLED AS TO PROVIDE A SEAL WHERE THE DOOR MEETS THE STOP ON BOTH SIDES ACROSS THE TOP.

E. SECURITY PROVISION: ALL OPENING NOTED WITH SYMBOL ARE SECURITY OPENING AND THE FOLLOWING NOTES SHALL APPLY:
1. ALL ENTRY DOORS, SLIDING GLASS DOORS, WINDOWS AND GLAZED OPENINGS SHALL CONFORM OT THE REQUIREMENTS OF THE LOS ANGELES BUILDING CODE (SECURITY OF THE ARE IMMEDIATELY OUTSIDE THE DOOR WITHOUT OPENING THE DOOR. SUCH VIEW MAY BE PROVIDED BY A DOOR VIEWER, VIEW PORTS OR VIEWING WINDOWS.
2. SWINGING DOORS:
   A. DOOR STOPS OF IN-SWINGING DOORS SEPARATING DWELLING UNITS FROM PUBLIC AREAS SHALL BE OF ONE-PIERCE CONSTRUCTION WITH THE JAMB OR JOINTED BY RABBET TO THE JAMB.
   B. ALL PIN-TYPE HINGES WHICH ARE ACCESSIBLE FROM OUTSIDE THE SECURED AREA WHEN THE DOOR IS CLOSED SHALL NON-REMOVABLE HINGE PINS. IN ADDITION, THEY SHALL HAVE MINIMUM 1/4" DIAMETER STEEL JAMB STUD WITH 1/4" MINIMUM PROJECTION UNLESS THE HINGES ARE SHAPED TO PREVENT REMOVAL OF THE DOOR IF THE HINGES PINS ARE REMOVED.
   C. THE STRIKE LATE FOR LATCHES AND THE HOLDING DEVICE FOR PROJECTING DEADBOLTS IN WOOD CONSTRUCTION SHALL BE SECURED TO THE JAMB AND THE WALLFRAMING WITH SCREWS NOT LESS THAN 2 1/2" LENGTH.
   D. DEADBOLTS SHALL CONTAIN HARDENED INSERTS.
   E. STRAIGHT DEADBOLTS SHALL HAVE A MINIMUM THROW OF 1" AND AN EMBEDMENT OF NOT LESS THAN 5/8".
   F. A HOOK SHAPED OR AN EXPANDING LUG DEADBOLT SHALL HAVE A MINIMUM THROW OF 3/4"
   G. WOOD FLUSH TYPE DOORS SHALL BE 1-3/8" THICKNESS SHALL BE COVERED ON THE INSIDE FACE WITH 16 GUAGE SHEET ATTACHED WITH SCREWS OF 6" ON CENTERS AROUND THE PERIMETER OR EQUIVALENT
   H. GLASS DOORS SHALL HAVE FULLY TEMPERED GLASS COMPLYING WITH THE BUILDING CODE.
   I. DOORS SHALL BE PROVIDED WITH KEY OPERATED LOCKS ON THE EXTERIOR AND SHALL BE OPENABLE FROM INTERIOR WITHOUT KEY, SPECIAL KNOWLEDGE OR SPECIAL EFFORT.
   J. WINDOWS & FLOOR LIGHTS WITHIN 40" OF THE LOCKING DEVICE OF THE DOOR OR WINDOW SHALL BE FULLY TEMPERED.
   K. DOOR LOCKING DEVICE SHALL BE TYPE THAT WILL BE READILY DISTINGUISHABLE AS LOCKED. EXIT DOORS USED IN PAIRS SHALL HAVE APPROVED ATUOMATIC FLUSH BOLTS.
   L. ONE HOUR RATED DOOR ASSEMBLIES SHALL HAVE NONE COMBUSTIBLE STILES EXPENDING THE FULL WIDTH OF THE DOOR FRAME. THE ASSEMBLY SHALL BE CAPABLE OF WITHSTANDING A MAXIMUM 450 F TEMPERATURE RISE ABOVE AMBIENT AFTER 30 MINUTES OF FIRE TEST.
3. CYLINDER GUARDS SHALL BE INSTALLED ON ALL CYLINDER LOCKS WHENEVER THE CYLINDER PROJECTS BEYOND THE FACE OF THE DOOR OR IS OTHERWISE ACCESSIBLE TO GRIPPING TOOLS.
4. SCREEN, BARRICADES, OR FENCES MADE OF MATERIALS WHICH PRECLUDE HUMAN CLIMBING SHALL BE PROVIDED AT EVERY PORTION OF EVERY ROOF, BALCONY, OR SIMILAR SURFACE WHICH IS WITHIN 8" OF A UTILITY POLE OR SIMILAR STRUCTURE.
5. SLIDING GLASS DOORS AND WINDOWS SHALL BE EQUIPPED WITH LOCKING DEVICES AND SHALL BE SO CONSTRUCTION AND INSTALLED THAT THEY REMAIN INTACT AND ENGAGED WHEN SUBJECTED TO THE TESTS SPECIFIED IN THE LOS ANGELES BUILDING CODE.
6. SLIDING DOORS AND WINDOWS SHALL BE PROVIDED WITH A DEVICE IN THE UPPER CHANNEL OF THE MOVING PANEL TO PROHIBIT RAISING AND REMOVING OF THE MOVIGN PANEL IN THE CLOSED OR PARTIALLY OPEN POSITION.
7. LOUVERED WINDOWS SHALL BE PROTECTED BY METAL BARS OR GRILLS WITH OPENING STHAT HAVE AT LEAST ONE DIMENSION OF 6" OR LESS WHICH ARE CONSTRUCTED TO PRECLUDE HUMAN ENTRY.
8. OTHER OPENABLE WINDOWS SHALL BE PROVIDED WITH SUBSTANTIAL LOCKING DEVICES.

DIVISION 9–FINISHES

A. DECORATIONS: USED IN PUBLIC AREAS SHALL BE NON-COMBUSTIBLE OR FLAMEPROFFED IN AN APPROVED MANNER.
B. INTERIOR FINISHES SHALL COMPLY IWHT THE FLAME SPREAD AND SMOKE DENSITY REQUIREMENTS OF THE BUILDING CODE.
C. PLASTER SURFACES: ON WALLS, CEILINGS, AND ROOFS SOFEITS EXPOSED TO WEATHER SHALL HAVE EXTERIOR LATH AND PLASTER CONFORMING TO SECTION A706 AND 4708 RESPECTIVELY, UNLESS EXEMPTED BY SECION 424.
D. LATH AND WALL BOARD: IN PLACE INSPECTION IS REQUIRED FOR ALL INTERIOR AND EXTERIOR LATH AND/OR WALLBOARD BEFORE ANY PLASTERING IS APPLIED OR ANY JOINTS AND FASTENERS HAVE BEEN TAPED AND FINISHED.
E. DRYWALL:
1. DRYWALL SHALL CONFORM TO LOCAL BUILDING CODE.
2. DRYWALL LOCATED BEHIND REQUIRED NON-ABSORBENT SURFACES SHALL BE WATER RESISTANT, SEE DIVISION 1 BATHROOM.

DIVISION 10–NOT USED.

DIVISION 11–NOT USED.

DIVISION 12–NOT USED.

DIVISION 13–SPECIALTIES

A. SOUND TRANSMISSION CONTROL: REFER TO STATE NOISE INSULATION STANDARDS FOR SOUND RATED PARTITIONS AND IMPACT RATED FLOOR/CEILING ASSEMBLIES AND BUILDING CODE TOTAL REQUIREMENTS.
B. WALLS: AIRBOURNE SOUND CONTROL WITH MINIMUM STC RAING OF 50.
C. FLOORS/CEILINGS: AIRBOURNE SOUND CONTROL WITH MINIMUM STC RATING OF 50. IMPACT SOUND CONTROL WITH MINIMUM ITC RATING OF 50.
D. ADDITIONAL REQUIREMENTS:
1. AS APPROVED PERMANENT, AND RESILIENT ACCOUSTICAL SEALANT WILL BE PROVIDED ALONG THE JOINT BETWEEN THE FLOOR AND THE SEPARATION WALLS.
2. ALL PENETRATION INTO SOUND RATED PARTITIONS OR FLOOR/CEILING ASSEMBLIES WILL BE SEALED WITH APPROVED RESILIENT SEALANT
3. ALL RIGID CONDUIT, DUCTS, PLUMBING PIPES AND APPLIANCE VENTS LOCATED IN SOUND RESILIENT SLEEVES, MOUNTS OR MINIMUM 1/4" THICK APPROVED RESILIENT MATERIAL (EXCEPTION: GAS PIPING NEED NOT BE ISOLATED).
4. METAL VENTILATING AND CONDITIONED AIRE DUCTS, LOCATED IN SOUND ASSEMBLIES WILL BE LINED. (EXCEPTION: DUCTS SERVING ONLY KITCHEN COOKING FACILITES, AND BATHROOMS NEED NOT BE LINED).
5. WALL MOUNTED LAVATORIES AND TOILETS ARE NOT PERMITTEDON SOUND RATED PARTITIONS.
6. COMBUSTION AIR, KITCHEN AND BATHROOM EXHAUST DUCTS WITHIN SOUND SEPARATION ASSEMBLIES SHALL BE WRAPPED WITH R11 INSULATION.

E. ELECTRICAL REQUIREMENTS: AN OUTLET BOX IS DEFINED AS A BOX USED FOR BATHROOMS NEED NOT BE LINED).
TELEPHONES, THERMOSTATS, TELEVISION USES, ETC. NO BOX DIMENSION SHALL EXCEED 6".
1. ONLY OUTLET BOXES AND A CEILING EXHAUST FAN IN THE BATHROOM WILL BE PERMITTED IN WALLS AND CEILINGS OF SOUND RATED CONSTRUCTION. ALL OTHER EQUIPMENT AND DEVICES WHICH INCLUDE RECESSED FIXTURE, PANEL BOARDS, HEATERS, KITCHEN EXHAUST FAN, SOUND PRODUCING EQUIPMENT, BELLS, INTEROOMS, ETC., SHALL NOT BE INSTALLED IN THESE SOUND RATED WALLS AND CEILINGS UNLESS PRIOR APPROVAL HAS BEEN OBTAINED FROM THE STRUCTURAL RESEARCH ENGINEER.
2. OUTLET BOXES MAY BE INSTALLED IN THE SOUND RATED WALL OR CEILING AS FOLLOWS:
   A. BOXES WHICH PENETRATE THE WALL IN ONE AREA OR OCCUPANCY SHALL NOT BE INSTALLED IN THE SAME SPACE BETWEEN STUDS CONTAINING A BOX WHICH PENETRATES INTO ANOTHER AREA OR OCCUPANCY.
   B. THERE SHALL BE ONE SOLID STUD BETWEEN OUTLET BOXES AND MINIMUM 24i± SEPARATION FROM CENTER TO CENTER HORIZONTALLY.
   C. OUTLET BOXES SHALL HAVE A DEPTH OF NOT MORE THAN 1-1/2i± SO AS TO ALLOW THE REQUIRED 2i± UNCOMPRESSED INSULATION TO BE INSTALLED IN A STANDARD 2"x4" WALL. ON WALLS OF DEEPER DIMENSIONS, BOXES OF GREATER DEPTHS MAY BE USED.
   D. BACK AND SIDES OF BOXES SHALL BE SEALED WITH 1/8i± RESILIENT SEALANT AND BACKED WITH 2i± MINIMUM MINERAL FIGBER INSULATION (T.V., TELEPHONE, AND INTERCOM OUTLET MUST BE INSTALLED IN BOXES ACCORDINGLY).
   E. CONDUITS OR RACHWAYS (STUBOUTS) MAY PENETRATE THE SOUND RATED WALLS OR CEILINGS, PROVIDED THE CONDUIT IS COVERED AT THE PENETRATION POINT WITH A PERMANENTLY RESILIENT SEALANT.
   F. THE REQUIREMENTS FOR OUTLET BOXES INSTALLED FOR TELEVISION TELEPHONES AND THERMOSTATS (ELECTRICAL AND PNEUMATIC) SHALL BE THE SAME AS FOR RECEPTACLES OR SWITHCES. FLASTER RINGS, OPEN BACK BOXES OR MOUNTING PLATES SHALL NOT BE PERMITTED.
   G. WHERE METALLIC RACEWAY MATERIAL (RIGID METAL CONDUIT, STEELS TUBE) IS INSTALLED IN SOUND RATED FLOOR CEILING ASSEMBLIES IT SHALL BE ISOLATED FROM THE FLOOR JOIST WITH A RESILIENT MATERIAL AT THE POINTS OF SUPPORT. AT THE POINT WHERE THE RACEWAY PASSES THROUGH HOLES OR NOTCHES, CARE SHOULD BE TAKEN TO INSURE THAT THE RACEWYA DOES NOT TOUCH THE SURFACE OF THE JOISTS. THE RESILIENT MATERIAL USED MAY BE RUBBER, CARPET PADDING, ETC.
   H. WHEN RIGID METALLIC RACEWAY IS INSTALLE DIN THE FLOOR CILING SPACES, THE SPACE SHALL HAVE A MINIMUM OF 2i± OF MINIMUM INSULATION BELOW. CARE SHOULD BE TAKEN DURING INSTALLATION OF THE RACEWAY TO ALLOW FOR THIS 2" OF NONCOMPRESSED INSULATION BELOW.
3. FLOOR CILING ASSEMBLIES BETWEEN RESIDENTIAL AREAS AND EQUIPMENT PENTHOUSE (AC UNITS, ETC.) SHALL BE INSTALLED IN ACCORDANCE TO MEET THE SOUND SEPARATION REQUIREMENTS.
4. DOORS TO UNITS FROM INTERIOR CORRIDORS ARE REQUIRED TO HAVE A MINIMUM STC RATING OF 26 (LAMINATED 1 3/4" SOLID CORE DOORS WITH RESILIENT STOPS AND GASKETS MEET THIS REQUIREMENT).
5. MINERAL FIBER INSULATION SHALL BE INSTALLED IN JOINT SPACES TO A POINT 12" BEYOND THE PIPE OR DUCT, WHENEVER A PLUMBING PIPE, OR DUCT PENETRATE A FLOOR CEILING ASSEMBLY FROM WITHIN A WALL.
6. SURFACE MATERIAL (INCLUDING CARPETS) ARE PART OF THE FLOOR CEILING ASSEMBLY AND MUST BE INSTALLED AND INSPECTED BEFORE THE CERTIFICATE OF OCCUPANCY IS ISSUED.

DIVISION 14–NOT USED.

DIVISION 15–MECHANICAL

A. GAS SHUT OFF SHALL BE PROVIDED OUTSIDE THE BUILDING AND SHALL BE CONSPICUOUSLY MARKED AND INSTALLED ON THE FUELGAS LINE ON THE DOWN STREAM SIDE OF THE METER AND BE RIGIDLY CONNECTED.

B. ROOF DRAINIAGE:
1. WHERE ROOFSYSTEMS ARE NOT DESIGNED TO SUPPORT ACCUMLATED WATER, THEY SHALL BE SLOPED FOR DRAINAGE.
2. UNLESS ROOFS ARE SLOPPED TO DRAIN OVER ROOF EDGES, OR TO SUPPOR ACCUMLATED WATER, ROOF DRAINS SHALL BE INSTALLED.
3. WHERE ROOF DRAINS ARE REQUIRED, OVERFLOW DRAINS OR SCUPPERS SHALL BE PROVIDED.
4. ROOF DRAINS DISCHARGING WATER WHTIN 25 FEET OF A STREET PROPERTY LINE MUST BE CONDUCTED UNDER SIDWALK. ALL ROOF DRAINAGE SHALL BE CONDUCTED TO THE STREET BY MEANS OF APPORVED NON-FROSTIVE DEVICE.
5. OVERFLOW DRAIN LINES CHALL BE INDEPENDENT FROM THE ROOF DRAIN LINES.

C. FAN EXHAUST SYSTEMS:
1. FOR MECHANICAL VENTILATION SYSTEMS USED IN LIEU OF REQUIRED WINDOWS AT TOILET ROOMS, LAUNDRIES, AND OTHER AREAS REQUIRING WINDOWS, PROVIDE A FAN EXHAUST SYSTEM OPERABLE FROM LIGHT SWITCH WHICH PROVIDES FIVE AIR CHANGES PER HOUR DIRECT TO OUTSIDE AIR.
2. EVERY EXHAUST SYSTEM SHALL TERMINATE AT A POINT OUTSIDE OF THE BUILIDNG NOT LESS THAN 5 FT. FROM ANY OPENABLE WINDOW OR FRESH AIR INTAKE.
3. EXHAUST OUTLET FOR DUCTS THAT CONVEY NOXIOUS GASES, FLAMMABLE VAPORS OR CORROSIVE VAPORS, SHALL TERMINATE OUTSIDE OF THE BUILIDNG AND AT LEAST TEN FEET ABOVE THE ADJOINING GRADE LEVEL. EVERY SUCH EXHAUST OUTLET WHICH IS LOCATED ABOVE THE ROOF SHALL EXTEND AT LEAST TEN FEET ABOVE THE ROOF SURFACE.
4. PROVDE FIRE DAMPERS WHERE DUCTS PIERCE CORRIDOR WALL OR CEILING AND ENTER A SHAFT.

D. WATER HEATERS, BIOLERS, AND STORAGE TANKS WITH NON-RIGID WATER CONNECTION SHALL BE STRAPPED FOR LATERAL SUPPORT.

E. APPROVED GAS VENTS INSTALLED IN WALLS OF BUILDING 3 STORIES OR LESS IN HEIGHT (4 STORIES IF EUQIPPED WITH AN AUTOMATIC FIRE EXTINGUISHING SYSTEM) NEED NOT BE ENCLOSED.

F. HEATING:
1. HEATING FOR APARTMENTS SHALL BE PROVIDED BY FACILITIES CAPABLE OF MAINTAINING A ROOM TEMPERATURE OF 70 DEGREES FAHRENHEIT AT A POINT THREE FEET ABOVE THE FLOOR IN ALL HABITABLE ROOMS. NO UNVENTED OR OPEN FLAME GAS HEATERS SHALL BE PERMITTED.
2. PLANS AND CALCULATIONS FOR THE CAPACITY OF THE COMFORT HEATERS SHALL BE SUBMITTED TO THE MECHANICAL BUREAU PRIOR TO INSTALLATION.
3. ALL HEATING OR COOLING DUCTS LOCATED OUTSIDE THE BUILDING ENERGY ENVELOPE SHALL HAVE ALL JOINTS AND SEAMS SEALED AND SHALL BE INSULATED WITH A MINIMUM OF 1" THINCK (0.6 1BA/cu.ft.) FIBROVE INSULATION.

G. ALL GAS APPLIANCES EXCEPT WATER HEATERS AND RANGE TOP BURNERS SHALL BE EQUIPPED WITH INTERMITTENT IGNITION DEVICES.

H. PROVIDE BACKDRAFT DAMPERS IN ALL FAN SYSTEMS EXHAUSTING AIR FROM THE ENERGY ENVELOPE.

I. GRAGE VENTILATION: EVERY PARKING GARAGE (S-3 OCCUPANCY) WHEN PROVIDED WITH A MECHANICAL SYSTEM OF VENTILATION, SHALL PROVIDE A UNIFORM MOVEMENT OF AIR SUFFICIENT TO PRODUCE ONE COMPLETE CHANGE OF AIR EVERY FIFTEEN MINUTES. WHERE A MECHANICAL EXHAUST SYSTEM IS USED, THE EXHAUST VENTILATION SHALL BE TAKEN AT A POINT WITHIN 18i± OF THE DESIGNED CAPACITIES SHALL NOT BE IMPAIRED. VENTILATION DUCT OPENINGS SHALL BE PACED NOT FURTHER THAN 50 FEET APART AROUND THE PERIMETER OF THE ROOM. SEE DRAWINGS FOR THOS EROOM REQUIRING A MECHANICAL EXHAUST.

J. FIRE SPRINKLERS SHALL BE PROVIDED ONLY AT LOCATIONS SHOWN ON THE DRAWINGS. SYSTEM MUST BE APPROVED BY PLUMBING DIVISION PRIOR TO INSTALLATION. NFPA 13.

K. PLUMBING NOTES
1. THE SIZES OF CUTS, NOTCHES, OR HOLES MADE INTO WOODFRAME MEMBERS, THROUGH WHICH PLUMBING OR WATER PIPING MAY PASS, MAY BE OF SUCH SIZE AND SHAPE, AND SO LOCATED AS TO PERMIT A GENERAL DOWNWARD FREE MOVEMENT OF THE WOOD FRAMING, RELATIVE TO THE PLUMBING ORWATER PIPING OF 5/8" AT STRUCTURAL ENGINEERi?S PERMISSION BEFORE CUTTING OR NOTCHING STRUCTURAL MEMBER.
2. ALL WATER OUTLETS INCLUDING TUBS, SHOWERS AND LAVATORIES SHALL BE POSITIONED IN THE SYPSUM BOARD WALLS WITH 5/8" CLEAR ALL AROUND AND SHALL NOT BE PLATERED OR GROUTED SOLID. ALL JOINTS SHALL BE FILLED WITH MASTIC AND COVERED WITH ESCUTCHEON PLATES.
3. ALL WOOD FRAMING WILL SHRINK. SHRINKAGE IN WOOD FRAME MEMBERS MAY BE ASSUMED TO BE 4% TRANSVERSE TO THE GRAIN, AND APPROXIMATELY 0.2% IN THE DIRECTION OF THE GRAIN, AND THE TOTAL AMOUNT TO BE COMPENSATED FOR IN EITHER DIRECTION SHALL BE AT LEAST THE SUM OF THE CALCULATED INCREMENTS OF SHRINKAGE IN THAT DIRECTION.
4. IN COMPENSATION FOR MOVEMENT OF WOOD FRAMING IN EITHER DIRECTION SWING JOINTS, ACCEPTABLE SLEEVE CONNECTIONS, FLEXIBLE CONNECTORS, AND/OR OTHER APPLICABLE TYPES OF JOINTS APPROPRIATELY LOCATED AT EACH FLOOR AND ACCEPTABLE TO THE DEPARTMENT OF BUILDING AND SAFETY MAY BE USED IN LIEU OF CUTS, NOTCHES OR HOLES AS SPECIFIED ABOVE.
5. PLUMBING CLEAN CUTS SHALL NOT BE VISIBLE FROM LIVING, DINING AND HALL EXCEPT AS NOTED ON PLANS.
6. ALL GAS PIPING SHALL HAVE JOINTS AT EACH FLOOR OR OTHER LOS ANGELES CITY PLUMBING CODE APPROVED DEVICE FOR FLEXIBLE GAS PIPE INSTALLATION.
7. BATHTUBS SHALL HAVE SOLID CONNECTION.
8. PROVIDE ULTRA FLUSH WATER CLOSETS.

DIVISION 16–ELECTRICAL

A. LIGHTING SHALL CONFORM WITH THE REQUIREMENTS OF THE LOS ANGELES ELECTRICAL CODE
B. T.V. ANTENNA CROSSARMS AND OTHER ROOF OBSTRUCTIONS SHALL BE LOCATED 7 FEET MINIMUM ABOVE THE ROOF.
C. FLOODLIGHTS: ALL LIGHTING SHALL BE DIRECTED INTO THE SITE AND NO FLOODLIGHTING SHALL BE LOCATED SO AS TO BE SEEN DIRECTL BY THE ADJACENT RESIDENTIAL AREAS. (LOW LEVEL SECURITY LIGHTING NOT PRECLUDED).
D. FIRE ALARM SYSTEM: WHEN REQUIRED A FIRE ALARM SYSTEM APPROVED BY THE FIRE DEPARTMENT SHALL BE INSTALLED. THEY SYSTEM SHALL BE AUTOMATIC OR MANUALLY OPERATED AND SHALL BE SO DESIGNED THAT ALL OCCUPANTS ARE WARNED SIMULTANEOUSLY IN THE EVENT OF FIRE. THREE COPIES OF THE FIRE ALARM SYSTEM MUST BE SUBMITTED TO THE FIRE DEPARTMENT FOR APPROVAL PRIOR TO INSTALLATION.
E. EXIT SIGNS: SHALL HAVE A MINIMUM 6" HIGH, 3/4". STROKE LETTERS. REQUIREMENTS FOR INTERNAL ILLUMINATION OF EXIT SIGNS SHALL CONFORM WITH THE LOS ANGELES ELECTRICAL CODE.
F. CORRIDOR LIGHTING: SHALL CONFORM WITH THE REQUIREMENT OF THE LOS ANGELES ELECTRICAL CODE.
G. EXIT SIGNS SHALL BE INTERNALLY OR EXTERNALLY ILLUMINATED. WHEN THE FACE OF AN EXIT SIGN IS ILLUMINATED FROM AN EXTERNAL SOURCE, IT SHALL HAVE AN INTENSITY OF NOT LESS THAN 5 FOOT CANDELS (54LX) FROM EITHER OF TWO ELECTRICAL LAMPS. INTERNALLY ILLUMINATED SIGNS SHALL PRVOIDE EQUIVALENT LUMINANCE AND BE LISTED FOR THE PURPOSE.

BALDWIN PARK STANDARD NOTES

1. CERTIFICATE OF OCCUPANCY:
   A certificate of occupancy is required prior to tenant occupying the space. See Building Division personnel for application.
2. ROOF MOUNTED EQUIPMENT:
   All roof-mounted mechanical equipment must be screened from view from adjacent streets, the freeway and surrounding properties. Screening structures shall be architecturally compatible with the main building. Submit plans, elevations, and construction details for review and approval by Planning Department and Building Division.
3. BUILDING IDENTIFICATION:
   Buildings shall have approved address numbers, building numbers or approved building identification placed in a position that is plainly legible and visible from the street or road fronting the property.
4. EXIT SIGNS AND EMERGENCY LIGHTING:
   Additional exit signs and emergency lighting may be required during inspections.
5. SEPARATE PERMITS: Contractors/subcontractors shall submit separate application(s) and secure separate permit(s) for:
   a. Electrical work
   b. Mechanical work
   c. Plumbing work
   d. Exterior Signage
   e. Site walls/fences exceeding 6'in height
   f. Fire Sprinklers (submit to Los Angeles County Fire Department for review/permit)
6. REQUIRED FINAL INSPECTIONS:
   The contractor is responsible for scheduling and securing final inspection approvals from the following departments prior to scheduling Building Final Inspection:
   a. Planning Division, (626) 813-5261
   b. Engineering Division, (626) 813-5255
   c. Los Angeles County Fire Department, (323) 890-4125 or the contact information given by the County Inspector.

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ADDITION & REMODEL TO EXISTING 4-STORY INN BUILDING

14624 DALEWOOD STREET, BALDWIN PARK, CA 91706

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DATE	NO.	REMARK

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12-31-23
RENEWAL DATE
STATE OF CALIFORNIA

DRAWING NAME

GENERAL NOTES

PROJECT NO.

DATE
11/14/2022

SHEET NO.

A-0.2

GENERAL NOTES – ADDITIONAL

1. PANIC HARDWARE SHALL BE PROVIDED ON EXIT DOORS SERVING ROOMS, CORRIDORS OR STAIRWAYS HANDLING AN OCCUPANT LOAD OF 50 OR MORE PERSONS.
2. INTERIOR WALL AND CEILING FINISHES FOR EXIT CORRIDORS SHALL NOT EXCEED AN END FLAME POINT SPREAD RATING OF 75.
3. PROVIDE 10 B.C. FIRE EXTINGUISHERS AT FLOOR PARKING GARAGE, LAUNDRY ROOM, ELECTRICAL AND MECHANICAL ROOM AND AREAS WITHIN 75' TRAVEL DISTANCE.
4. PROVIDE A PORTABLE FIRE EXTINGUISHERS WITH A RATING OF NOT LESS THAN 2-A WITHIN (75) FOOT TRAVELED DISTANCE TO ALL PORTIONS OF THE BUILDING ON EACH FLOOR AND DURING CONSTRUCTION.
5. EVERY EXIT DOOR SHALL BE OPENALBE FROM THE INSIDE WITHOUT THE USE OF A KEY OR ANY SPECIAL KNOWLEDGE OR EFFORT. FLUSH BOLTS OR SURFACE BOLTS ARE PROHIBITED. i˚APPLIES ALSO TO EXIT GATESi± THE UNLATCHING OF ANY LEAF SHALL NOT REQUIRE MOR THAN ONE OPERATION.
6. PROVIDE OUTSIDE GAS SHUT OFF VALVE CONSPICUOUSLY MARKED.
7. ALL CORRIDORS TO HAVE 7 FT. HT. TO LOWEST PROJECTION.
8. PERMIT FROM THE DEPARTMENT OF PUBLIC WORKS IS REQUIRED FOR A PROTECTION FENCE OR CANOPY ON OR OVER ANY STREET OR PUBLIC SPACE.
9. EXIT PATH SHALL BE PROVIDED GIVING A VALUE OF ONE FOOT CANDLE AT FLOOR LEVEL.
10. MEANS OF EGRESS SHALL BE ILLUMINATED AT A MINIMUM INTENSITY OF 1 FOOT CANDLE AT THE FLOOR LEVEL AND MUST HAVE A CLEAR CEILING HEIGHT OF 7'-6".
11. MEANS OF EGRESS ILLUMINATION SHALL BE PROVIDED FROM AN EMERGENCY POWER SYSTEM.
12. FIRE DEPARTMENT CONNECTIONS SHALL BE LOCATED ON ADDRESS SIDE OF BUILDING.
13. DUCTS THROUGH AREA SEPARATION WALLS SHOULD BE AVOIDED. IF ALLOWED DUCT PENETRATIONS SHOULD BE PROTECTED AS REQUIRED IN 713.11.
14. AREA SEPARATION WALLS SHALL EXTEND VERTICALLY FROM THE FOUNDATION TO A POINT 30 INCHES ABOVE THE ROOF.
15. TOTAL WIDTH OF ALL OPENINGS LIMITED TO 25 PERCENT OF THE AREA SEPARATION WALL LENGTH IN THE STORY UNDER CONSIDERATION.
16. IN OPENINGS AROUND VENTS, PIPES, DUCTS, CHIMNEYS, FIREPLACES AND SIMILAR OPENINGS WHICH AFFORD A PASSAGE FOR FIRE AT CEILING AND FLOOR LEVELS WITH NONCOMBUSTIBLE MATERIALS.
17. EXCEPTIONS TO, OR REDUCTIONS IN BLDG. CODE REQUIREMENTS BASED ON THE INSTALLATION OF AUTOMATIC FIRE EXTINGUISHING SYSTEM IS NOT ALLOWED WHEN UTILIZING NFPA-13R TYPE RESIDENTIAL SPRINKLER SYSTEM ALLOWED FOR R-OCCUPANCY FOUR STORIES OR LESS IN HEIGHT.
18. THE EXIT SIGNS SHALL ALSO BE CONNECTED TO AN EMERGENCY ELECTRICAL SYSTEM PROVIDED FORM STORAGE BATTERIES, UNIT EQUIPMENT OR AN ON-SITE GENERATOR SET, AND THE SYSTEM SHALL BE INSTALLED IN ACCORDANCE WITH GENERATOR SET, AND THE SYSTEM SHALL BE INSTALLED IN ACCORDANCE WITH THE ELECTRICAL CODE.
19. THE POWER SUPPLY FOR MEANS OF EGRESS ILLUMINATION SHALL NORMALLY BE PROVIDED BY THE PREMISES OF ELECTRICAL SUPPLY. IN THE EVENTS OF ITS FAILURE, ILLUMINATOR SHALL BE AUTOMATICALLY PROVIDED FROM AN EMERGENCY SYSTEM WHERE THE MEANS OF EGRESS SYSTEM SERVES AN OCCUPANT LOAD 100 OR MORE.
20. THE CONSTRUCTION SHALL NOT RESTRICT A FIVE FOOT CLEAR AND UNOBSTRUCTED ACCESS TO ANY WATER OR POWER DISTRIBUTION FACILITIES (POWER POLES, PULL BOXES, TRANSFORMERS, VAULT PUMPS, VALVES, METERS, APPURTENANCES, ETC.) OR TO THE LOCATION OF THE HOOK-UP. THE CONSTRUCTION SHALL NOT BE WITHIN TEN FEET OF ANY POWER LINES-WHETHER OR NOT THE LINES ARE LOCATED ON THE PROPERTY. FAILURE TO COMPLY MAY CAUSE CONSTRUCTION DELAYS AND/OR ADDITIONAL EXPENSES.
21. ALL PLUMBING PENETRATION THROUGH WALLS WHICH REQUIRED PROTECTED OPENINGS (OCCUPANCY & AREA SEPARATION WALLS, CORRIDOR WALLS AND WALLS TOO CLOSE TO A REAL OR IMAGINARY PROPERTY LINE) ARE REQUIRED TO BE GALVANIZED OR CAST IRON PIPING.
22. EXHAUST FANS FROM THE BATHROOM MUST ENTER THRU THE WALL. DAMPERS ARE REQUIRED IF THE CEILING IS PENETRATED.
23. PLASTIC ELECTRICAL BOXES ARE TO BE CLEARLY IDENTIFIED AS APPROVED FOR 1-HOUR CONSTRUCTION.
24. SHOWER COMPARTMENTS AND WALLS ABOVE BATHTUBS WITH INSTALLED SHOWER HEADS SHALL BE FINISHED WITH A SMOOTH, NONABSORBENT SURFACE TO HEIGHT NOT LESS THAN70 INCHES ABOVE THE DRAIN INLET. SECTION 1210.2.3 USE OF WATER-RESISTANT GYPSUM BACKING BOARD SHALL BE AS STATED IN SECTION 2509.3
25. FIRE BLOCKING MUST BE PROVIDED IN ACCORDANCE WITH SEC 718.2 AT THE FOLLOWING LOCATIONS:
    A. IN CONCEALED SPACES OF STUD WALLS AND PARTITIONS, INCLUDING FURRED SPACES, AT THE CEILING AND FLOOR LEVELS.
    B. IN CONCEALED SPACES OF STUD WALLS AND PARTITIONS, INCLUDING FURRED SPACES, AT 10-FOOT INTERVALS ALONG THE LENGTH OF THE WALL.
    C. AT ALL INTERCONNECTIONS BETWEEN CONCEALED VERTICAL AND HORIZONTAL SPACES SUCH AS OCCUR AT SOFFITS, DROP CEILINGS AND COVE CEILINGS.
    D. IN CONCEALED SPACES BETWEEN STAIR STRINGERS AT THE TOP AND BOTTOM OF THE RUN AND BETWEEN STUDS ALONG AND IN LINE WITH THE RUN OF STAIRS IF THE WALL UNDER THE STAIRS IS UNFINISHED.
    E. IN OPENINGS AROUND VENTS, PIPES, DUCTS, CHIMNEYS, FIREPLACES AND SIMILAR OPENINGS WHICH AFFORD A PASSAGE FOR FIRE AT CEILING AND FLOOR LEVELS, WITH NONCOMBUSTIBLE MATERIALS
26. A. CONTINUOUS DRYWALL BEHIND ALL TUBS IS REQUIRED UNLESS THE WALLS ARE WITHIN THE UNIT AND NON- BEARING. BACK TO BACK TUBS WITH A COMMON PLUMBING WALL ARE IMPRACTICAL IN 1-HOUR BUILDINGS.
    B. ALL INTERIOR PARTITIONS SHALL BE CONSTRUCTED OF NOT LESS THAN 1-HOUR FIRE-RESISTIVE CONSTRUCTION.
    C. ATTIC ACCESS OPENINGS IN 1-HOUR CEILING CAN BE 2 LAYERS OF 3/4" PLYWOOD OR ONE LAYER OF 1-5/8" T&G MATERIAL, SELF CLOSING.
    D. ALL OPENINGS IN FLOORS ARE REQUIRED TO BE ENCLOSED BY SHAFT HAVING WALL, FLOOR, AND CEILING OF _1_ HOUR FIRE RESISTIVE CONSTRUCTION. (708.4)
    E. RECESSED CEILING LIGHT FIXTURES MUST BE BOXED AROUND WITH 5/8" TYPE "X"DRYWALL"TO MAINTAIN THE 1-HOUR CEILING ASSEMBLY.
    F. CONTINUOUS DRYWALL IS REQUIRED BEHIND ALL ELECTRICAL SERVICE PANELS, FIRE HOSES AND MEDICINE CABINETS.
    G. EXHAUST FANS FROM THE BATHROOM MUST ENTER THROUGH THE WALL. DAMPERS ARE REQUIRED IF THE CEILING IS PENETRATED (716.5)
    H. PLUMBING PENETRATION THROUGH HORIZONTAL OCCUPANCY SEPARATIONS SHALL BE BOXED OUT AND FILLED WITH APPROVED SAFING MATERIAL. INSULATION IS NOT APPROVED. (713.4.1.1)
    I. PENETRATION OF THE 1 HOUR CEILING BY DUCTS FROM THE FAU AND THE STOVE HOOD REQUIRE DAMPERS (USE A DUCTLESS HOOD WHENEVER POSSIBLE). ATTIC UNITS (INCLUDING HEAT PUMPS) REQUIRE DAMPERS AT ALL CEILING PENETRATIONS. (716.6)
    J. STEEL BEAMS AND COLUMNS SHALL BE PROTECTED AS REQUIRED FOR 1-HOUR PROTECTION. WHERE CEILING FORMS THE PROTECTIVE MEMBRANE FOR FIRE-RESISTIVE ASSEMBLIES (OCCUPANCY SEPARATIONS AND RATED ROOF/CEILING OR FLOOR/CEILING ASSEMBLIES), THE CONSTRUCTION (FLOOR JOISTS) AND THEIR SUPPORTING HORIZONTAL STRUCTURAL MEMBERS (BEAMS) NEED NOT BE INDIVIDUALLY FIRE PROTECTED EXCEPT WHERE SUCH MEMBERS SUPPORT DIRECTLY APPLIED LOADS FROM MORE THAN ONE FLOOR OR ROOF. THE REQUIRED FIRE RESISTANCE SHALL NOT BE LESS THAN THAT REQUIRED FOR INDIVIDUAL PROTECTION OF MEMBERS. (704.3)
    K. ALL PLUMBING PENETRATIONS THRU WALLS WHICH REQUIRE PROTECTED OPENINGS (FIRE WALLS, FIRE BARRIERS, FIRE PARTITIONS) ARE REQUIRED TO BE GALVANIZED OR CAST IRON PIPING
27. FIRE BARRIER AT VERTICAL OCCUPANCY SEPARATIONS MUST HAVE CONTINUITY AND MUST EXTEND THROUGH UNDERFLOOR AREA, ATTIC AREAS, AND SUSPENDED CEILING AREAS (707.5)
28. EVERY SPACE INTENDED FOR HUMAN OCCUPANCY SHALL BE PROVIDED WITH NATURAL LIGHT BY MEANS OF EXTERIOR GLAZED OPENINGS IN ACCORDANCE WITH SECTION 1205.2 OR SHALL BE PROVIDED WITH ARTIFICIAL LIGHT THAT IS ADEQUATE TO PROVIDE AN AVERAGE ILLUMINATION OF 10 FOOT-CANDLES OVER THE AREA OF THE ROOM AT A HEIGHT OF 30 INCHES ABOVE THE FLOOR LEVEL. (1205.1 AND 1205.3)
29. PROVIDE ANTI-GRAFFITI FINISH AT THE FIRST 9 FEET, MEASURED FROM GRADE, AT EXTERIOR WALLS AND DOORS. (6306)
30. EACH PANE OF SAFETY GLAZING INSTALLED IN HAZARDOUS LOCATIONS SHALL BE IDENTIFIED BY A MANUFACTURER'S DESIGNATION SPECIFYING WHO APPLIED THE DESIGNATION, THE MANUFACTURER OR INSTALLER AND THE SAFETY GLAZING STANDARD. THE FOLLOWING SHALL BE CONSIDERED SPECIFIC HAZARDOUS LOCATIONS FOR THE PURPOSED OF SAFETY GLAZING. GLAZING IN SECTION 2406
    A. SWING DOORS.
    B. FIXED AND SLIDING PANELS OF SLIDING DOOR ASSEMBLIES AND PANELS IN SLIDING AND BI-FOLD CLOSET DOOR ASSEMBLIES.
    C. STORM DOORS.
    D. UNFRAMED SWINGING DOORS.
    E. DOORS AND ENCLOSURES FOR HOT TUBS, WHIRLPOOLS, SAUNAS, STEAM ROOMS, BATHTUBS, AND SHOWERS.
    F. FIXED OR OPERABLE PANELS ADJACENT TO A DOOR WHERE THE NEAREST EXPOSED EDGE OF THE GLAZING IS WITHIN 24 INCHES (610 MM) ARC OF EITHER VERTICAL EDGE OF THE DOOR IN A CLOSED POSITION AND WHERE THE BOTTOM EXPOSED EDGE OF THE GLAZING IS LESS THAN 60 INCHES (1525 MM) ABOVE THE WALKING SURFACE. READ CODE FOR EXCEPTIONS.
    G. FIXED OR OPERABLE PANEL, OTHER THAN DESCRIBED IN ITEMS E AND F, WHICH MEETS ALL OF THE FOLLOWING CONDITIONS (READ CODE FOR EXCEPTION WITH SPECIAL INSTALLATION).
        I. EXPOSED AREA OF AN INDIVIDUAL PANE GREATER THAN 9 SQUARE FEET (0.84 M2)
        II. EXPOSED BOTTOM EDGE LESS THAN 18 INCHES (457 MM) ABOVE THE FLOOR.
        III. EXPOSED TOP EDGE GREATER THAN 36 INCHES (914 MM) ABOVE THE FLOOR.
        IV. ONE OR MORE WALKING SURFACES WITHIN 36 INCHES (914 MM) HORIZONTALLY OF THE PLANE OF THE GLAZING.
    H. GUARDS AND RAILINGS REGARDLESS OF AREA OR HEIGHT ABOVE A WALKING SURFACE. INCLUDED ARE STRUCTURAL BALUSTER PANELS AND NONSTRUCTURAL IN-FILL PANELS.
    I. WALLS AND FENCES ENCLOSING INDOOR AND OUTDOOR SWIMMING POOLS AND SPAS WHERE ALL OF THE FOLLOWING CONDITIONS ARE PRESENT:
        I. THE BOTTOM EDGE OF THE GLAZING IS LESS THAN 60 INCHES (1525 MM) ABOVE A WALKING SURFACE ON THE POOL OR SPA SIDE OF THE GLAZING.
        II. THE GLAZING IS WITHIN 60 INCHES (1525 MM) OF A SWIMMING POOL OR SPA WATER'S EDGE.
    J. ADJACENT TO STAIRWAYS, LANDINGS AND RAMPS WITHIN 36 INCHES HORIZONTALLY OF A WALKING SURFACE; WHEN THE EXPOSED SURFACE OF THE GLASS IS LESS THAN 60 INCHES ABOVE THE PLANE OF THE ADJACENT WALKING SURFACE(READ CODE FOR EXCEPTION WITH SPECIAL INSTALLATION).
    K. ADJACENT TO STAIRWAYS WITHIN 60 INCHES HORIZONTALLY OF THE BOTTOM TREAD OF A STAIRWAY IN ANY DIRECTION WHEN THE EXPOSED SURFACE OF THE GLASS IS LESS THAN 60 INCHES ABOVE THE NOSE OF TREAD (READ CODE FOR EXCEPTION WITH SPECIAL INSTALLATION).
31. PROVIDE A WEEP SCREED FOR STUCCO AT THE FOUNDATION PLATE LINE A MINIMUM OF 4 INCHES ABOVE THE EARTH OR 2 INCHES ABOVE PAVED AREAS. WEEP SCREEDS SHALL BE OF A TYPE WHICH WILL ALLOW TRAPPED WATER TO DRAIN TO THE EXTERIOR OF THE BUILDING. (SHOW THESE DIMENSIONS ON A FOUNDATION DETAIL DRAWING) (SECTION 2512.1.2)
32. IN GROUP R OCCUPANCIES, WALL AND FLOOR- CEILING ASSEMBLIES SEPARATING DWELLING UNITS OR GUEST ROOMS FROM EACH OTHER AND FROM PUBLIC SPACE SUCH AS INTERIOR CORRIDORS AND SERVICE AREAS SHALL PROVIDE AIRBORNE SOUND INSULATION FOR WALLS, AND BOTH AIRBORNE AND IMPACT SOUND INSULATION FOR FLOOR-CEILING ASSEMBLIES. ALL SUCH SEPARATING WALLS AND FLOOR-CEILING ASSEMBLIES SHALL PROVIDE AN AIRBORNE SOUND INSULATION EQUAL TO THAT REQUIRED TO MEET A SOUND TRANSMISSION CLASS (STC) OF 50 (DN OF 45 IF FIELD TESTED). ALL SEPARATING FLOOR-CEILING SHALL PROVIDE IMPACT SOUND INSULATION EQUAL TO THAT REQUIRED TO MEET ASTC OF 50.
33. ALL RIGID CONDUITS, DUCTS, PLUMBING PIPES, AND APPLIANCE VENT LOCATED IN SOUND ASSEMBLIES SHALL BE ISOLATED FROM THE BUILDING CONSTRUCTION BY MEANS OF RESILIENT SLEEVES, MOUNTS, OR A MINIMUM 1/4" THICK APPROVED RESILIENT MATERIAL. VENTS LOCATED IN SOUND ASSEMBLIES SHALL BE ISOLATED FROM THE BUILDING CONSTRUCTION BY MEANS OF RESILIENT SLEEVES, MOUNTS, OR A MINIMUM 1/4" THICK APPROVED RESILIENT MATERIAL.
34. AN APPROVED PERMANENT, AND RESILIENT ACOUSTICAL SEALANT SHALL BE PROVIDED ALONG THE JOINT BETWEEN THE FLOOR AND THE SEPARATION WALLS. FLOOR-CEILING ASSEMBLIES SHALL BE SEALED, LINED OR INSULATED WITH FOAM CALKING.
35. CARPET OR SIMILAR SURFACE MATERIAL WHICH ARE PART OF FLOOR-CEILING ASSEMBLY MUST BE INSTALLED AND INSPECTED BEFORE CERTIFICATE OF OCCUPANCY IS ISSUED AND MAY BE REPLACED ONLY BY OTHER FLOOR COVERING THAT PROVIDES THE REQUIRED IMPACT SOUND INSULATION. (1207.8)
36. ELECTRICAL OUTLET BOXES IN OPPOSITE FACES OF SEPARATION WALLS SHALL BE SEPARATED HORIZONTALLY BY 24" AND NOTE THAT BACK AND SIDES OF BOXES WILL BE SEALED WITH 1/8" RESILIENT SEALANT AND BACKED BY A MINIMUM OF 2" THICK MINERAL FIBER INSULATION. (TV, TELEPHONE AND INTERCOM OUTLETS MUST BE INSTALLED IN BOXES ACCORDINGLY.)
37. The construction shall not restrict a five-foot clear and unobstructed access to any water or power distribution facilities (Power poles, pull-boxes, transformers, vaults, pumps, valves, meters, appurtenances, etc.) or to the location of the hook-up. The construction shall not be within ten feet of any power lines-whether or not the lines are located on the property. Failure to comply may cause construction delays and/or additional expenses.
38. An approved Seismic Gas Shutoff Valve will be installed on the fuel gas line on the downstream side of the utility meter and be rigidly connected to the exterior of the building or structure containing the fuel gas piping.@ (Per Ordinance 170,158) (Includes Commercial additions and TI work over $10,000.) Separate plumbing permit is required.
39. Provide ultra-low flush water closets for all new construction. Existing shower heads and toilets must be adapted for low water consumption.
40. A copy of the evaluation report and/or conditions of listing shall be made available at the job site.
41. Penetrations in walls requiring protected openings must be firestopped with an approved material in accordance with Section 714.3.1. Space between penetrating materials (described below) must be designed to prevent the movement of hot flame or gases:
    a. Steel, Copper or ferrous pipes or conduits may penetrate concrete or masonry walls where the penetrating item is a maximum 6- inch diameter and the area of the opening through the wall does not exceed 144 square inches. (714.3.1)
    b. Membrane penetrations of maximum 2- hr fireresistance rated wall and partitions by steel electrical outlet boxes not exceeding 16 square inches are permitted provided openings do not exceed 100 square inches for any 100 square feet of wall area. Outlet boxes on opposite sides of walls or partitions must be separated by a horizontal distance of 24 inches. (714.3.2)
    c. Where walls are penetrated by other materials or where larger openings are required than permitted in (b) above, they must be qualified by tests conducted in accordance with Section 714.3.1.2
42. Smoke and fire dampers must be installed in the following locations per Sections 717.5
    a. Duct penetrations of fire walls (717.5.1)
    b. Duct penetrations of fire barriers, except exit enclosures and exit passageways where they are not allowed to penetrate. (717.5.2)
    c. Ducts penetrating shafts. (717.5.3)
    d. Ducts penetrating fire partitions and fire-rated corridor walls. See exception for steel ducts with no openings into corridor (717.5.4)
    e. Ducts penetrating smoke barriers (717.5.5)
    f. Ducts penetrating exterior walls (717.5.6)
    g. Ducts penetrating smoke partitions (717.5.7)
    f. Ducts penetrating horizontal assemblies (717.6)
43. Exit signs
    1. Exit signs shall be internally or externally illuminated
    2. Exit signs illuminated by an external source shall have an intensity of not less than 5 foot candles (54 lux).
    3. Internally illuminated signs shall be listed and labeled and shall be installed in accordance with the manufacturer=s instructions and Section 2702.
    4. Exit signs shall be illuminated at all times. (1013.3)
    5. Exit signs shall be connected to an emergency power system that will provide an illumination of not less than 90 min. in case of primary power loss (1013.6.3)
    6. Egress doors shall be readily openable from the egress side without the use of a key or special knowledge or effort. See 1010.1.9.3 for exceptions.
    7. Door handles, lock and other operating devices shall be installed at a min. 34@ and a max. 48@ above the finished floor
    8. THIS DOOR TO REMAIN UNLOCKED WHEN BUILDING IS OCCUPIED.
    9. All egress door operation shall also comply with Section 1010.1.9 B 1010.1.9.12
    10. The means of egress, including the exit discharge, shall be illuminated at all times the building space served by the means of egress is occupied.
    11. The means of egress illumination level shall not be less than 1 foot-candle at the walking surface
    12. The power supply for means of egress illumination shall normally be provided by the premises= electrical supply. In the event of power supply failure, an emergency electrical system shall automatically illuminate the following areas:
        a. Aisles and unenclosed egress stairways in rooms and spaces that require two or more means of egress
        b. Corridors, exit enclosures and exit passageways in buildings required to have two or more exits;
        c. Exterior egress components at other than the level of exit discharge until exit discharge is accomplished for buildings required to have two or more exits.
        d. Interior exit discharge elements, as permitted in Section 1028.1, in buildings required to have two or more exits.
        e. Exterior landings, as required by Section 1010.1.6, for exit discharge doorways in buildings required to have two or more exits.
    13. The emergency power system shall provide power for a duration of not less than 90 minutes and shall consist of storage batteries, unit equipment or an on-site generator. The installation of the emergency power system shall be in accordance with Section 2702.
    14. Emergency lighting facilities shall be arranged to provide initial illumination that is at least an average of 1 foot-candle (11 lux) and a minimum at any point of 0.1 foot-candle (1 lux) measured along the path of egress at floor level. Illumination levels shall be permitted to decline to 0.6 foot-candle (6 lux) average and a minimum at any point of 0.06 foot-candle (0.6 lux) at the end of the emergency lighting time duration. A maximum-to-minimum illumination uniformity ratio of 40 to 1 shall not be exceeded.
44. Cement, fiber-cement or glass mat gypsum backers in compliance with ASTM C1178, C1288 or C1325 shall be used as a base for wall tile in tub and shower areas and wall and ceiling panels in shower areas. Waterresistance gypsum backing board shall be used as a base for tile in water closet compartment walls when installed in accordance with GA-216 or ASTM C840.
    Regular gypsum wallboard is permitted under tile or wall panels in other wall and ceiling areas when installed in accordance with GA-216 or ASTM C840. Water-resistant gypsum board shall not be used in the following locations: Section 2506.1
    a. Over a vapor retarder.
    b. In areas subject to continuous high humidity, such as saunas, steam rooms or gang shower rooms
    c. On ceilings where frame spacing exceeds 12 inches O.C. for 1/2 inch thick and more than 16 inches O.C. for 5/8 inch thick.

ENERGY CONSERVATION NOTES

A. GENERAL NOTES

1. Operating information. The builder shall provide the building owner at occupancy the appropriate Certificate(s) of Compliance and a list of the features, materials, components, and mechanical devices installed in the building and instructions on how to operate them efficiently. The instructions shall be consistent with specifications set forth by the executive director.
   For residential buildings, such information shall, at a minimum, include information indicated on forms Certificate of Compliance (CF-1R), Mandatory Measures (MF-1R), Installation Certificate (CF-6R), Insulation Certificate (IC-1), and a manual which provides all information specified in this section 10-103(b). The Home Energy Manual (P400-92-031, July 1992) may be used to meet the requirement for providing this manual.
   Title 24, Part 1, Section 10-103(b)1

2. The builder shall provide to the building owner at occupancy maintenance information for all features, materials, components, and manufactured devices that required routine maintenance for efficient operation. Required routine maintenance actions shall be clearly stated and incorporated on a readily accessible label. The label may be limited to identifying, by title and/or publication number, the operation and maintenance manual for that particular model and type of feature, material, component, or manufactured device.
   For dwelling units, buildings or tenant spaces which are not individually owned and operated, or are centrally operated, such information shall be provided to the person(s) responsible for maintaining the feature, material, component, or mechanical device installed in the building.
   Title 24, Part 1, Section 10-103(b)2

3. All system, equipment and/or building components shall comply with the applicable manufacturer provisions and installation provisions of Title 24, Part 6, Chapter 2, Sections 111 through 119.

4. All appliances for which a California Standard has been established in the Appliance Efficiency Regulations shall be certified by the manufacturer as compliant with the applicable standards.
   (Title 24, Part 6, Chapter 2, Section 111)

5. Service water-heating systems that have a total capacity greater than 167,000 Btu/hr, shall have separate remote heaters, heat exchangers, or boosters to supply higher temperature at outlets that require higher than service water temperatures as listed in the 1995 ASHRAE Handbook.
   (Title 24, Part 6, Chapter 2, Section 113)

6. Controls for service water-heating systems shall limit the outlet temperature at public lavatories to 110 °F.
   (Title 24, Part 6, Chapter 2, Section 113)

7. Unfired service water-heater storage tanks and backup tanks for solar water-heating systems shall have:
   a) External insulation with an installed R-value of at least R-12, or
   b) Internal and external insulation with a combined R-value of at least R-16, or
   c) The heat loss of the tank surface, based on an 80 °F water-air temperature difference shall be less than 6.5 Btu/hr per square foot.
   (Title 24, Part 6, Chapter 2, Section 113)

8. Manufactured fenestration products and exterior doors shall have air infiltration rates not exceeding 0.3 cfm/ft^2 of window area, 0.3 cfm/ft^2 of residential door area, 0.3 cfm/ft^2 of nonresidential single door area, and 1.0 cfm/ft^2 of nonresidential double door area.
   (Title 24, Part 6, Chapter 2, Section 116)

9. Fenestration products, other than products which are removed and reinstalled, shall be certified for overall U-values and overall SHGC, and shall have a temporary label which lists the certified U-value and SHGC, and certifies that applicable air infiltration requirements are met.
   (Title 24, Part 6, Chapter 2, Section 116)

10. Field manufactured fenestration products and exterior doors, other than unframed glass doors and fire doors, shall be caulked between the fenestration products or exterior door and the building, and shall be weatherstripped.
    (Title 24, Part 6, Chapter 2, Section 116)

11. Joints and other openings in the building envelope that are potential sources of air leakage shall be caulked, gasketed, weatherstripped, or otherwise sealed to limit infiltration and exfiltration.
    (Title 24, Part 6, Chapter 2, Section 117)

12. Insulation shall be certified by the manufacturer as compliant with the California Quality Standards for Insulating Material, Title 20, Chapter 4, Article 3.
    (Title 24, Part 6, Chapter 2, Section 117)

13. Service water-heating systems shall be equipped with automatic temperature controls capable of adjustment from the lowest to the highest acceptable temperature settings for the intended use as listed in Table 3, Chapter 45 of the 1995 ASHRAE Handbook.
    (Title 24, Part 6, Chapter 2, Section 113)

B. RESIDENTIAL NOTES

1. All heating and/or cooling systems other than wood stoves shall have an automatic thermostat with a clock mechanism or other setback mechanism approved by the Executive Director of the California Energy Commission that shuts the system off during peak periods of nonuse and that allows the building occupant to automatically set back the thermostat set points for at least two periods within 24 hours.

   (Exception: Gravity gas wall heaters, gravity floor heaters, gravity room heaters, noncentral electric heaters, room air conditioners, and room air-conditioner heat pumps need not comply with this requirement. Additionally, room air conditioner heat pumps need not comply with Section 112 (b).
   (Title 24, Part 6, Chapter 7, Section 150 (l))

2. Insulation shall be provided for water heaters as follows:
   a) Storage gas water heaters with an energy factor < 0.58 shall be externally wrapped with insulation having an insulated thermal resistance of R-12 or greater.
   b) Unfired hot water tanks, such as storage tanks and backup storage tanks for solar water-heating systems, shall be externally wrapped with insulation having an installed thermal resistance of R-12 or greater or have internal insulation of at least R-16 and a label on the exterior of the tank showing the insulation R-value.
   c) Piping, whether buried or unburied for recirculating sections of domestic hot water systems, piping from the heating source to the storage tank for an indirect-fired domestic water-heating system, cooling system piping below 55 °F, and the first five feet of hot and cold water pipes from the storage tank for nonrecirculating systems shall be thermally insulated in accordance with Table 1-T.
   d) Solar water-heating systems and/or collectors shall be certified by the Solar Rating and Certification Corporation.
   (Title 24, Part 6, Chapter 7, Section 150 (j))a, 0.3

3. Lighting within kitchens and rooms containing a shower or bathtub shall be provided as ollows:

   a) Luminaries for general lighting in kitchens shall have lamps with an efficacy of not less than 40 lumens per watt. General lighting must provide a sufficient light level for basic kitchen tasks and provide a uniform pattern of illumination. A luminaire(s) that is (are) the only lighting in a kitchen will be considered general lighting. General lighting shall be controlled by a switch on a readily accessible lighting control panel at an entrance to the kitchen.
   b) Each room containing a shower or bathtub shall have at least one luminaire with lamp(s) with an efficacy of 40 lumens per watt or greater. If there is more than one luminaire in the room, the high-efficacy luminaire shall be switched at an entrance to the room.C, a Alternative: A high-efficacy luminaire need not be installed in a bathroom if:
   i) A luminaire with lamps with an efficacy of 40 lumens per watt or greater is installed in a utility room, laundry room, or garage; and
   ii) All luminaires permanently mounted to the residence providing outdoor lighting shall be installed with the following characteristics:

1) Luminaires with lamps with 40 lumens per watt or greater; or
2) Luminaires with lamps with an efficacy of less than 40 lumens per watt shall be equipped with a motion sensor.

c) Luminaires installed to meet the 40 lumens per watt requirement described in this section shall not contain medium base incandescent lamp sockets, and shall be on separate switches from any incandescent lighting.

d) All incandescent lighting fixtures recessed into insulated ceilings shall be approved for zero-clearance insulation cover (IC) by Underwriters Laboratories or other testing/rating laboratories recognized by the International Conference of Building Officials.
(Title 24, Part 6, Chapter 7, Section 150 (k))

4. Material used for slab edge insulation shall meet the following minimum specifications:
a) Water absorption rate no greater than 0.3 percent when tested in accordance with ASTM C 271-94.

b) Water vapor permeance no greater than 2.0 perm/inch when tested in accordance with ASTM E 96-95.
c) Concrete slab perimeter insulation must be protected from physical damage and ultraviolet light deterioration.
(Title 24, Part 6, Chapter 7, Section 150 (l))

5. Concrete-slab floor perimeter insulation shall be provided 16 inches deep, or the depth of the footing of the building, whichever is less.
(Title 24, Part 6, Chapter 8, Section 151 (f))

6. All heating systems shall have an automatic thermostat with clock mechanism or other approved setback mechanism, which the building occupant can manually program to automatically set back the thermostat set points for at least two periods within 24 hours.
(Title 24, Part 6, Chapter 8, Section 151 (f))

C. RESIDENTIAL CORRECTIONS

1. Certificate of Compliance. Certificate(s) of Compliance shall be signed by the person(s) responsible for the building design to certify conformance with Part 6. Title 24, Part 1, Chapter 8, Section 101-103(a)1

2. For all new buildings designated to allow a conditioned use of an occupancy group or type regulated by Part 6, the applicant shall file the appropriate Certificate(s) of Compliance on the plans.

3. South (west) glazing must meet shading coefficient requirements. Provide calculations and details.

4. Calculate total glazing percentage and percent glazing oriented within 22½ degrees south and 22 1/2 degrees west.

5. Submit calculations justifying heater size and/or air conditioner size.

6. Provide user's manual and label input/output for proper check of state approved computer program.

7. Specify on plans where location of all double glazing required by energy calculations.

8. Ducts shall be constructed, installed and insulated per Chapter 10 of 1994 UMC. Back draft dampers for all exhaust and fan systems shall be provided. Masonry and factory built fireplaces shall be installed with tight fitting, closeable metal or glass doors, outside air intake with damper, and flue damper. Continuous burning gas pilots are prohibited.

9. The opaque portions of ceilings separating conditioned spaces from unconditioned spaces shall be insulated between woodframing members with insulation resulting in an installed thermal resistance of R-19 or greater.
(Title 24, Part 6, Chapter 7, Section 150 (a))

10. The opaque portions of frame walls separating conditioned spaces form unconditioned spaces shall be insulated between wood framing members with insulation having an installed thermal resistance of R-13 or greater. Framed foundation walls of heated basements or heated crawl spaces shall be insulated above the adjacent outside ground line with insulation having an installed thermal resistance of R-13 or greater. (Title 24, Part 6, Chapter 7, Section 150 (c))

11. Mandatory Duct Construction. The use of building cavities as ducts is no longer allowed; ducts must be installed. The use of cloth-backed rubber adhesive duct tape is no longer allowed unless use in combination with mastic and drawbands. This disallowance of duct tape and building cavities as ducts extends the current criteria for duct credits to the mandatory requirements. Mechanical fastening of duct connections is required. (Title 24, Part 6, Chapter 7, Section 150 (m))

Performance Approach

12. Provide complete calculations to demonstrate that the combined depletable energy use for water-heating and space-conditioning is less than or equal to the combined maximum allowable energy use for both water-heating and space-conditioning. (Mechanical) (Title 24, Part 6, Chapter 8, Section 151 (b))

13. Determine the combined energy budget for proposed building by adding the annual water-heating budget and the annual space-heating budget. (Mechanical) (Title 24, Part 6, Chapter 8, Section 151 (c))

14. Calculate the service energy consumption total of the proposed building, using actual glazing area, orientation and distribution, and its actual energy conservation and other features, including the actual water-heating, space-conditioning equipment and duct conditions and locations. (Mechanical)
(Title 24, Part 6, Chapter 8, Section 151 (c))

15. Calculations must be performed using a point system approved by the California State Energy Resources Conservation and Development Commission or a computer program including Public Domain Computer Programs) approved by the Commission. (Mechanical) (Title 24, Part 6, Chapter 8, Section 151 (d))

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14624 DALEWOOD STREET, BALDWIN PARK, CA 91706

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SEAL / SIGNATURE

LICENSED ARCHITECT
MYUNG-JONG LEE
No. C-34188
12-31-23
RENEWAL DATE
STATE OF CALIFORNIA

DRAWING NAME

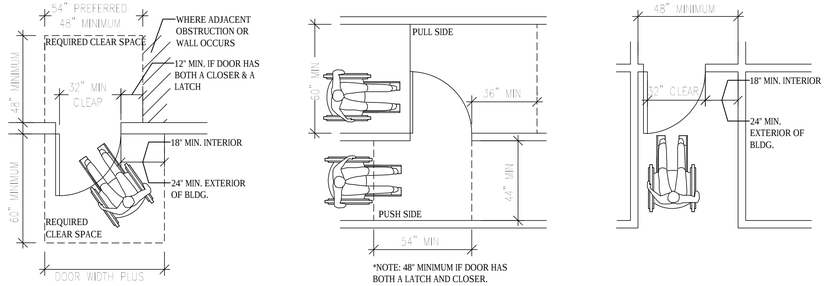
GENERAL NOTES

PROJECT NO.

DATE
11/14/2022

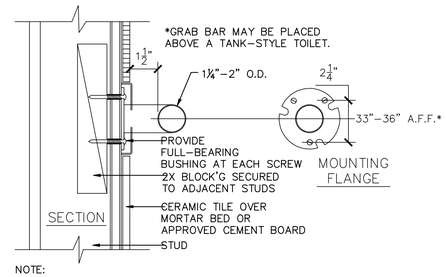
SHEET NO.

A-0.3



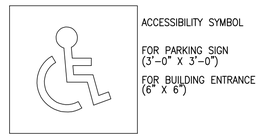
*NOTE: 48" MINIMUM IF DOOR HAS BOTH A LATCH AND CLOSER.

DOOR CLEARANCES 9



NOTE:
ALL GRAB BAR COMPONENTS – THE BARS, BRACKETS, SUPPORTS, FASTENERS, MOUNTING DEVICES, ETC. – SHALL BE DESIGNED AND INSTALLED SUCH THAT THE APPLICATION OF A 250 LB POINT LOAD ON ANY PORTION OF THE BAR SHALL NOT CAUSE ANY COMPONENT TO EXCEED ITS MAXIMUM BENDING MOMENT, SHEAR STRESS, OR TENSILE STRENGTH NOR SHALL THE GRAB BARS ROTATE WITHIN THEIR FITTINGS.

GRAB BAR DETAIL 5



ACCESSIBILITY SYMBOL

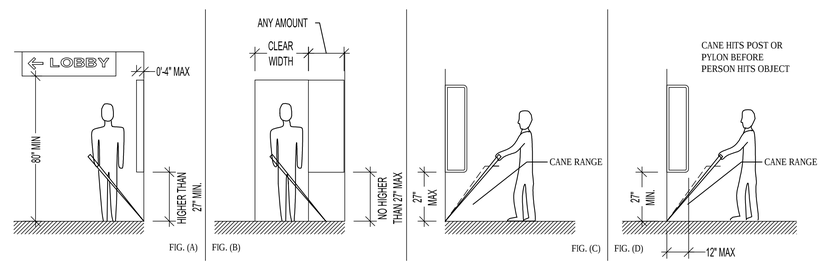
FOR PARKING SIGN (3'–0" X 3'–0")

FOR BUILDING ENTRANCE (6" X 6")

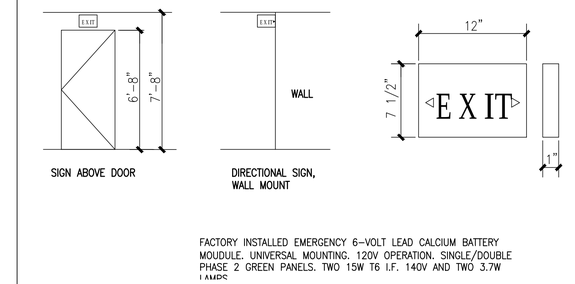
AFFIX THE INTERNATIONAL ACCESSIBILITY SYMBOL AT ALL ACCESSIBLE ENTRANCES. WHITE FIGURE ON A BLUE BACKGROUND. LOCATE SIGN ADJACENT TO THE LATCH SIDE OF SINGLE DOOR AND RIGHT SIDE OF DOUBLE DOOR @ 60" AFF.

THE SURFACE OF EACH ACCESSIBLE PARKING SPACE OR STALL SHALL HAVE A SURFACE IDENTIFICATION DUPLICATING BY OUTLINING OR PAITING THE STALL OR SPACE IN BLUE AND OUTLINING ON THE ROUND IN THE STALL OR SPACE IN WHITE OR SUITABLE CONTRASTING COLOR A PROFILE VIEW DEPICTING A WHEELCHAIR WITH OCCUPANT.

INTERNATIONAL SYMBOL OF ACCESSIBILITY 1

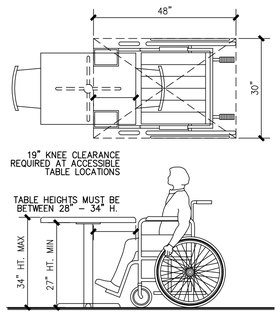


PROTRUDING OBJECTS 10

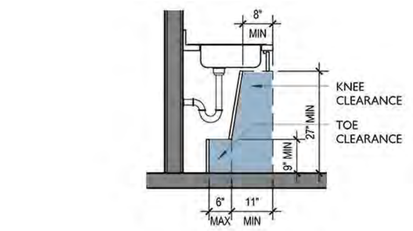


FACTORY INSTALLED EMERGENCY 6–VOLT LEAD CALCIUM BATTERY MOUDULE. UNIVERSAL MOUNTING. 120V OPERATION. SINGLE/DOUBLE PHASE 2 GREEN PANELS. TWO 15W T6 I.F. 140V AND TWO 3.7W LAMPS

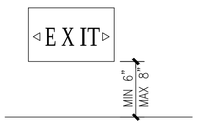
EXIT SIGN DETAIL 6



ACCESSIBLE SEATING DIAGRAM 2



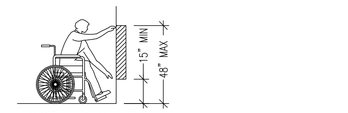
KNEE & TOE SPACE AT KITCHEN SINK 12



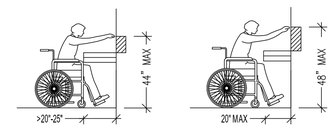
Where exit signs are required by Chapter 10, additional approved low–level exit signs which are internally or externally illuminated photoluminescent or selfluminous, shall be provided in all interior corridors of Group A, E, I and R–2.1 occupancies and in all areas serving guest rooms of hotels in Group R, Division 1 occupancies.

The bottom of the sign shall not be less than 6 inches (152 mm) or more than 8 inches (203 mm) above the floor level and shall indicate the path of exit travel. For exit and exit access doors, the sign shall be on the door or adjacent to the door with the closest edge of the sign or marker within 4 inches (102 mm) of the door frame.

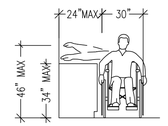
FLOOR LEVEL EXIT SIGN 13



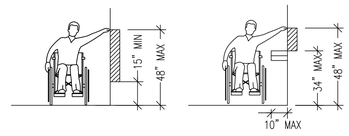
UNOBSTRUCTED FORWARD REACH



OBSTRUCTED HIGH FORWARD REACH O BSTRUCTED HIGH FORWARD REACH

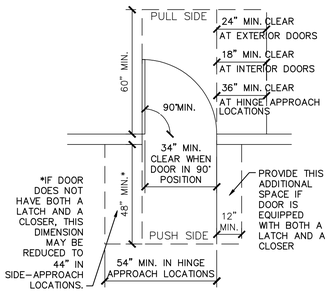


MAXIMUM SIDE REACH OVER OBSTRUCTION

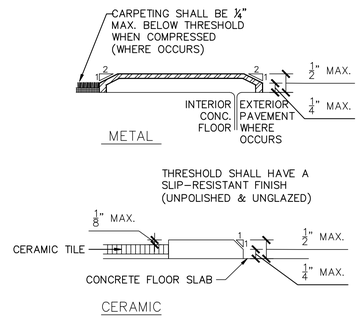


UNOBSTRUCTED SIDE REACH O BSTRUCTED SIDE REACH

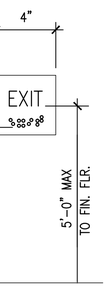
REACH RANGES 11



CLEAR FLOOR AREA AT DOOR 7



THRESHOLDS 8

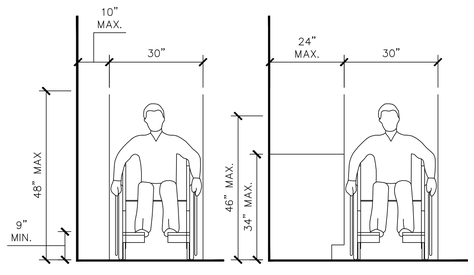


SIGN SHALL HAVE RAISED LETTERS STATING "EXIT" WITH WORD ALSO WRITTEN IN GRADE II BRAILE. FONT HEIGHT, SPACING, AND COLOR CONTRAST SHALL COMPLY WIT TITLE 24 STANDARDS.

MOUNT SIGN ON STRIKE SIDE OF DOOR, 5'–0" FROM CENTER TO FINISH FLOOR.

TACTILE EXIT SIGNS AND EXIT ROUTE SIGNS SHALL BE REQUIRED AT ALL LOCATIONS LISTED IN CBC 1011.3

TACTILE EXIT SIGN 3



HIGH AND LOW SIDE REACH LIMITS MAXIMUM SIDE REACH OVER OBSTRUCTION

WHEELCHAIR ARMSIDE REACH LIMITS 4

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ADDITION & REMODEL TO EXISTING 4-STORY INN BUILDING

14624 DALEWOOD STREET, BALDWIN PARK, CA 91706

ISSUED / REVISED

DATE	NO.	REMARK

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SEAL / SIGNATURE

LICENSED ARCHITECT
MYUNG–JONG LEE
No. C–34188
12–31–23
RENEWAL DATE
STATE OF CALIFORNIA

DRAWING NAME

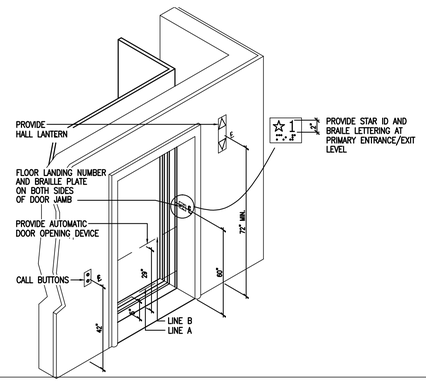
ACCESSIBILITY DETAILS - INTERIOR

PROJECT NO.

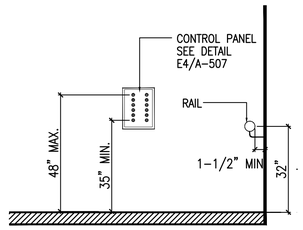
DATE
11/14/2022

SHEET NO.

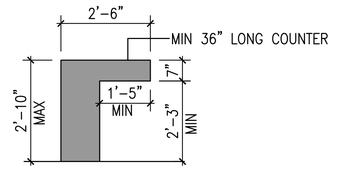
A-0.4



TYPICAL ACCESSIBLE ELEVATOR 1



ACCESSIBLE PANEL MOUNT DET 2



ACCESSIBLE COUNTER 3

4

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12-31-23
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STATE OF CALIFORNIA

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DATE
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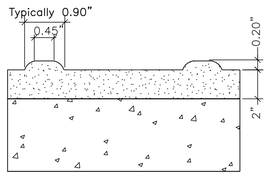
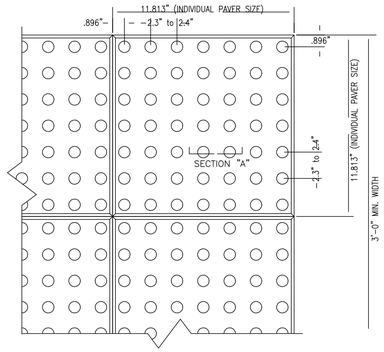
SHEET NO.

A-0.5



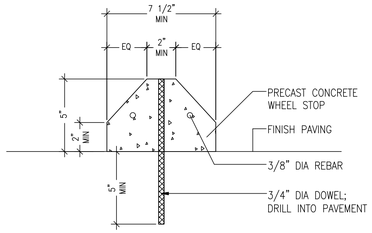
SECTION "A" – WARNING DOME DETAIL



ADA PRECAST DETECTABLE WARNING PAVERS

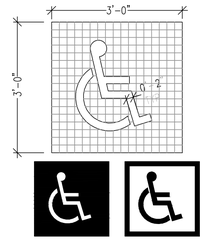
NOTE: PANEL SIZES VARY PER MANUFACTURER. USE MULTIPLE PANELS IF NECESSARY TO COVER THE INDICATED AREA PER THE PLANS.

PRECAST CONCRETE DETECTABLE WARNING PAVERS | 8

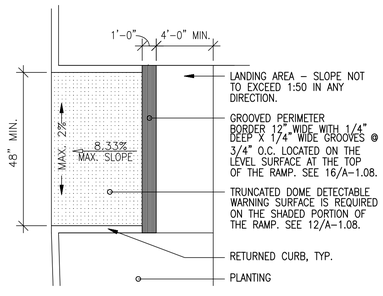


NOTE: REFERENCE US CONCRETE PRECAST GROUP PRODUCTS WS6.

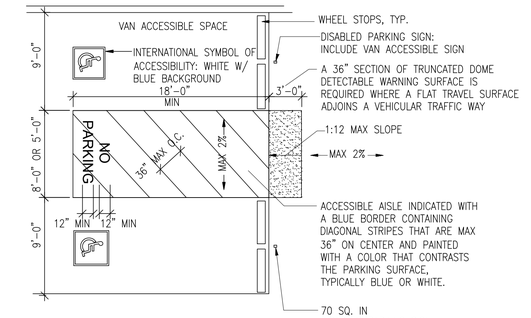
TYPICAL WHEEL STOP | 4



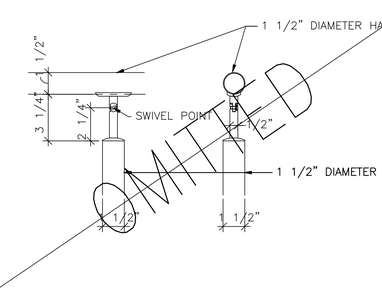
INTERNATIONAL SYMBOL OF ACCESSIBILITY | 1



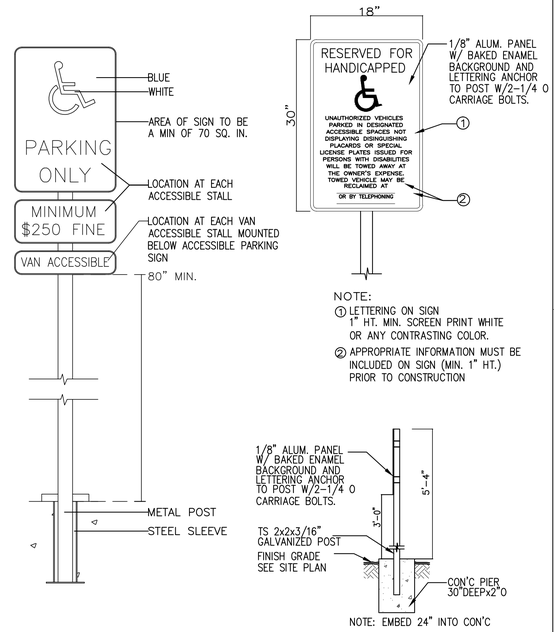
RETURNED CURB RAMP | 5



TYPICAL ACCESSIBLE PARKING | 2



TYP. HANDRAIL TOPCAP POST DETAIL | 6



TYPICAL ACCESSIBLE PARKING SIGN | 3

7

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MYUNG-JONG LEE
No. C-34188
12-31-23
RENEWAL DATE
STATE OF CALIFORNIA

DRAWING NAME

ACCESSIBILITY DETAILS - OUTDOOR

PROJECT NO.

DATE
11/14/2022

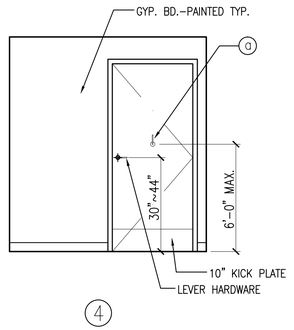
SHEET NO.

A-0.6

ACCESSORIES SCHEDULE

1. ALL ITEMS ARE BY BOBRICK EXCEPT AS NOTED
2. PROVIDE MIN. 14 GA. BACKING IN STUD WALLS PER STRUCTURAL DWG.
3. SEE CEILING PLAN DWG.(–) FOR CEILING FIXTURE SCHEDULE

ⓐ	COAT HOOK
ⓑ	36" GRAP BAR
ⓒ	42" GRAB BAR
ⓓ	SURFACE MOUNTED, DOUBLE ROLL, TOILET TISSUE DISPENSER
ⓔ	SEAT COVER DISPENSER
ⓕ	WALL MOUNTED MIRROR
ⓖ	SANITARY NAPKIN DISPOSAL, AT WOMEN'S ONLY
ⓗ	DOOR BUMPER
ⓙ	SEMI-RECESSED PAPER TOWEL DISPENSER/WASTE RECEPTACLE (ROLL-TYPE)
ⓚ	~~SOAP AND SYNTHETIC DETERGENT DISPENSER~~
ⓛ	~~SANITARY NAPKIN DISPOSAL PARTITION MOUNTED @ WOMEN ONLY~~
ⓜ	~~MOP SINK~~
ⓝ	BABY CHANGING STATION



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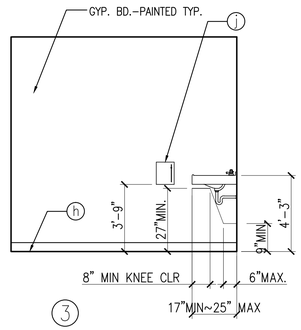

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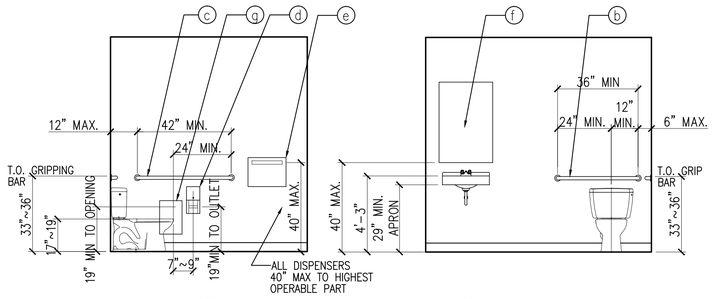
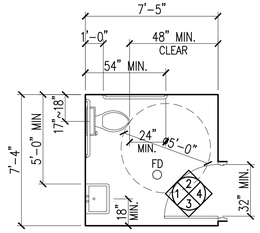


②

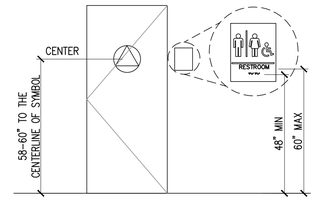
①

RESTROOM 1



RESTROOM SIGNAGE

a) Door Sign: CBC §11B– 703.7.2.6.
   1) UNISEX sanitary facilities shall be identified by a circle 1/4" thick, 12" in diameter, with a 1/4" thick triangle superimposed on the circle and within the 12" diameter.
b) Comply with Assembly Bill 1732 ('All-Gender'). Restroom signage for single occupancy toilet facilities shall be signed as follows:
c) Door sign shall be identified by a 1/4" thick, 12" in diameter–circle, with a 1/4" thick triangle superimposed on the circle and within the 12" with NO pictogram.
d) Tactile and Braille signage on wall shall identify the restroom as 'RESTROOM', 'ALL-GENDER RESTROOM', or 'UNISEX RESTROOM'.



RESTROOM SIGNAGE 5

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t) 213.422.6976

ADDITION & REMODEL TO EXISTING 4-STORY INN BUILDING

14624 DALEWOOD STREET, BALDWIN PARK, CA 91706

ISSUED / REVISED

DATE	NO.	REMARK

THE PROJECT DOCUMENTS INCLUDING THE DRAWINGS, SPECIFICATIONS AND OTHER MATERIALS HAVE BEEN PREPARED BY THE ARCHITECTS AS INSTRUMENTS OF THEIR PROFESSIONAL SERVICE FOR USE SOLELY WITH RESPECT TO THIS PROJECT. THE ARCHITECT SHALL BE DEEMED THE AUTHOR AND SHALL RETAIN ALL COMMON LAW, STATUTORY AND OTHER RESERVED RIGHTS, INCLUDING THE COPYRIGHT FOR USE. THE OWNER SHALL BE PERMITTED TO RETAIN RECORD COPIES OF PROJECT DOCUMENTS FOR INFORMATIONAL PURPOSES AND FOR USE IN CONNECTION WITH THE CONSTRUCTION AND OCCUPANCY OF THIS PROJECT. THESE DOCUMENTS SHALL NOT BE USED BY THE OWNER OR OTHERS FOR OTHER PROJECTS, FOR ADDITIONS TO THIS PROJECT, OR FOR THE COMPLETION OF THIS PROJECT BY OTHERS, EXCEPT BY WRITTEN AGREEMENT AND WITH COMPENSATION TO THE ARCHITECT.

SEAL / SIGNATURE

DRAWING NAME

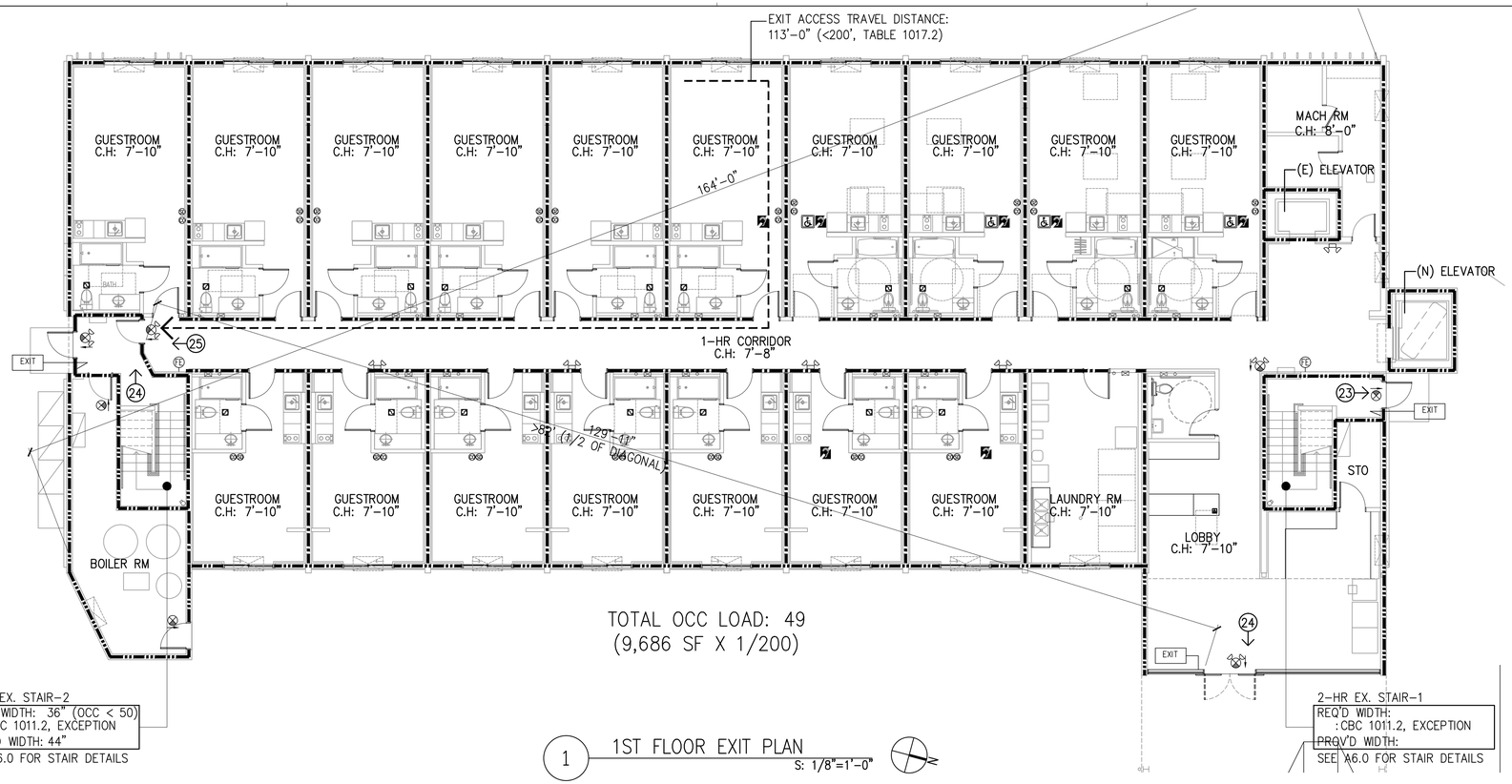
ACCESSIBILITY DETAILS - RESTROOM

PROJECT NO.

DATE
11/14/2022

SHEET NO.

A-0.7



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

2 2ND FLOOR EXIT PLAN
S: 1/8"=1'-0"

LEGEND

2-HR RATED FIRE PARTITION

1-HR RATED FIRE PARTITION

- LED EXIT SIGN WITH BATTERY BACK-UP, SEE #6/A0.4
- LED EXIT/EMERGENCY LIGHT WITH BATTERY BACK-UP, SEE #6/A0.4
- HALOGEN EMERGENCY LIGHT
- (FE) PORTABLE FIRE EXTINGUISHER

TACTILE SIGNAGE

EXIT | EXIT ROUTE | EXIT STAIR UP | EXIT STAIR DOWN

A. Permanent signs identifying rooms and spaces shall be provided with raised characters and Braille complying with CBC 11B-216.2, 11B-703.2, and 11B-703.3.

B. Mounting locations and heights: CBC §11B-703.4.1, 11B-703.4.2.

1) Wall sign shall be mounted:
   i) On the latch side of single doors; on the hinge side of the right-hand door, in the direction of travel, of double doors.
   ii) With the centerline of the sign centered on an 18"x18" clear floor space in front of the sign.
2) The bottom of the Braille cells shall not be less than 48" from finished floor and the top of the raised letters shall not be more than 60" from finished floor.

NOTES

1. Exit signs shall be internally or externally illuminated with 5-foot-candles. Exit signs shall be illuminated at all times and will be connected to the building power and an emergency power source providing 90 minutes of illumination in case of primary power loss.

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t) 213.422.6976

ADDITION & REMODEL TO EXISTING 4-STORY INN BUILDING

14624 DALEWOOD STREET, BALDWIN PARK, CA 91706

ISSUED / REVISED

DATE	NO.	REMARK

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SEAL / SIGNATURE

LICENSED ARCHITECT
MYUNG-JONG LEE
No. C-34188
12-31-23
RENEWAL DATE
STATE OF CALIFORNIA

DRAWING NAME

EXIT PLANS

PROJECT NO.

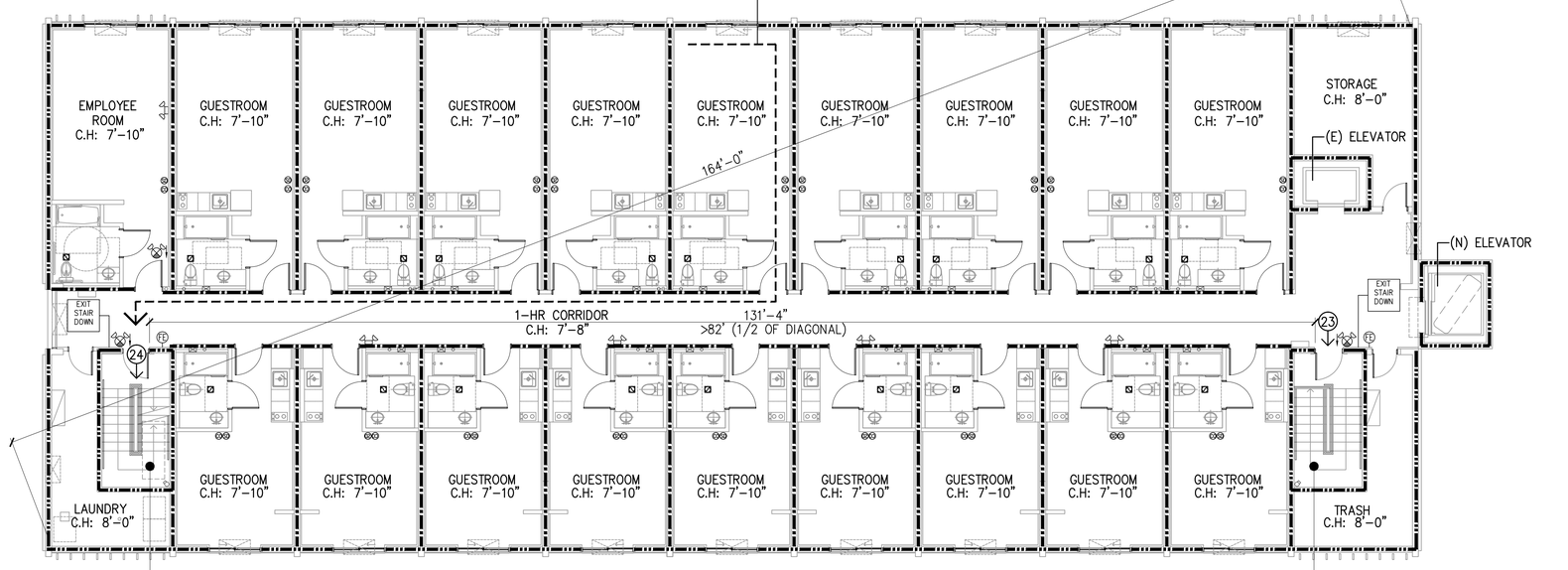
DATE
11/14/2022

SHEET NO.

A-0.8

TOTAL OCC LOAD: 47
(9,342 SF X 1/200)

1 3RD FLOOR EXIT PLAN
S: 3/32"=1'-0"



TOTAL OCC LOAD: 47
(9,342 SF X 1/200)

2 4TH FLOOR EXIT PLAN
S: 3/32"=1'-0"

LEGEND

2-HR RATED FIRE PARTITION

1-HR RATED FIRE PARTITION

LED EXIT SIGN WITH BATTERY BACK-UP, SEE #6/A0.4
LED EXIT/EMERGENCY LIGHT WITH BATTERY BACK-UP, SEE #6/A0.4
HALOGEN EMERGENCY LIGHT
FE PORTABLE FIRE EXTINGUISHER

TACTILE SIGNAGE

EXIT | EXIT ROUTE | EXIT STAIR UP | EXIT STAIR DOWN

A. Permanent signs identifying rooms and spaces shall be provided with raised characters and Braille complying with CBC 11B-216.2, 11B-703.2, and 11B-703.3.
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2) The bottom of the Braille cells shall not be less than 48" from finished floor and the top of the raised letters shall not be more than 60" from finished floor.

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t) 213.422.6976

ADDITION & REMODEL TO EXISTING 4-STORY INN BUILDING

14624 DALEWOOD STREET, BALDWIN PARK, CA 91706

ISSUED / REVISED

DATE	NO.	REMARK

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SEAL / SIGNATURE

LICENSED ARCHITECT
MYUNG-JONG LEE
No. C-34188
12-31-23
RENEWAL DATE
STATE OF CALIFORNIA

DRAWING NAME

EXIT PLANS

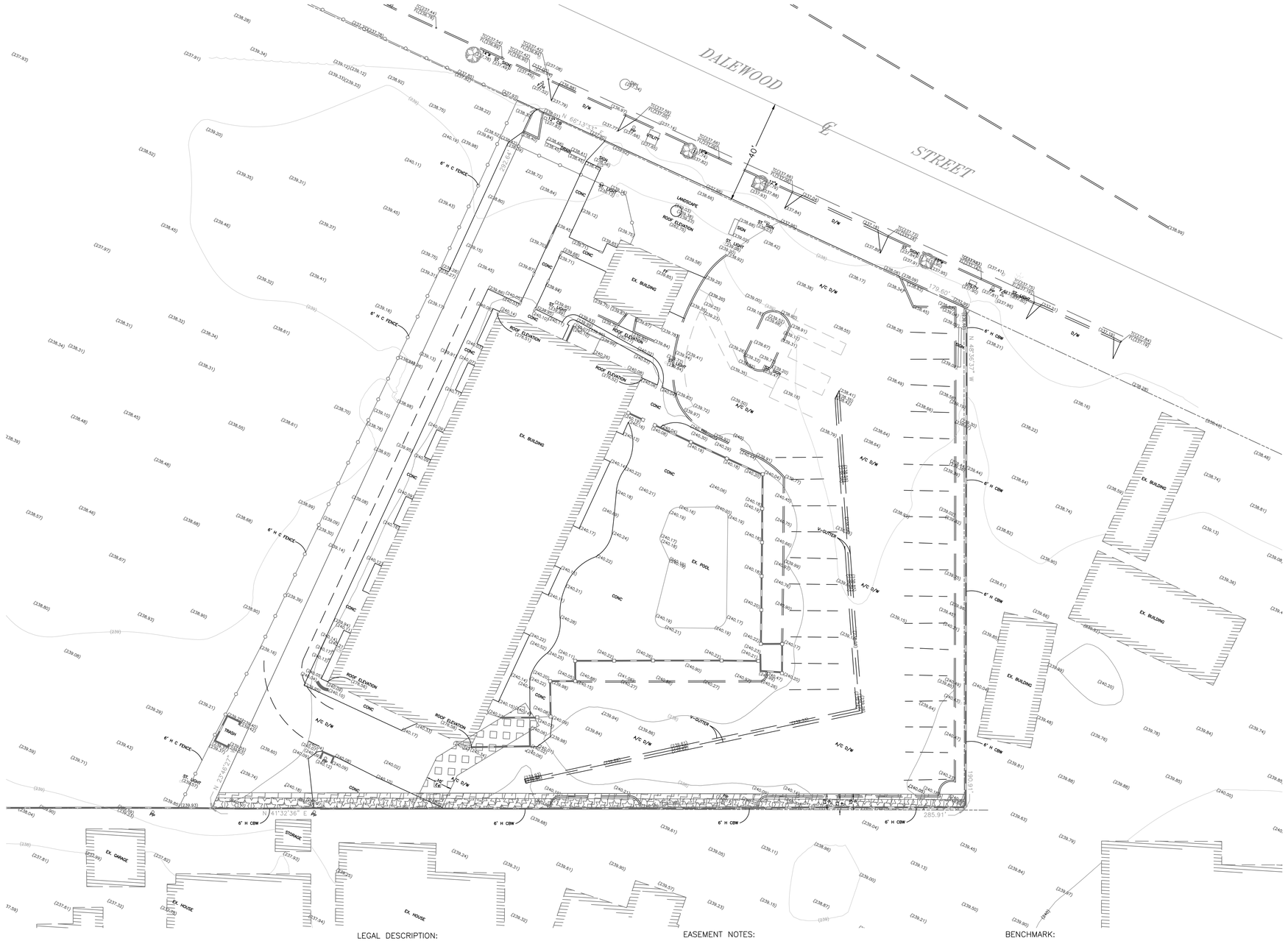
PROJECT NO.

DATE
11/14/2022

SHEET NO.

A-0.9

TOPOGRAPHIC MAP



ABBREVIATIONS/LEGEND:

CATV	:	CABLE T.V. PULLBOX
C/B	:	CATCH BASIN
CBW/RW	:	CONC. BLOCK/RETAINING WALL
C&G	:	CURB AND GUTTER
CF	:	CHAIN LINK FENCE
DWY	:	DRIVEWAY
D/A	:	DRIVEWAY APPROACH
EX	:	EXISTING
FF	:	FINISH FLOOR
FS	:	FINISHED SURFACE
FL	:	FLOW LINE
GM	:	GAS METER
I/F	:	IRON FENCE
HP	:	HIGH POINT
PP	:	POWER POLE
P/L	:	PROPERTY LINE
RW	:	RETAINING WALL
S/W	:	SIDEWALK
S/D	:	STORM DRAIN
TC	:	TOP OF CURB
W/M	:	WATER METER
WF	:	WOODEN FENCE
◯	:	STORM DRAIN MANHOLE
◯	:	SEWER MANHOLE
◯	:	WATER VALVE
⊠	:	FDC / FIRE DEPT. CONNECTION
	:	FIRE HYDRANT
E	:	EDISION PULL BOX
S	:	STREET LIGHT PULL BOX
T	:	TRAFFIC SIGNAL PULL BOX
U	:	UTILITY PULL VOX
TV	:	TV CABLE PULL BOX
H.V	:	HIGH VOLTAGE BOX
TEL	:	TELEPHONE PULL BOX
S.T.	:	SEPTIC TANK
(532.00)	:	EXISTING ELEVATION 532.00'
--(532)--	:	EXISTING CONTOUR LINE
-W--W--	:	WATER LINE
-S--S--	:	SEWER LINE
	:	STREET LIGHT
	:	WF/ WOOD FENCE OR IF/ IRON FENCE
	:	CF/ CHAIN LINK FENCE
	:	EXISTING TREE
	:	CONC. BLOCK WALL/ RETAINING WALL
⊗	:	WOOD POST
●	:	IRON POST
⊗	:	DRAIN HOLE
⊗	:	VENT

SURVEYOR'S NOTES:

1. ALL INFORMATION SHOWN ON THE DRAWINGS IS GIVEN AS THE BEST PRESENT KNOWLEDGE AND PERFORMED WITHIN GENERALLY ACCEPTED ENGINEERING PRACTICE BUT WITHOUT GUARANTEE OF ACCURACY. WHERE ACTUAL CONDITIONS CONFLICT WITH THE DRAWINGS, THEY SHALL BE REPORTED TO THE ENGINEER SO THAT THE PROPER REVISIONS MAY BE MADE.
2. ESTABLISHMENT OF CONTOUR: CONTOURING IS THE GRAPHICAL REPRESENTATION OF CONSTANT ELEVATION LINES THAT ARE INTERPOLATED OR EXTRAPOLATED BETWEEN ACTUAL FIELD MEASURED ELEVATIONS OR MAP ELEVATIONS, AND SHOULD NOT BE INTERPRETED AS PRECISE GROUND CONDITIONS, ONLY AN INFINITE NUMBER OF FIELD MEASUREMENTS WOULD REPRESENT SUCH PRECISE CONDITIONS, WHICH OBVIOUSLY ARE NOT POSSIBLE. THE NUMBER OF SUCH FIELD MEASUREMENTS ARE THEREFORE LIMITED TO THE SCOPE AND INTENT OF THE RESULTING MAP.
3. THE BEARINGS/DIMENSIONS OF THE MAP IS PREPARED BASED ON THE RECORD DATA.
4. THE SURVEY IS PREPARED FOR ARCHITECTURAL/LANDSCAPING PURPOSE.
5. EASEMENTS ARE PLOTTED PER PRELIMINARY TITLE REPORT ORDER NO. 2676019934-48, DATED 01-20-2022.

LEGAL DESCRIPTION:

A PORTION OF LOT 50 OF EL MONTE WALNUT PLACE, IN THE CITY OF BALDWIN PARK, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN MAP 6, PAGE 104 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

APN: 8463-001-014 AND 8463-001-015

PROPERTY SIZE: 53,569.42 S.F. (1.230 ACRES) (GROSS)
51,369.90 S.F. (1.179 ACRES) (NET)

EASEMENT NOTES:

E1 EASEMENT FOR ELECTRIC LINES PURPOSES PER BOOK 45090, PG. 4 OF OFFICIAL RECORDS.

E2 EASEMENT FOR POLE LINES AND CONDUITS PURPOSES PER BOOK 46318, PG. 343 OF OFFICIAL RECORDS.

E3 EASEMENT FOR ELECTRIC LINES PURPOSES PER BOOK 54048, PG. 39, RECORDED MARCH 27, 1957, OF OFFICIAL RECORDS.

E4 EASEMENT FOR POLE LINES AND CONDUITS PURPOSES PER INST. NO. 3046, RECORDED ON APRIL 6, 1967, OF OFFICIAL RECORDS.

BENCHMARK:

BENCHMARK NO. 4G5643

DPW TAG W/CURB, NW COR FRANCISQUITO AVE & PUENTE AVE, 6' S/O BCR

ELEVATION: 337.672' (NAVD 1988)

BASIS OF BEARING:

CENTERLINE OF DALEWOOD STREET N 48°28'25" W AS PER TRACT NO. 13721, M.B. 273-48-49.

PROFESSIONAL LAND SURVEYOR
JACK C. LEE
NO. 8407
STATE OF CALIFORNIA

0 20 40
1"=20'

CALLAND ENGINEERING, INC.
dba QUARTECH CONSULTANTS
576 E. LAMBERT ROAD, BREA, CA 92821
TEL: (714) 671-1050 FAX: (714) 671-1090

RELEASED

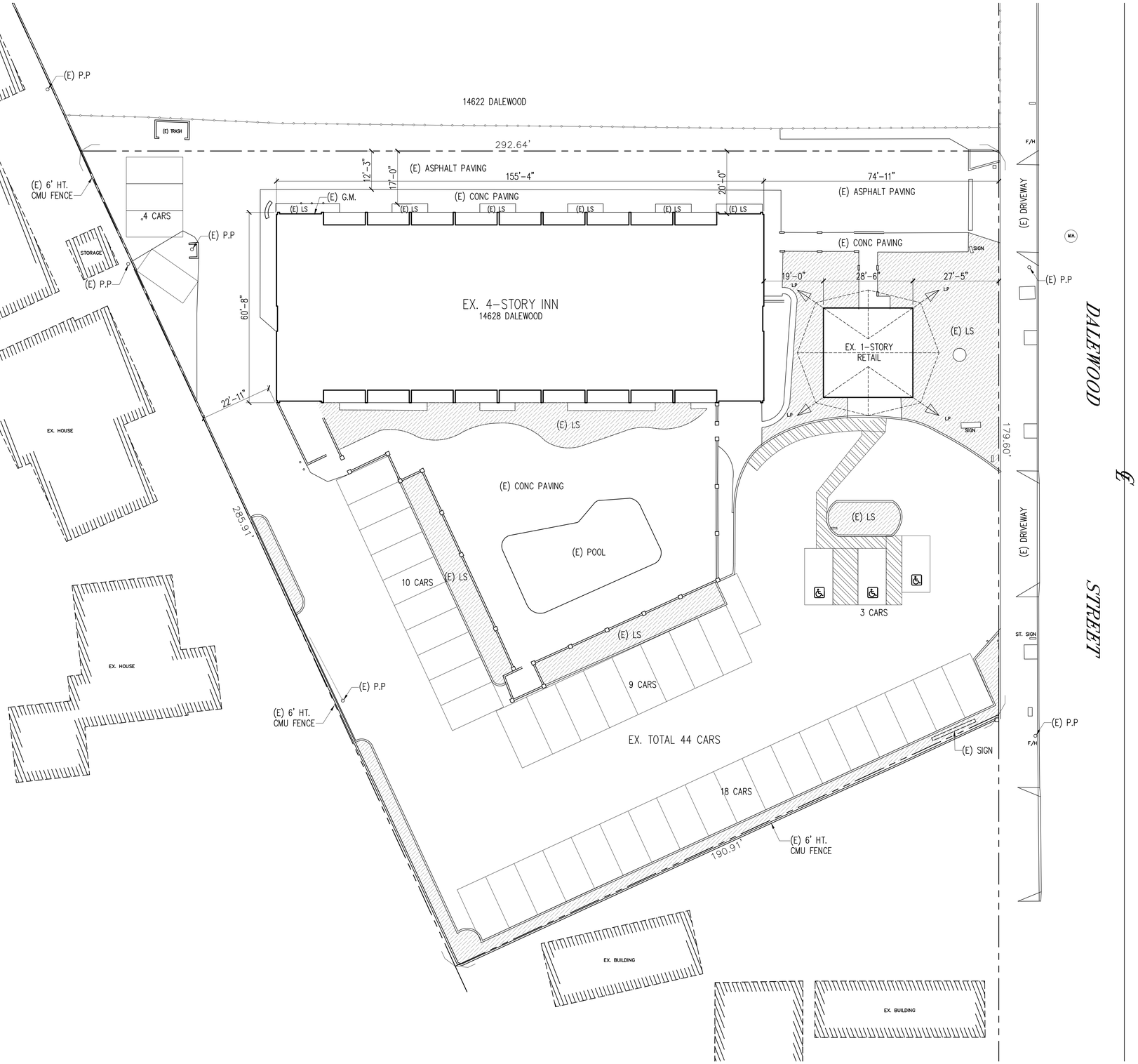
REVISIONS

PROJECT LOCATION:
14624 Dalewood Street,
Baldwin Park, CA 91706

DRAWN: JS
CHECKED: JY
DATE: 2-25-2022
JOB NO.: 22-001-016
SCALE: 1"=20'
FILE NAME: Dalewood 14624 Topo.dwg

T-1

SHEET 1 OF 1 SHT.



1 SITE PLAN– EXISTING
S: 1/16"=1'-0"

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ADDITION & REMODEL TO EXISTING 4-STORY INN BUILDING

14624 DALEWOOD STREET, BALDWIN PARK, CA 91706

ISSUED / REVISED

DATE	NO.	REMARK

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SEAL / SIGNATURE

LICENSED ARCHITECT
MYUNG-JONG LEE
No. C-34188
12-31-23
RENEWAL DATE
STATE OF CALIFORNIA

DRAWING NAME

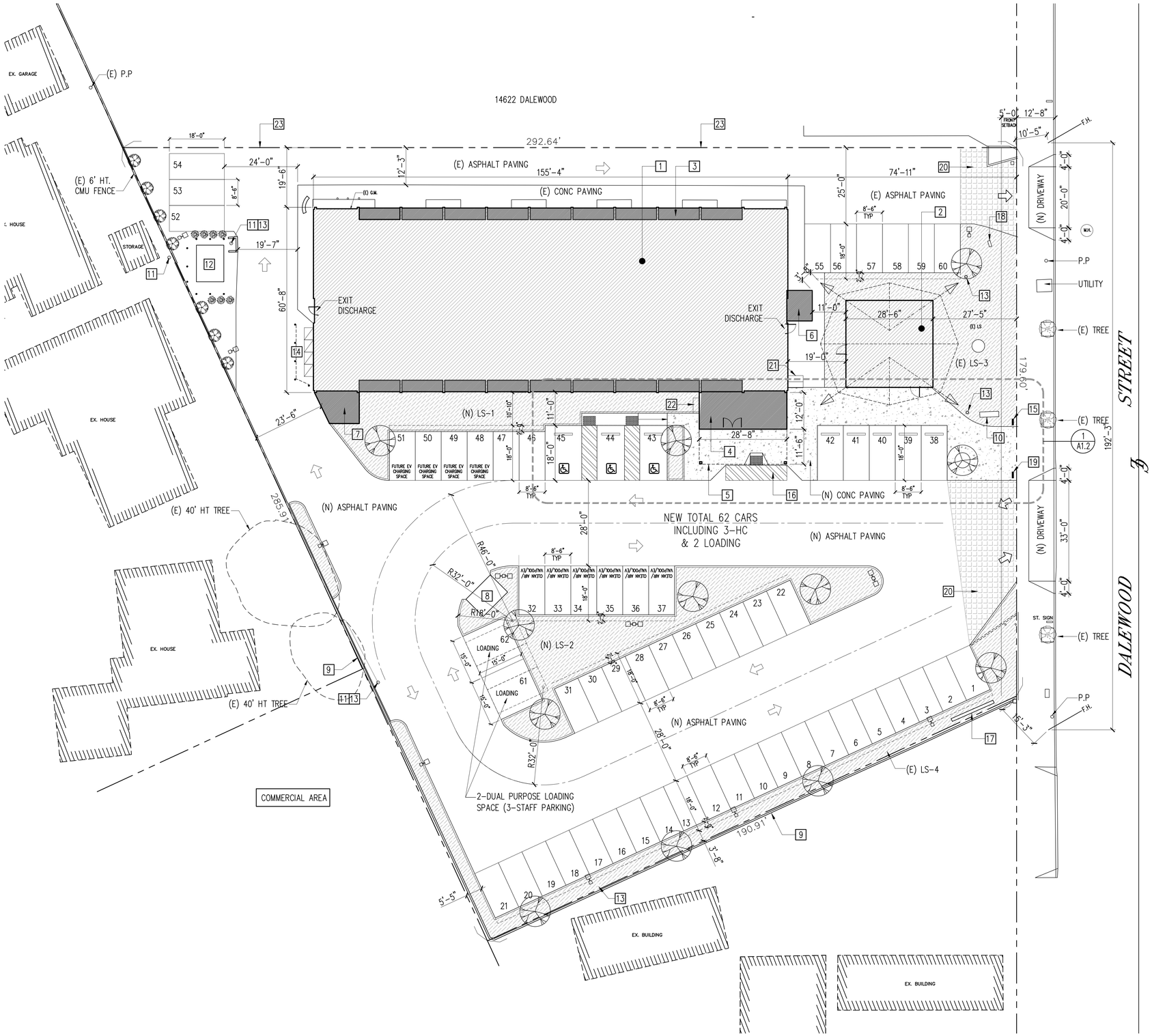
SITE PLAN– EXISTING

PROJECT NO.

DATE
11/14/2022

SHEET NO.

A-1.0



1 SITE PLAN– PROPOSED
S: 1/16"=1'-0"

LEGEND

- (N) ADDITION
- (E) & (N) LANDSCAPE
- (N) CONC PAVING
- (N) TREES
- (E) TREES
- (N) LIGHT POLE, SEE E-2 PLAN

1. EX. 4-STORY HOTEL
2. EX. 1-STORY RETAIL, NOT A SCOPE OF WORK
3. EX. BALCONY TO BE ENCLOSED TO GUEST ROOM
4. HOTEL LOBBY ADDITION
5. COVERED PORCH
6. NEW ELEVATOR
7. NEW WATER BOOSTER ROOM
8. NEW TRASH ENCLOSURE, SEE 2/A1.2
9. EX. 6' HT CMU FENCE
10. EX. SIGNAGE TO BE REMOVED
11. EX. POWER POLE
12. NEW TRANSFORMER (TO BE SCREENED)
13. EX. LIGHT POLE TO BE ABANDONED
14. NEW ELECTRICAL MAIN PANELS (TO BE SCREENED)
15. DIRECTIONAL SIGN W/ ISA TO ENTRY
16. PASSENGER DROP-OFF ZONE
17. EX. BILLBOARD SIGNAGE TO REMAIN
18. EX. SIGNAGE- 'EGRESS ONLY'
19. NEW. SIGNAGE- 'PARKING LOT ENTRANCE'
20. SCORED OR STAMPED CONCRETE
21. SHORT-TERM BICYCLE PARKING
22. LONG-TERM BICYCLE PARKING
23. FENCE TO BE CONSTRUCTED BY ADJACENT DEVELOPMENT

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ADDITION & REMODEL TO EXISTING 4-STORY INN BUILDING

14624 DALEWOOD STREET, BALDWIN PARK, CA 91706

ISSUED / REVISED

DATE	NO.	REMARK

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SEAL / SIGNATURE

LICENSED ARCHITECT
MYUNG-JONG LEE
No. C-34188
12-31-23
RENEWAL DATE
STATE OF CALIFORNIA

DRAWING NAME

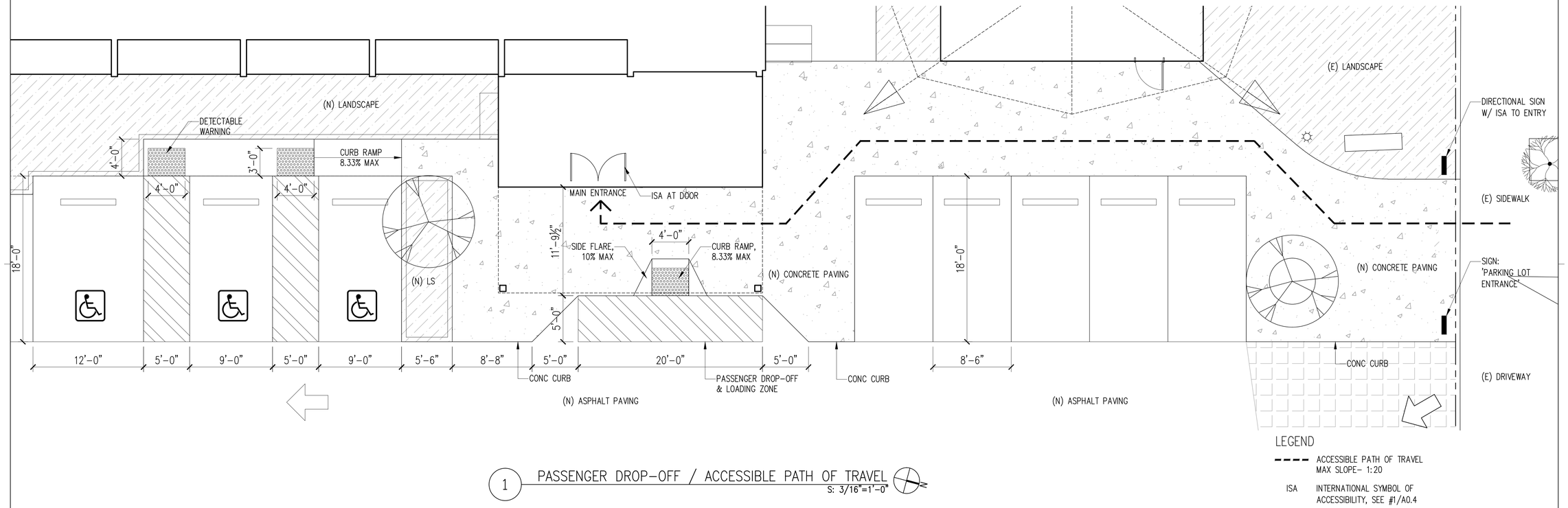
SITE PLAN– PROPOSED

PROJECT NO.

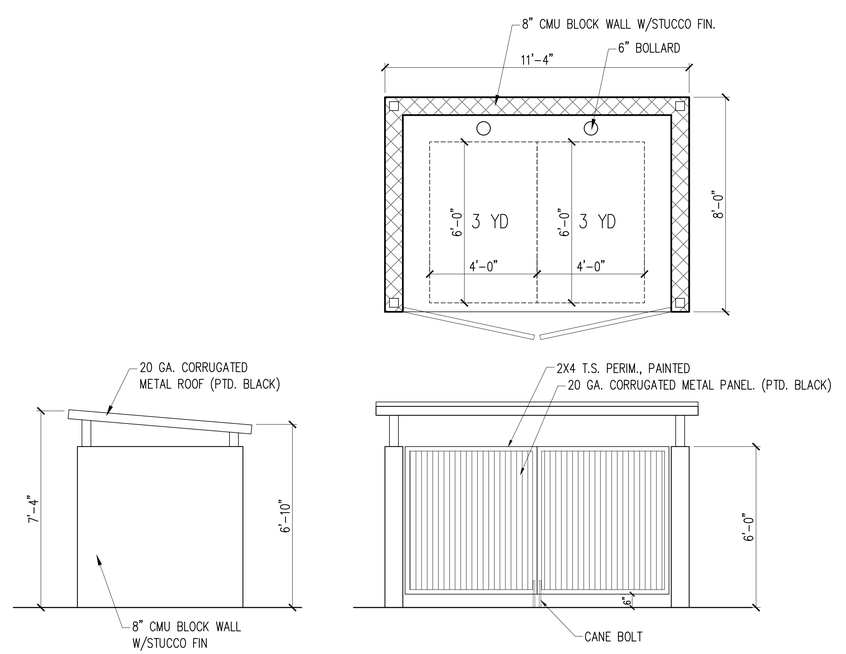
DATE
1/11/2023

SHEET NO.

A-1.1



1 PASSENGER DROP-OFF / ACCESSIBLE PATH OF TRAVEL
S: 3/16"=1'-0"



2 TRASH ENCLOSURE
S: 3/8"=1'-0"

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ADDITION & REMODEL TO EXISTING 4-STORY INN BUILDING

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SEAL / SIGNATURE

LICENSED ARCHITECT
MYUNG-JONG LEE
No. C-34188
12-31-23
RENEWAL DATE
STATE OF CALIFORNIA

DRAWING NAME

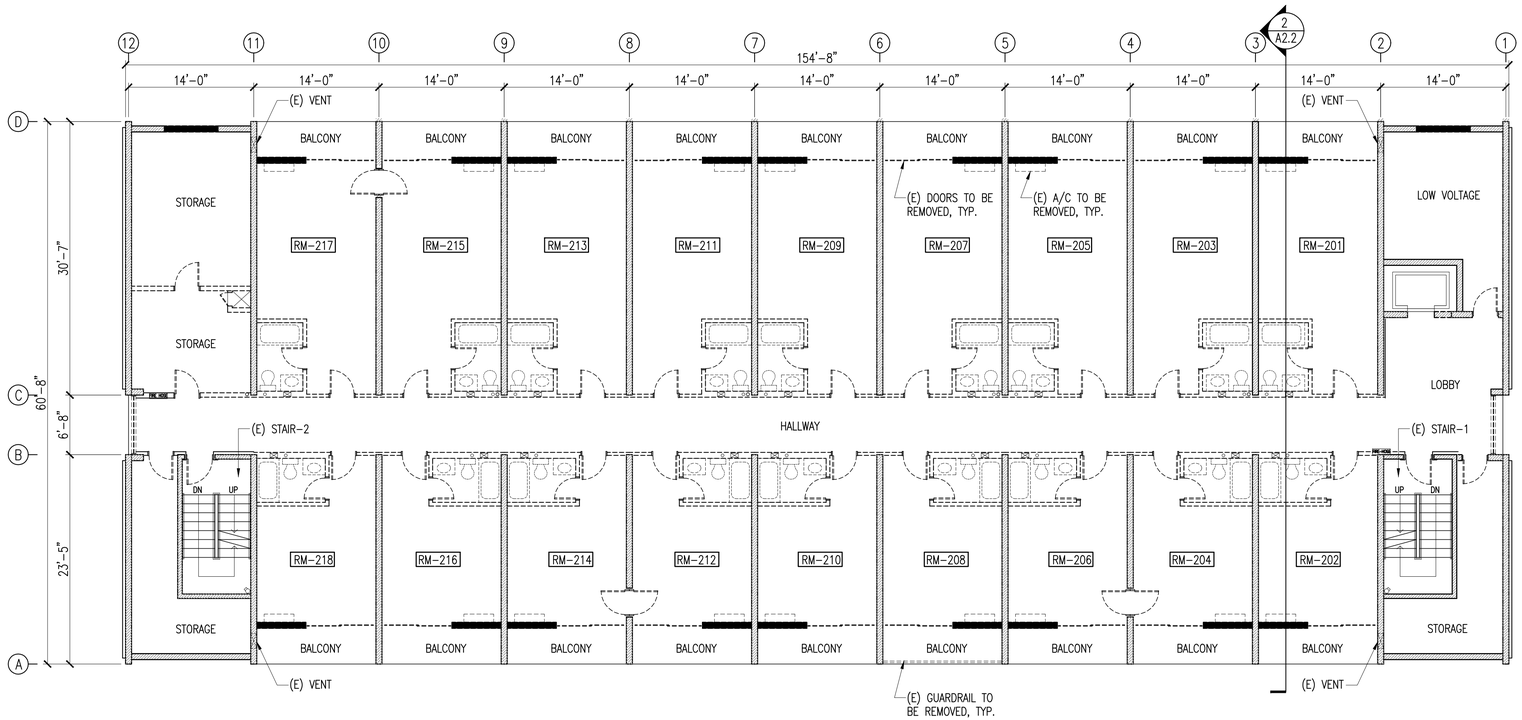
ACCESSIBLE PATH OF TRAVEL / TRASH ENCLOSURE

PROJECT NO.

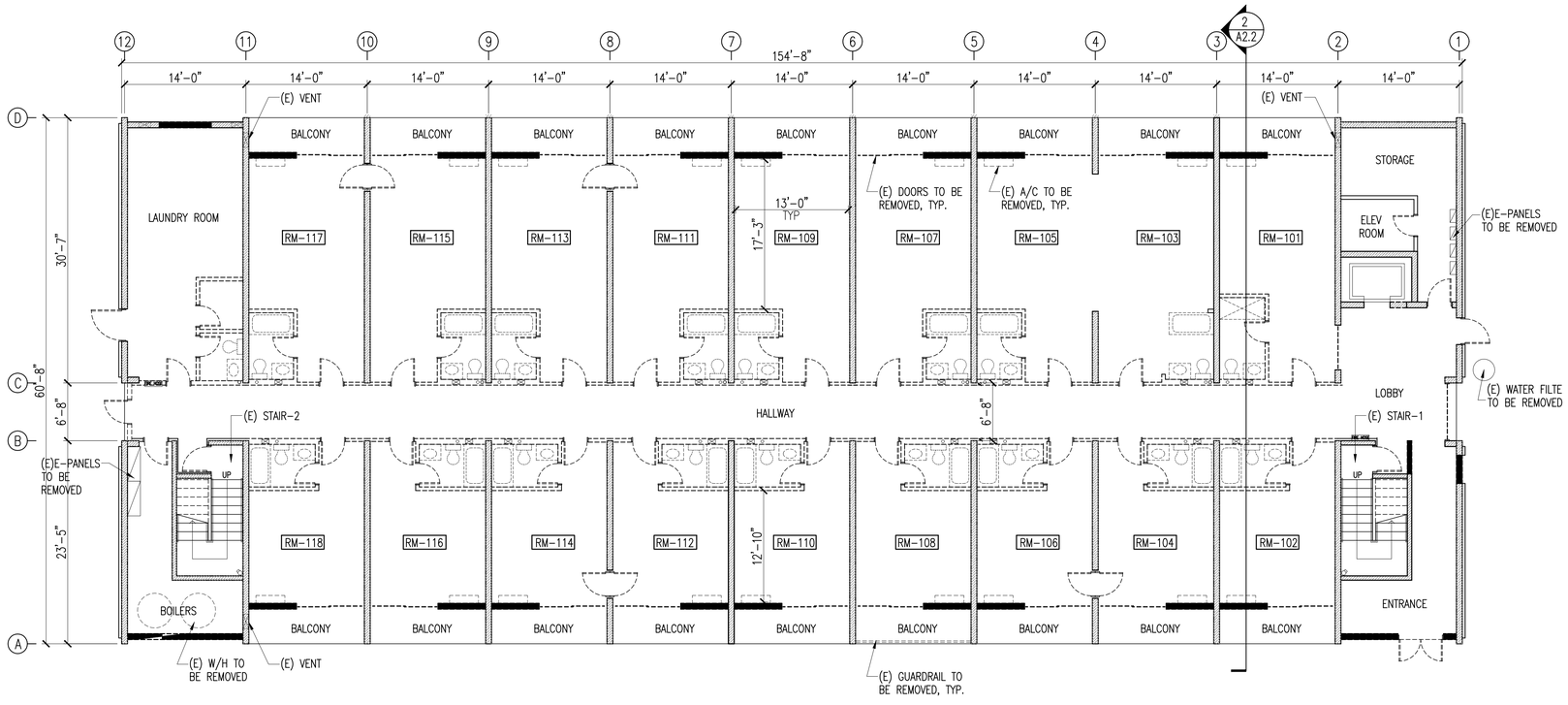
DATE
11/14/2022

SHEET NO.

A-1.2



2 2ND FLOOR PLAN- DEMO
S: 1/8"=1'-0"



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

LEGEND

- (E) CMU WALL
- (E) CMU WALL TO BE REMOVED AFTER (N) EXT WALLS INSTALLED
- (E) WD STUD WALL
- (E) WD STUD WALL TO BE REMOVED

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ADDITION & REMODEL TO EXISTING 4-STORY INN BUILDING

14624 DALEWOOD STREET, BALDWIN PARK, CA 91706

ISSUED / REVISED

DATE	NO.	REMARK

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SEAL / SIGNATURE

LICENSED ARCHITECT
MYUNG-JONG LEE
No. C-34188
12-31-23
RENEWAL DATE
STATE OF CALIFORNIA

DRAWING NAME

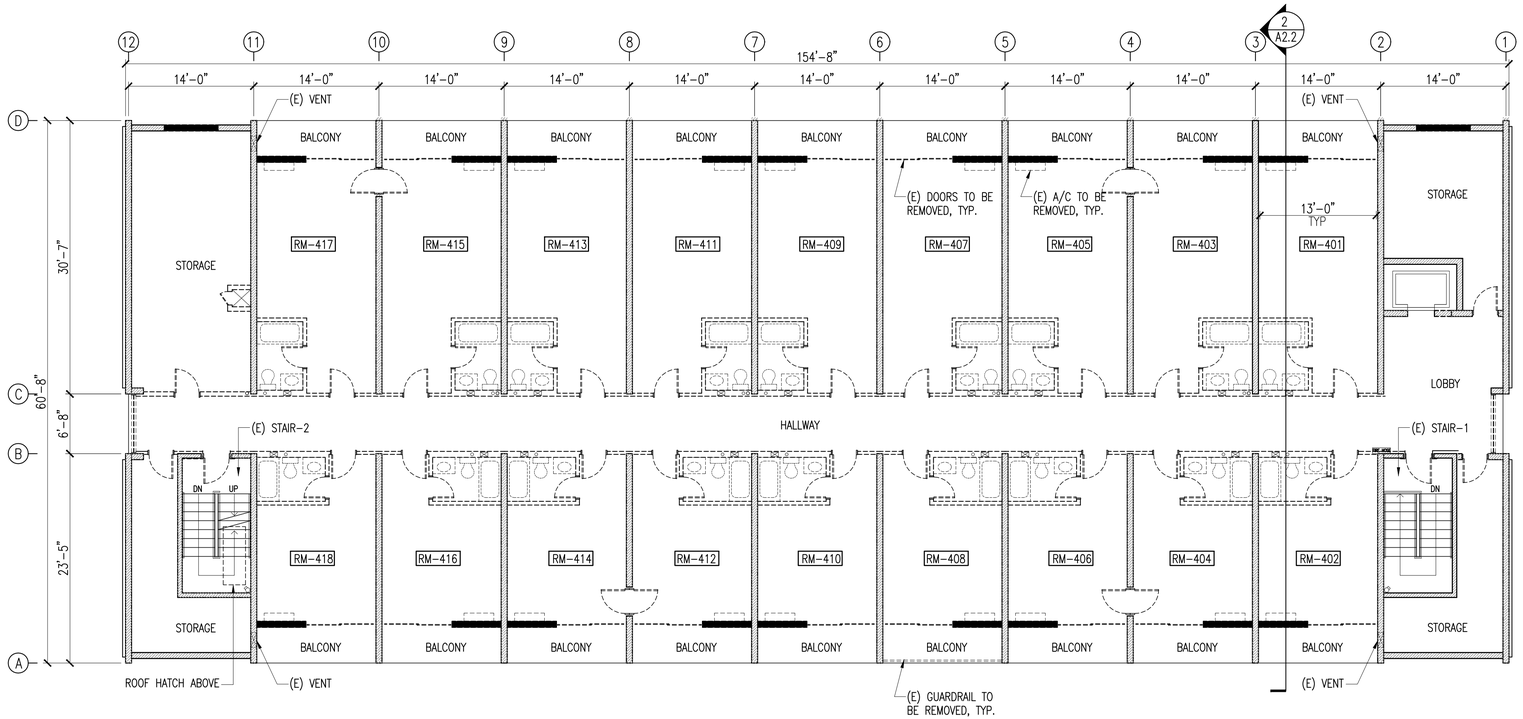
DEMO PLANS -1ST & 2ND

PROJECT NO.

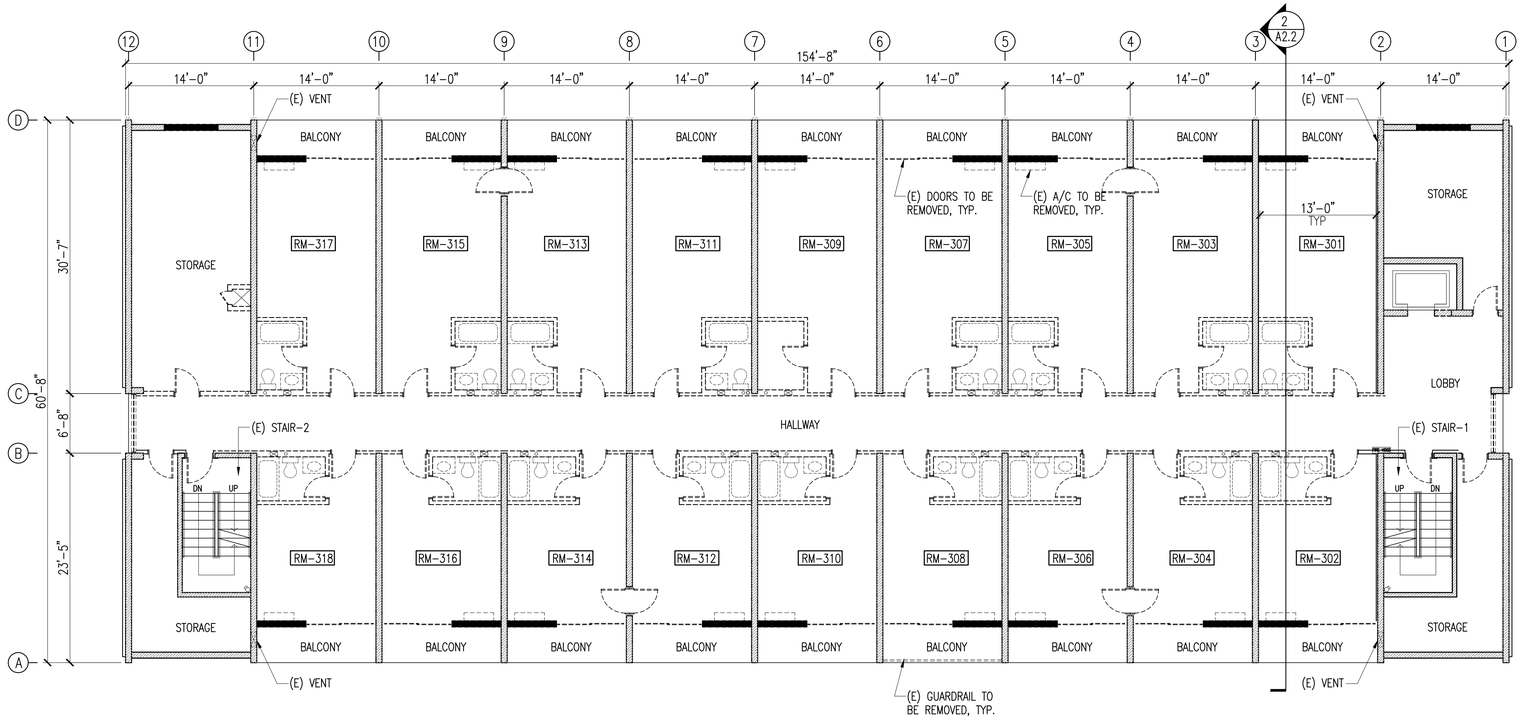
DATE
10/21/2022

SHEET NO.

A-2.0



2 4TH FLOOR PLAN- DEMO
S: 1/8"=1'-0"



1 3RD FLOOR PLAN- DEMO
S: 1/8"=1'-0"

LEGEND

- (E) CMU WALL
- (E) CMU WALL TO BE REMOVED AFTER (N) EXT WALLS INSTALLED
- (E) WD STUD WALL
- (E) WD STUD WALL TO BE REMOVED

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ADDITION & REMODEL TO EXISTING 4-STORY INN BUILDING

14624 DALEWOOD STREET, BALDWIN PARK, CA 91706

ISSUED / REVISED

DATE	NO.	REMARK

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No. C-34188
12-31-23
RENEWAL DATE
STATE OF CALIFORNIA

DRAWING NAME

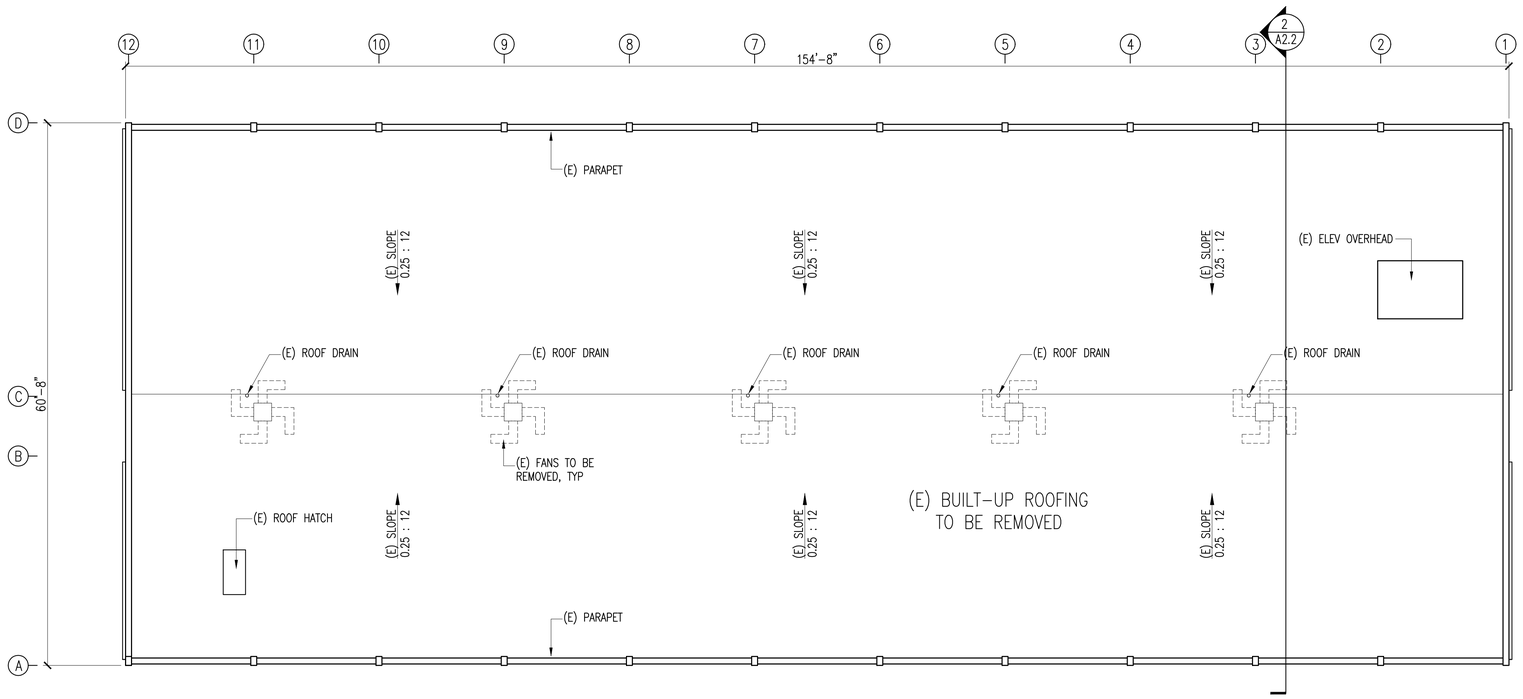
DEMO PLANS-
3RD & 4TH

PROJECT NO.

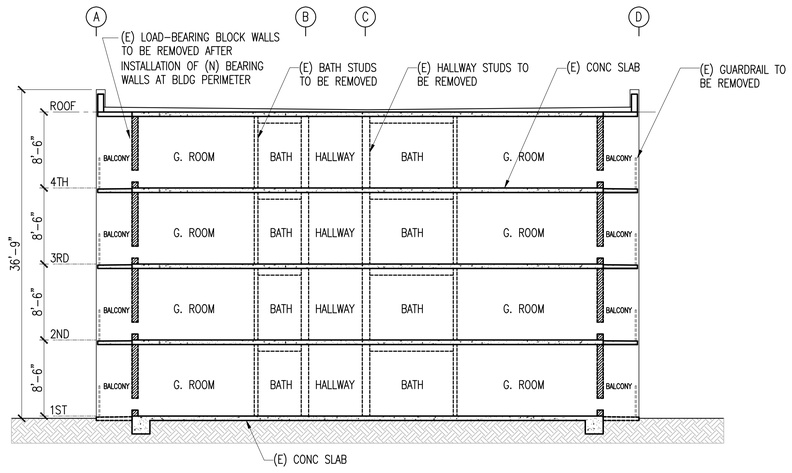
DATE
10/21/2022

SHEET NO.

A-2.1



1 ROOF PLAN– DEMO
S: 1/8"=1'-0"



2 SECTION– DEMO
S: 1/8"=1'-0"

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MYUNG–JONG LEE
No. C–34188
12–31–23
RENEWAL DATE
STATE OF CALIFORNIA

DRAWING NAME

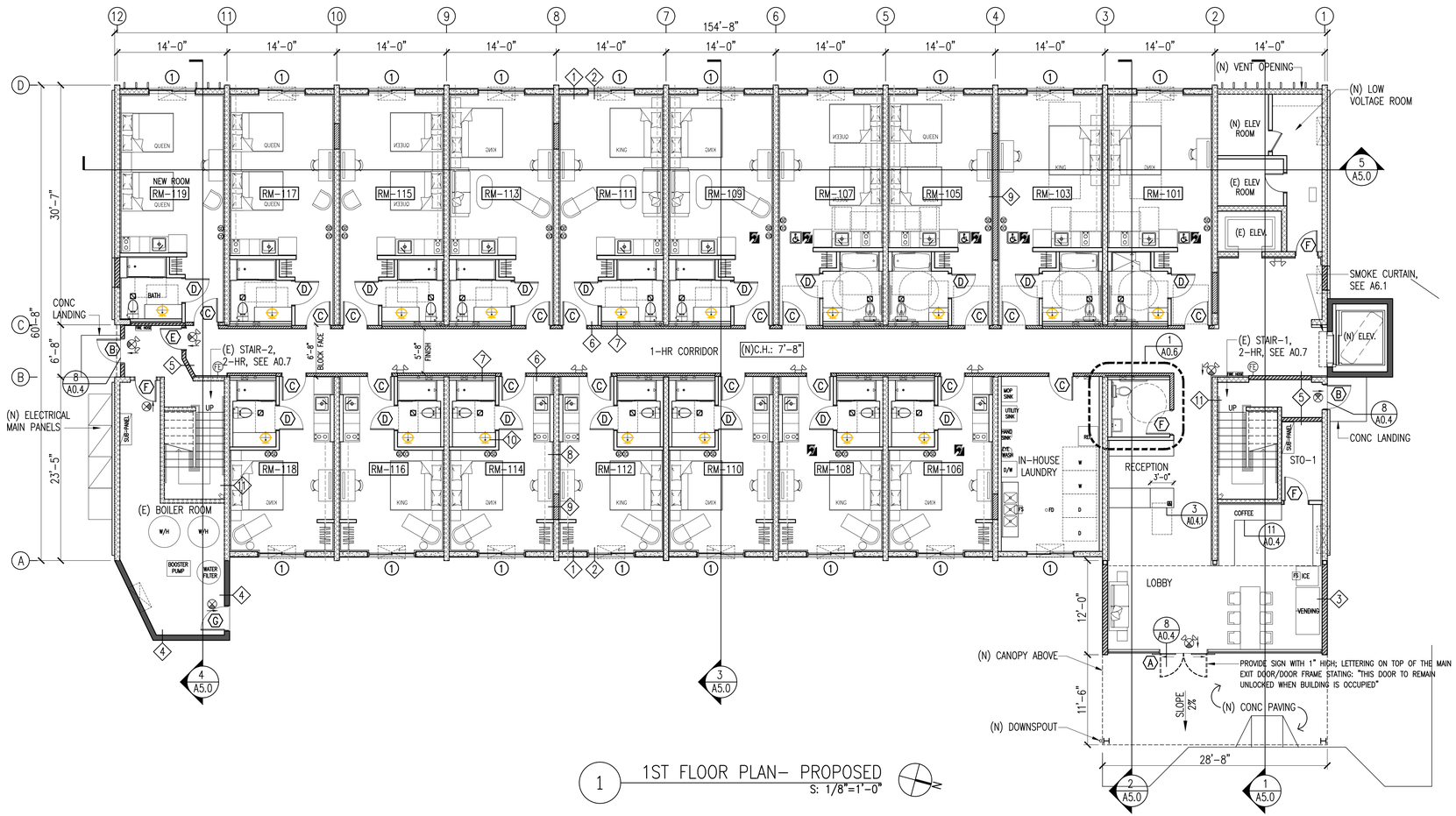
DEMO PLANS– ROOF

PROJECT NO.

DATE
10/21/2022

SHEET NO.

A-2.2



1 1ST FLOOR PLAN– PROPOSED
S: 1/8"=1'-0"

LEGEND

- (E) CMU WALL
- (N) CONC WALL (1 A8.0)
- (N) CMU WALL (4 A8.0)
- (N) 1-HR WD STUD WALL (2,6,7,9 A8.0)
- (N) 2-HR WD STUD WALL (3,5 A8.0)
- (N) NON-RATED WD STUD WALL (11 A8.0)
- (N) PTAC A/C
- WINDOW SYMBOL, SEE A7.0
- DOOR SYMBOL, SEE A7.0
- WALL TYPE, SEE A8.0
- LED EXIT SIGN WITH BATTERY BACK-UP, SEE #6/A0.4
- LED EXIT/EMERGENCY LIGHT WITH BATTERY BACK-UP, SEE #6/A0.4
- HALOGEN EMERGENCY LIGHT
- PORTABLE FIRE EXTINGUISHER
- SMOKE AND FIRE ALARM
- CARBON MONOXIDE ALARM
- GUESTROOM W/ MOBILITY FEATURES, ROOM #101, 103, 105, 107
- GUESTROOM W/ COMMUNICATION FEATURES, ROOM #101, 103, 105, 106, 107, 108, 109

1. Alarms.
Where emergency warning systems are provided, fire alarms shall comply with Section 11B-702 and carbon monoxide alarms shall comply with Chapter 4.
2. Notification devices.
Visible notification devices shall be provided to alert room occupants of incoming telephone calls and a door knock or bell. Notification devices shall not be connected to visible alarm signal appliances. Telephones shall have volume controls compatible with the telephone system and shall comply with Section 11B-704.3. Telephones shall be served by an electrical outlet complying with Section 11B-309 located within 48 inches (1219 mm) of the telephone to facilitate the use of a TTY.

NOTES

FIRE AND SMOKE PROTECTION

1. Provide combination smoke and fire dampers at the following locations per CBC §717.5
   a. Duct penetrations of fire barriers. CBC §717.5.2
   b. Ducts penetrating shafts. CBC §717.5.3
   c. Ducts penetrating fire partitions and fire-rated corridor walls. See exception for steel ducts with no openings into corridor. CBC §717.5.4
2. FIRE-STOPPING SYSTEMS CPC §1404.3.
   a. Penetrations shall be protected by an approved penetration firestop system installed a tested in accordance with ASTM E119, ASTM E814, UL 263, or UL 1479 with a positive pressure differential of not less than 0.01 of an inch of water (0.002 kPa).
   b. Systems shall have an F rating of not less than 1-Hour but not less than the required fire resistance rating of the assembly being penetrated. Systems protecting floor penetrations shall have a T rating of not less than 1-Hour but not less than the required fire resistance rating of the floor being penetrated.
   c. Floor penetrations contained within the cavity of a wall at the location of the floor penetration do not require a T rating. No T rating shall be required for floor penetrations by piping that is not in direct contact with combustible material.

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LICENSED ARCHITECT
MYUNG-JONG LEE
No. C-34188
12-31-23
RENEWAL DATE
STATE OF CALIFORNIA

DRAWING NAME

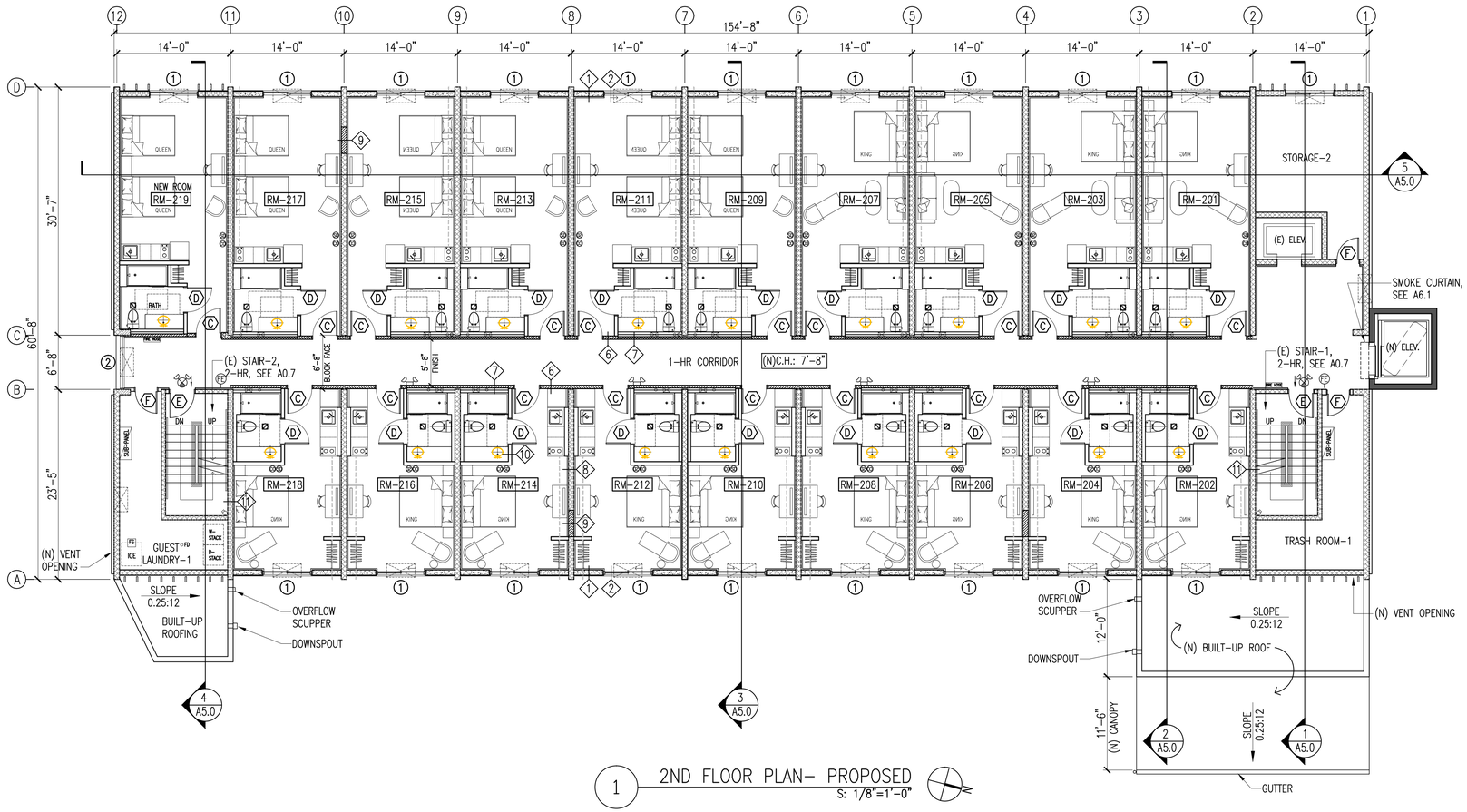
PROPOSED FLOOR PLANS

PROJECT NO.

DATE
1/11/2023

SHEET NO.

A-2.3



1 2ND FLOOR PLAN- PROPOSED
S: 1/8"=1'-0"

LEGEND

- (E) CMU WALL
- (N) CONC WALL (1/A8.0)
- (N) CMU WALL (4/A8.0)
- (N) 1-HR WD STUD WALL (2,6,7,8/A8.0)
- (N) 2-HR WD STUD WALL (3,5/A8.0)
- (N) NON-RATED WD STUD WALL (11/A8.0)
- (N) PTAC A/C
- WINDOW SYMBOL, SEE A7.0
- DOOR SYMBOL, SEE A7.0
- WALL TYPE, SEE A8.0
- LED EXIT SIGN WITH BATTERY BACK-UP, SEE #6/A0.4
- LED EXIT/EMERGENCY LIGHT WITH BATTERY BACK-UP, SEE #6/A0.4
- HALOGEN EMERGENCY LIGHT
- PORTABLE FIRE EXTINGUISHER
- SMOKE AND FIRE ALARM
- CARBON MONOXIDE ALARM

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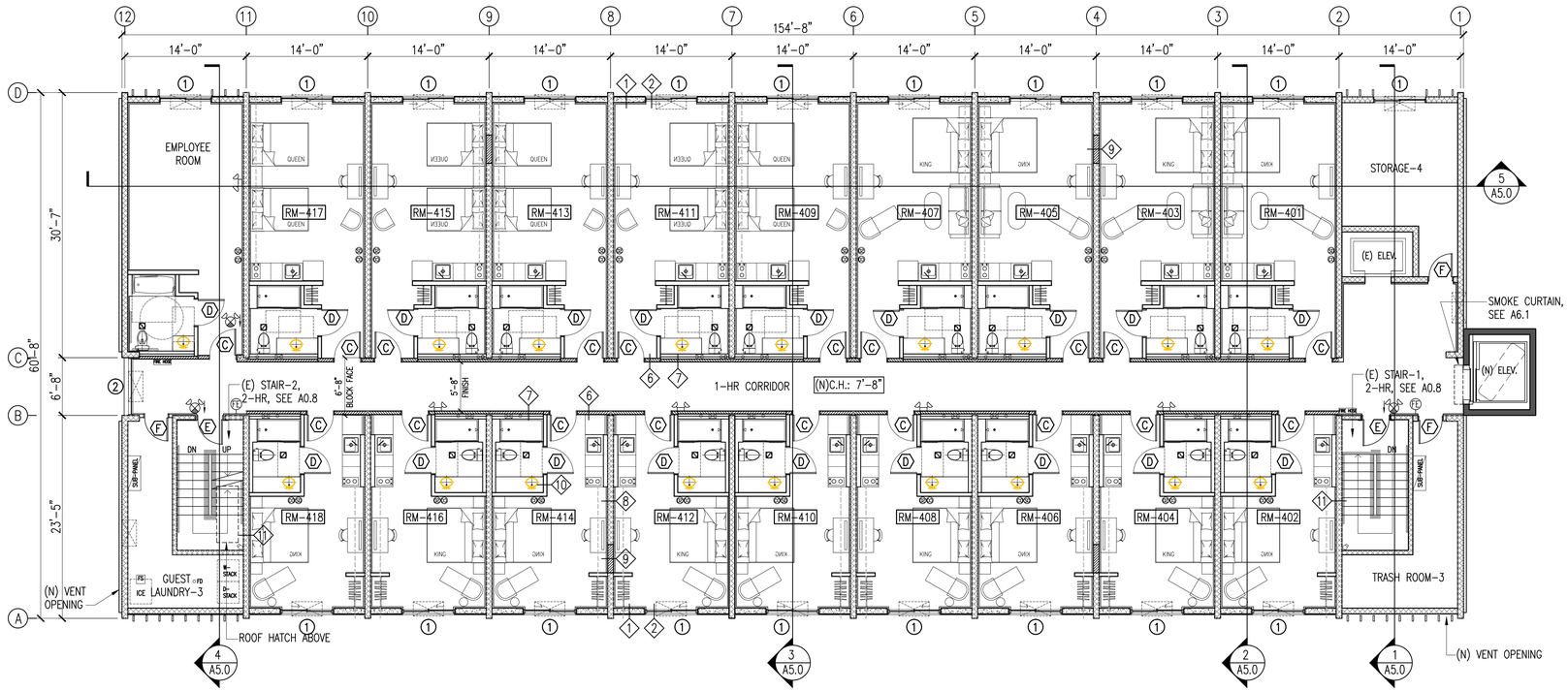
PROPOSED FLOOR PLANS

PROJECT NO.

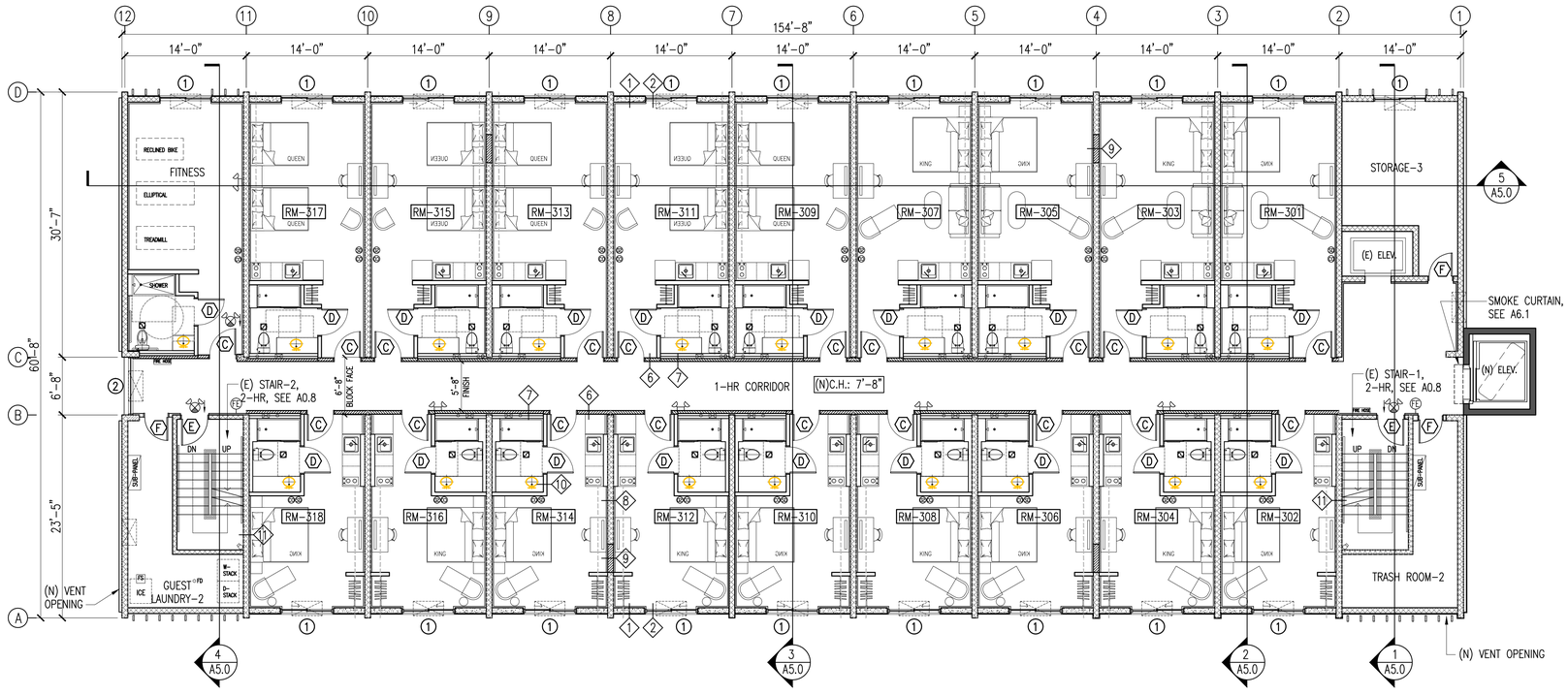
DATE
1/11/2023

SHEET NO.

A-2.4



2 4TH FLOOR PLAN– PROPOSED
S: 1/8"=1'-0"



1 3RD FLOOR PLAN– PROPOSED
S: 1/8"=1'-0"

LEGEND

- (E) CMU WALL
- (N) CONC WALL (1/A8.0)
- (N) CMU WALL (4/A8.0)
- (N) 1-HR WD STUD WALL (2,6,7,9/A8.0)
- (N) 2-HR WD STUD WALL (3,5/A8.0)
- (N) NON-RATED WD STUD WALL (11/A8.0)
- (N) PTAC A/C
- WINDOW SYMBOL, SEE A7.0
- DOOR SYMBOL, SEE A7.0
- WALL TYPE, SEE A8.0
- LED EXIT SIGN WITH BATTERY BACK-UP, SEE #6/A0.4
- LED EXIT/EMERGENCY LIGHT WITH BATTERY BACK-UP, SEE #6/A0.4
- HALOGEN EMERGENCY LIGHT
- PORTABLE FIRE EXTINGUISHER
- SMOKE AND FIRE ALARM
- CARBON MONOXIDE ALARM

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14624 DALEWOOD STREET, BALDWIN PARK, CA 91706

ISSUED / REVISED

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MYUNG-JONG LEE
No. C-34188
12-31-23
RENEWAL DATE
STATE OF CALIFORNIA

DRAWING NAME

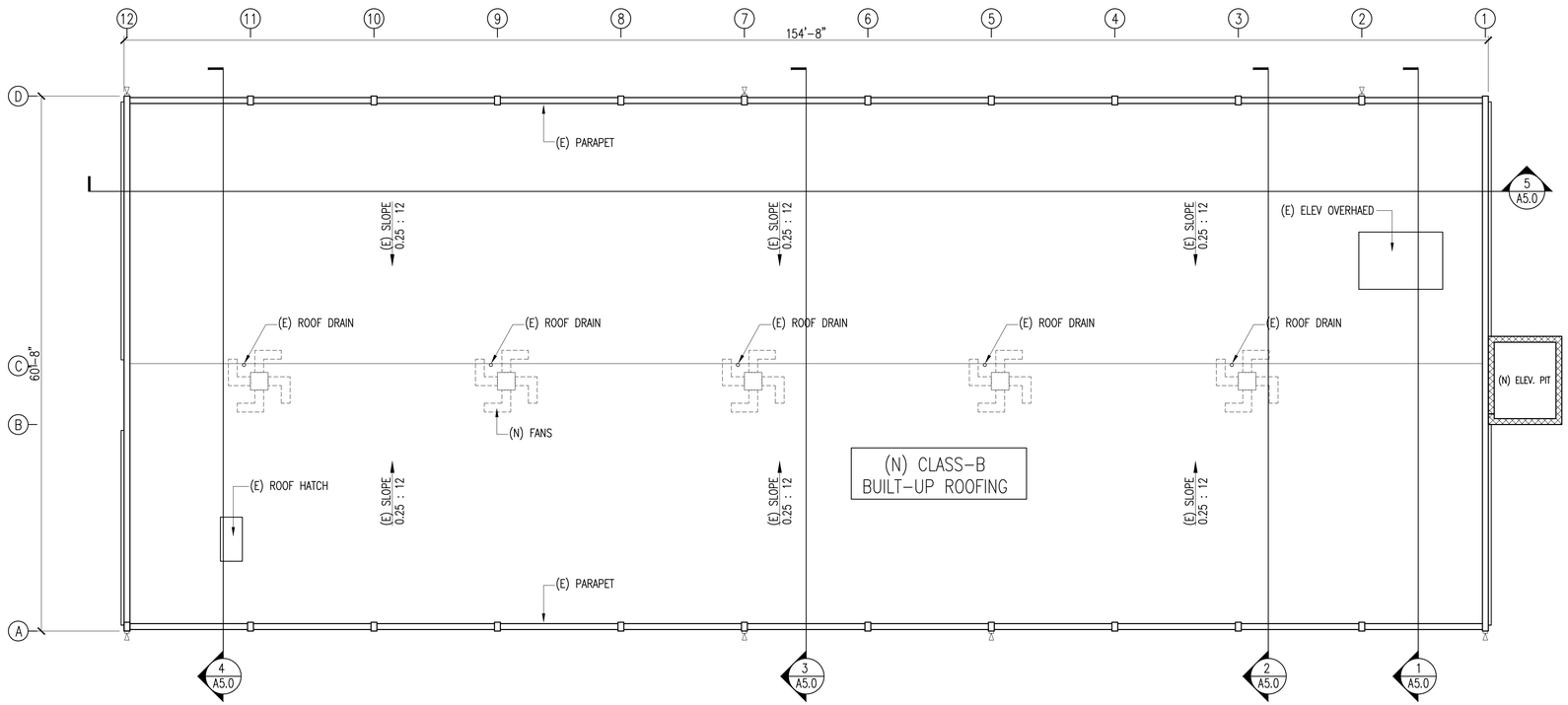
PROPOSED FLOOR PLANS

PROJECT NO.

DATE
1/11/2023

SHEET NO.

A-2.5



1 ROOF PLAN– PROPOSED
S: 1/8"=1'-0"

LEGEND

(E) EXTERIOR LIGHTING

ROOFING MATERIAL

BUILT-UP ROOF (GAF) : ICC-ESR-1274

BASE SHEET : GAFGLAS #75 BASE SHEET
PLY SHEET : GAFGLAS PLY 4
CAP SHEET : GAFGLAS, ENERGYCAP, MINERAL-SURFACED CAP SHEET
-CRRC: 0676-0021b, SRI: 92 (INITIAL), 82 (3-YR)

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RENEWAL DATE
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DRAWING NAME

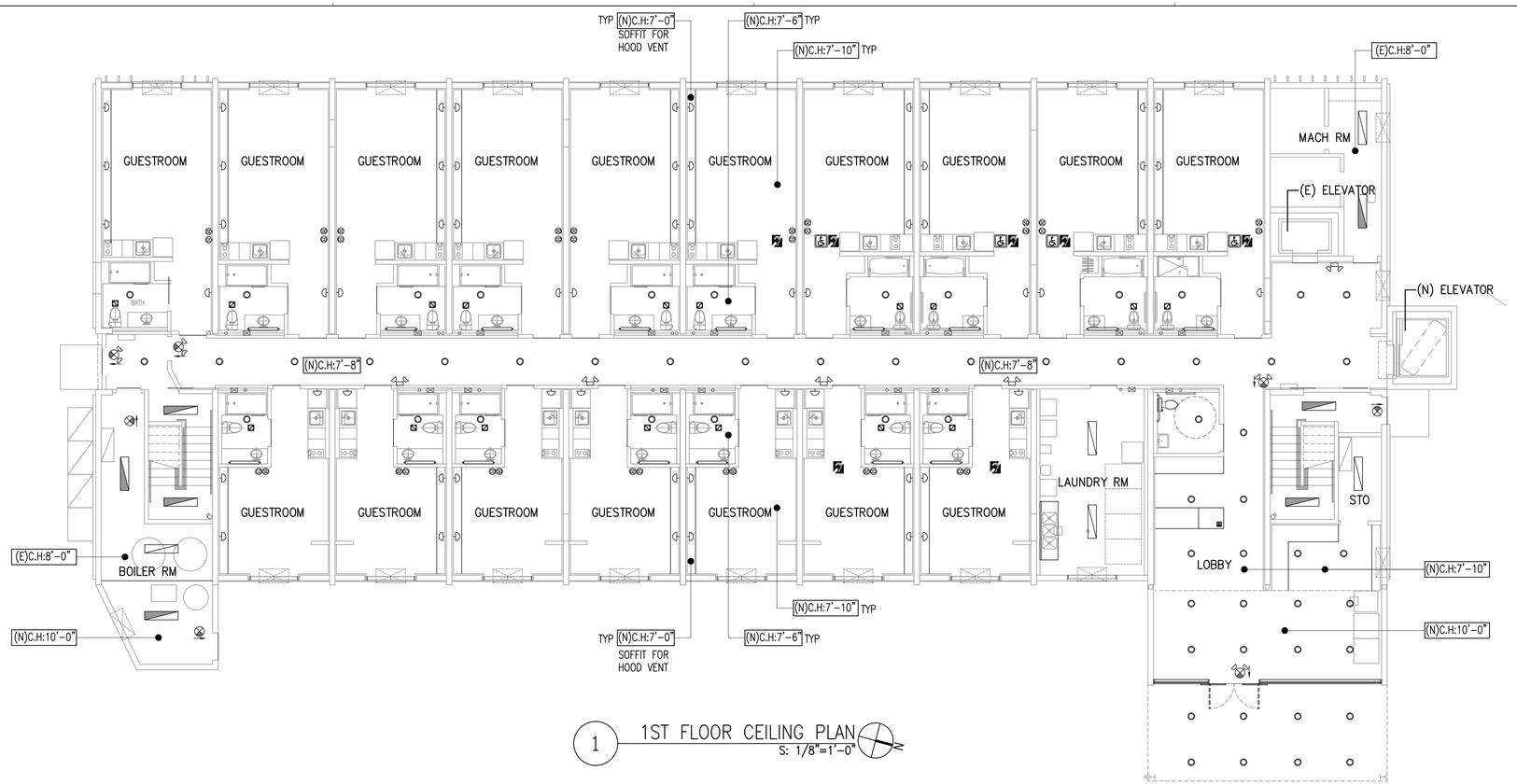
PROPOSED ROOF PLAN

PROJECT NO.

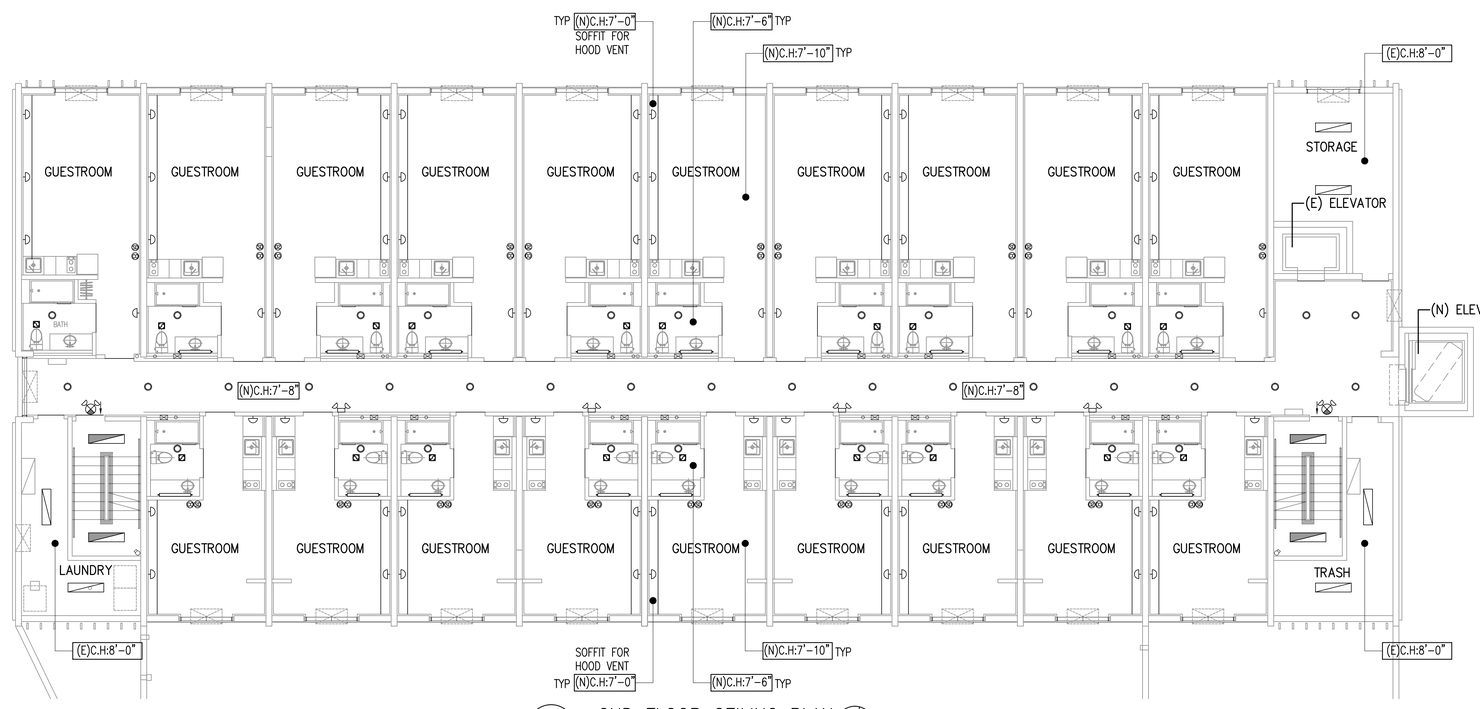
DATE
11/14/2022

SHEET NO.

A-2.6



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



2 2ND FLOOR CEILING PLAN
S: 1/8"=1'-0"

LEGEND

- LED RECESSED LIGHT
- LED WALL LIGHT
- SURFACE MOUNT LIGHT
- SURFACE MOUNT LIGHT– EMERGENCY
- VANITY LIGHT
- LED EXIT SIGN WITH BATTERY BACK–UP, SEE #6/A0.4
- LED EXIT/EMERGENCY LIGHT WITH BATTERY BACK–UP, SEE #6/A0.4
- HALOGEN EMERGENCY LIGHT
- SMOKE AND FIRE ALARM
- CARBON MONOXIDE ALARM
- BATHROOM FAN

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DRAWING NAME

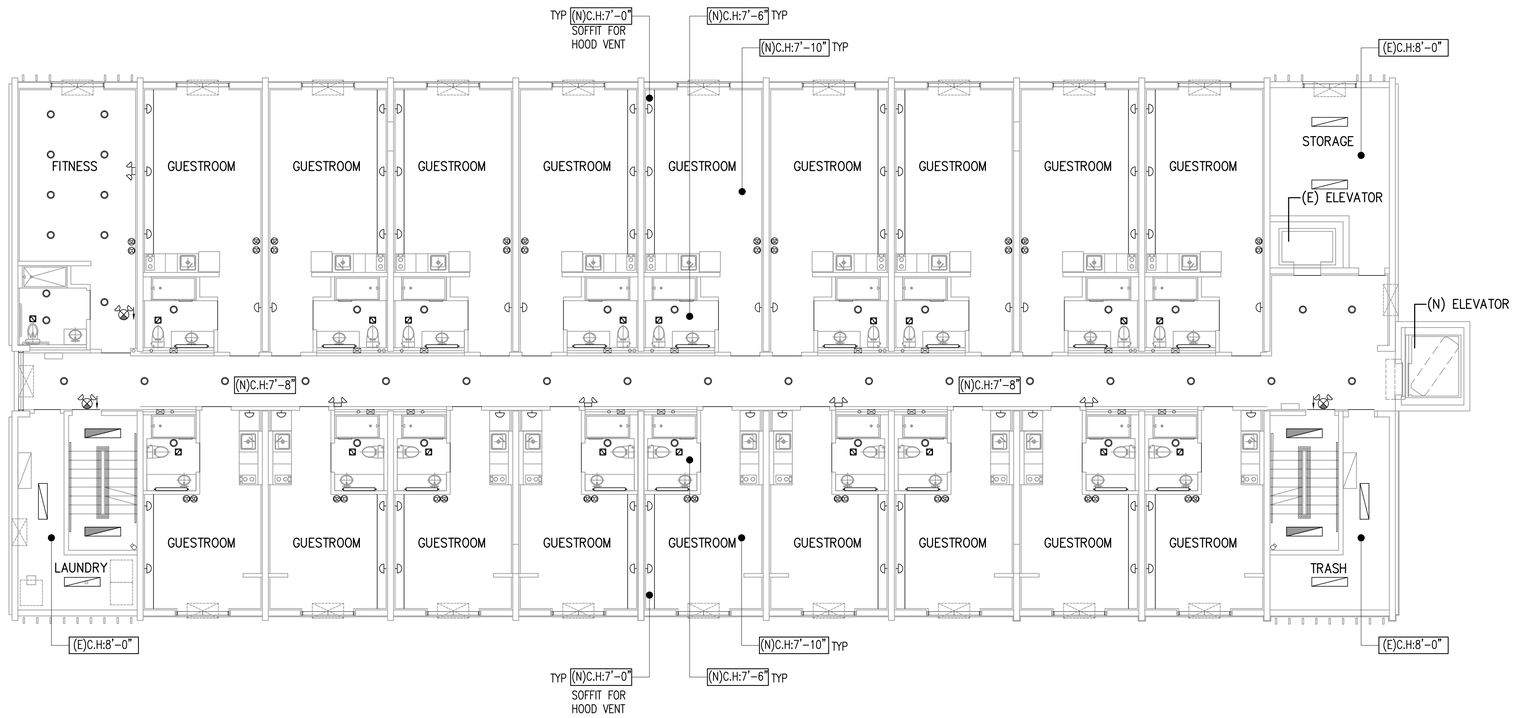
CEILING PLANS

PROJECT NO.

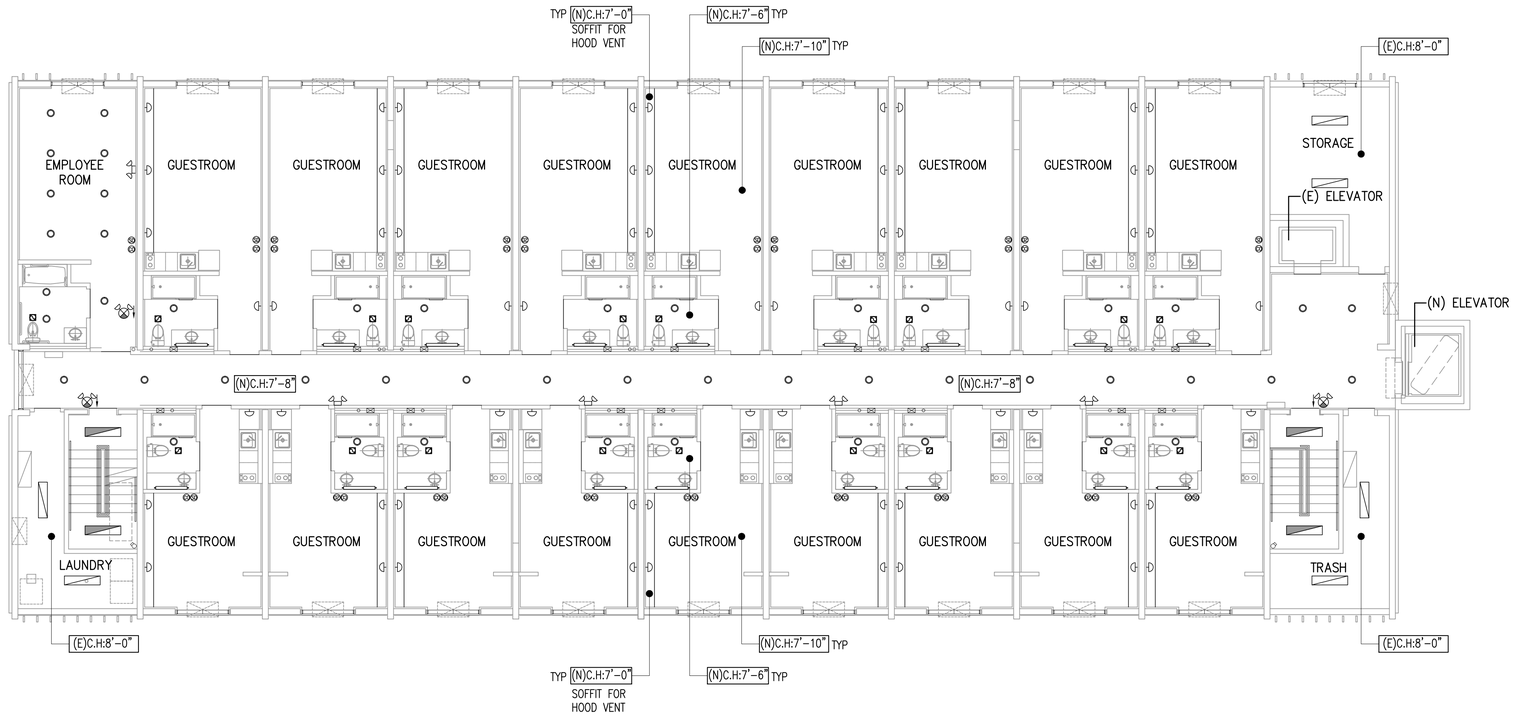
DATE
11/14/2022

SHEET NO.

A-2.7



1 3RD FLOOR CEILING PLAN
S: 1/8"=1'-0"



2 4TH FLOOR CEILING PLAN
S: 1/8"=1'-0"

LEGEND

- LED RECESSED LIGHT
- LED WALL LIGHT
- SURFACE MOUNT LIGHT
- SURFACE MOUNT LIGHT- EMERGENCY
- VANITY LIGHT
- LED EXIT SIGN WITH BATTERY BACK-UP, SEE #6/A0.4
- LED EXIT/EMERGENCY LIGHT WITH BATTERY BACK-UP, SEE #6/A0.4
- HALOGEN EMERGENCY LIGHT
- SMOKE AND FIRE ALARM
- CARBON MONOXIDE ALARM
- BATHROOM FAN

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LICENSED ARCHITECT
MYUNG-JONG LEE
No. C-34188
12-31-23
RENEWAL DATE
STATE OF CALIFORNIA

DRAWING NAME

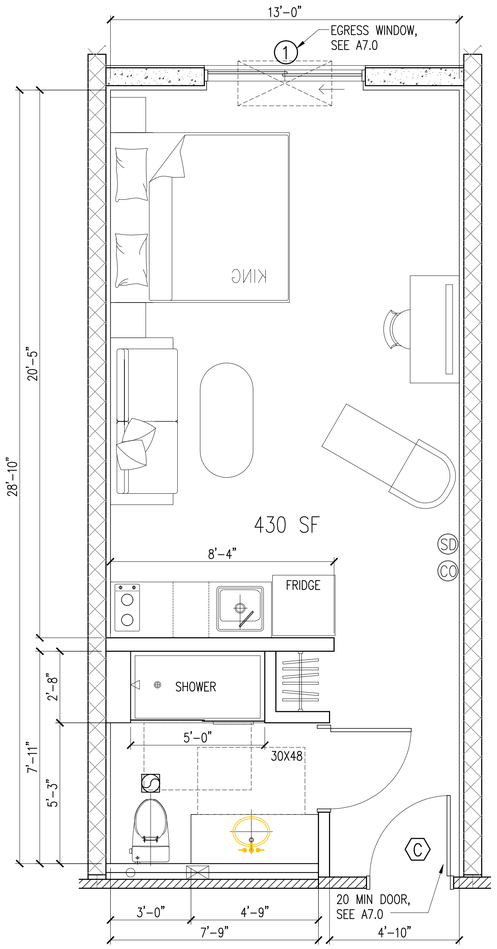
CEILING PLANS

PROJECT NO.

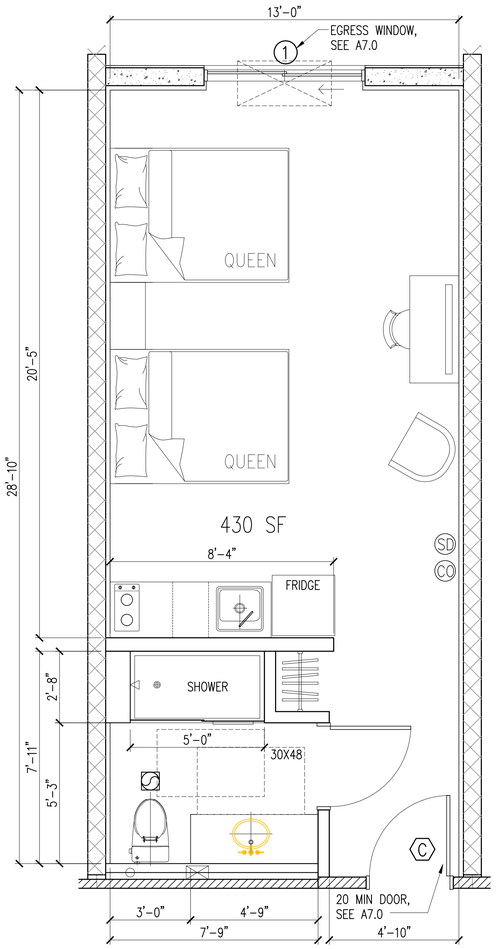
DATE
11/14/2022

SHEET NO.

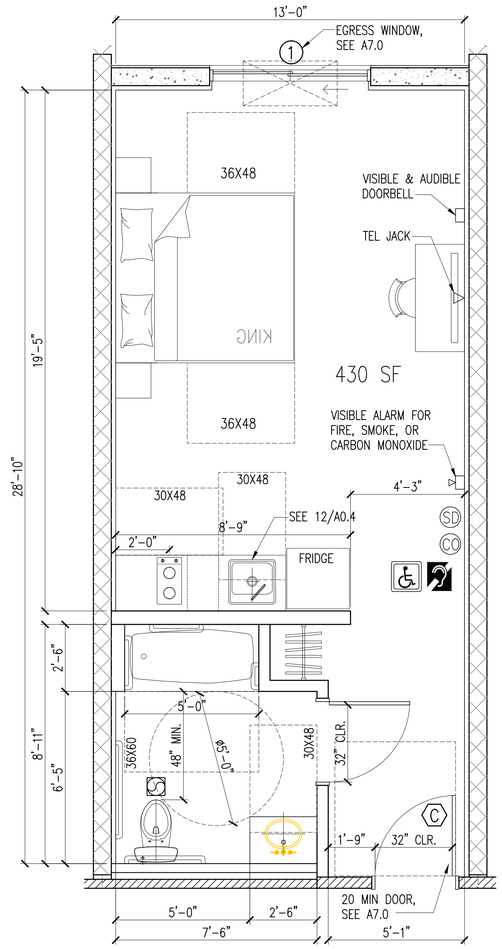
A-2.8



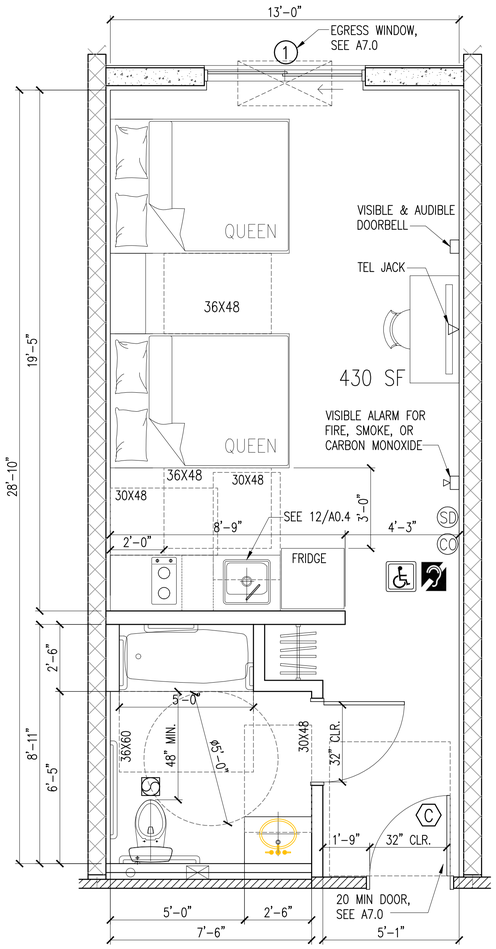
1 TYPE-A: KING
S: 3/8"=1'-0"



2 TYPE-A: DBL-FULL
S: 3/8"=1'-0"



3 TYPE-A: KING-ADA-TUB
S: 3/8"=1'-0"



4 TYPE-A: DBL-FULL-ADA-TUB
S: 3/8"=1'-0"

LEGEND

- (N) PTAC A/C
- WINDOW SYMBOL, SEE A7.0
- DOOR SYMBOL, SEE A7.0
- SD SMOKE AND FIRE ALARM
- CO CARBON MONOXIDE ALARM
- GUESTROOM W/ MOBILITY FEATURES, ROOM #101, 103, 105, 107
- GUESTROOM W/ COMMUNICATION FEATURES, ROOM #101, 103, 105, 106, 107, 108, 109

1. Alarms.
Where emergency warning systems are provided, fire alarms shall comply with Section 11B-702 and carbon monoxide alarms shall comply with Chapter 4.
2. Notification devices.
Visible notification devices shall be provided to alert room occupants of incoming telephone calls and a door knock or bell. Notification devices shall not be connected to visible alarm signal appliances. Telephones shall have volume controls compatible with the telephone system and shall comply with Section 11B-704.3. Telephones shall be served by an electrical outlet complying with Section 11B-309 located within 48 inches (1219 mm) of the telephone to facilitate the use of a TTY.

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ADDITION & REMODEL TO EXISTING 4-STORY INN BUILDING

14624 DALEWOOD STREET, BALDWIN PARK, CA 91706

ISSUED / REVISED

DATE	NO.	REMARK

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SEAL / SIGNATURE

LICENSED ARCHITECT
MYUNG-JONG LEE
No. C-34188
12-31-23
RENEWAL DATE
STATE OF CALIFORNIA

DRAWING NAME

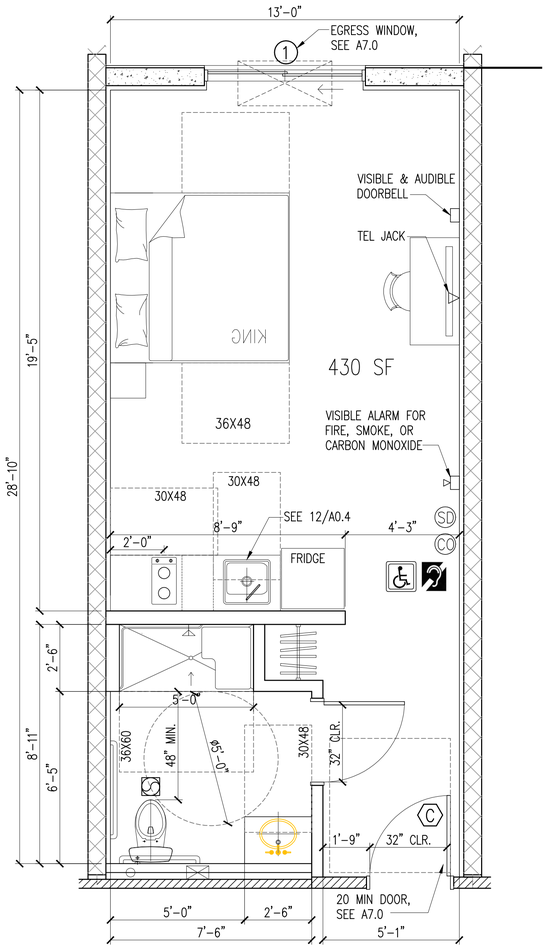
UNIT PLANS

PROJECT NO.

DATE
11/14/2022

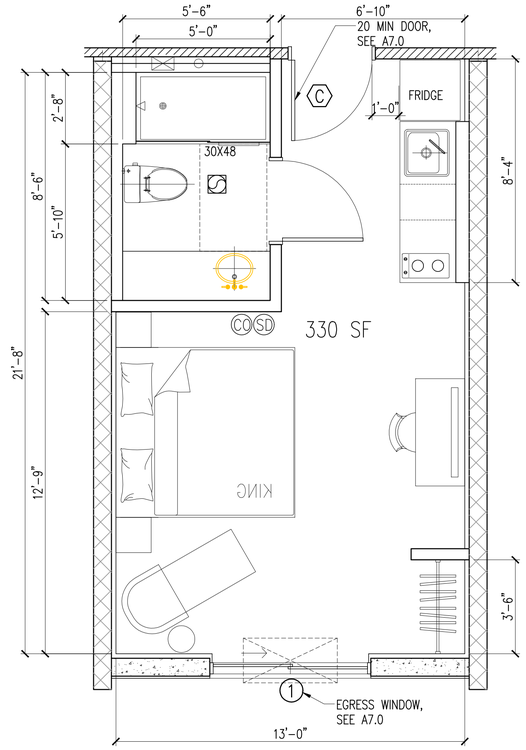
SHEET NO.

A-3.0



1 TYPE-A: KING-ADA-SHOWER

S: 3/8"=1'-0"



2 TYPE-B: KING

S: 3/8"=1'-0"

LEGEND

- (N) PTAC A/C
- (#) WINDOW SYMBOL, SEE A7.0
- (#) DOOR SYMBOL, SEE A7.0
- (SD) SMOKE AND FIRE ALARM
- (CO) CARBON MONOXIDE ALARM
- GUESTROOM W/ MOBILITY FEATURES, ROOM #101, 103, 105, 107
- GUESTROOM W/ COMMUNICATION FEATURES, ROOM #101, 103, 105, 106, 107, 108, 109

1. Alarms.
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ADDITION & REMODEL TO EXISTING 4-STORY INN BUILDING

14624 DALEWOOD STREET, BALDWIN PARK, CA 91706

ISSUED / REVISED

DATE	NO.	REMARK

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SEAL / SIGNATURE

LICENSED ARCHITECT
MYUNG-JONG LEE
No. C-34188
12-31-23
RENEWAL DATE
STATE OF CALIFORNIA

DRAWING NAME

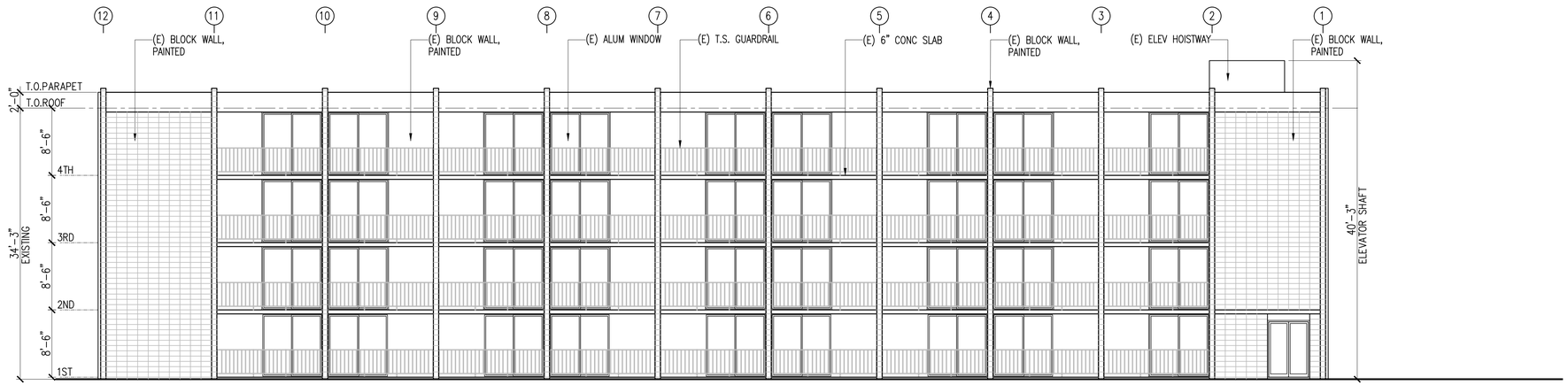
UNIT PLANS

PROJECT NO.

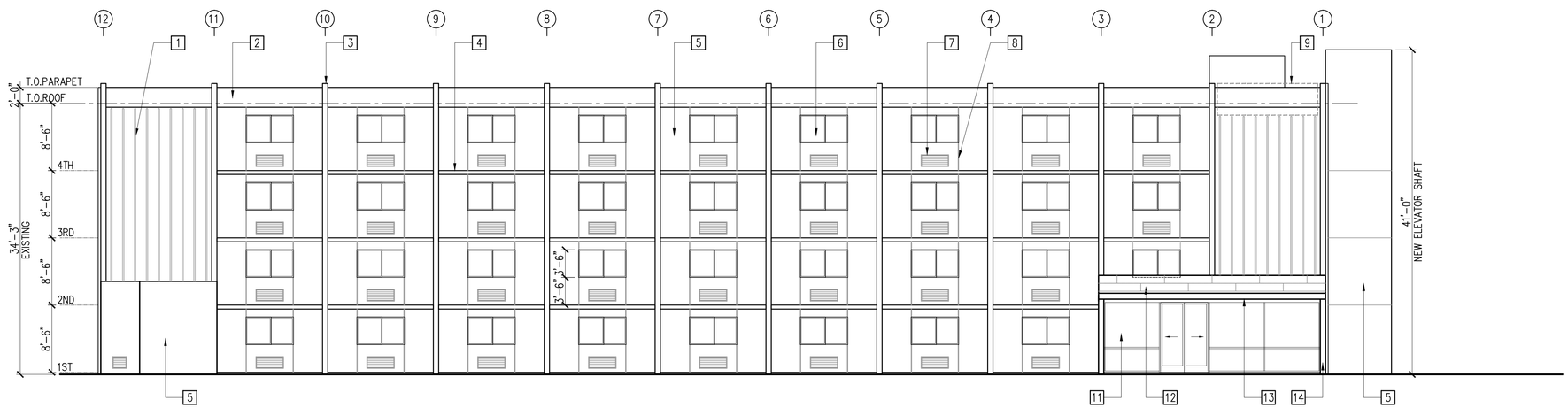
DATE
11/14/2022

SHEET NO.

A-3.1



1 EAST ELEVATION– EXISTING
S: 1/8"=1'-0"



2 EAST ELEVATION– PROPOSED
S: 1/8"=1'-0"

LEGEND

1. (N) 2X8 EXTRUDED ALUM TUBE, WOOD GGRAIN
2. (N) PAINT O/ (E) CONC WALL
3. (N) STUCCO O/ (E) BLOCK WALL, SMOOTH FIN
4. (N) PAINT O/ (E) 6" CONC SLAB
5. (N) STUCCO O/ (N) CONC WALL, SMOOTH FIN
6. (N) FIBERGLASS WINDOW
7. (N) A/C GRILL
8. (N) 1/4" CONTROL JOINT
9. (N) SIGNAGE (SEPARATE PERMITS)
10. (N) METAL DOOR
11. (N) ALUMINUM STOREFRONT DOOR & WINDOW
12. (N) COMPOSITE PANELS, MIXED COLORS
13. (N) STEEL FRAMED CANOPY, PAINTED
14. (N) 8X8 STEEL POST, PAINTED
15. (N) STUCCO O/ (E) BRICK WALL, SMOOTH FIN.
16. (N) 3/4" CONTROL JOINT

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ADDITION & REMODEL TO EXISTING 4-STORY INN BUILDING

14624 DALEWOOD STREET, BALDWIN PARK, CA 91706

ISSUED / REVISED

DATE	NO.	REMARK

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SEAL / SIGNATURE

LICENSED ARCHITECT
MYUNG-JONG LEE
No. C-34188
12-31-23
RENEWAL DATE
STATE OF CALIFORNIA

DRAWING NAME

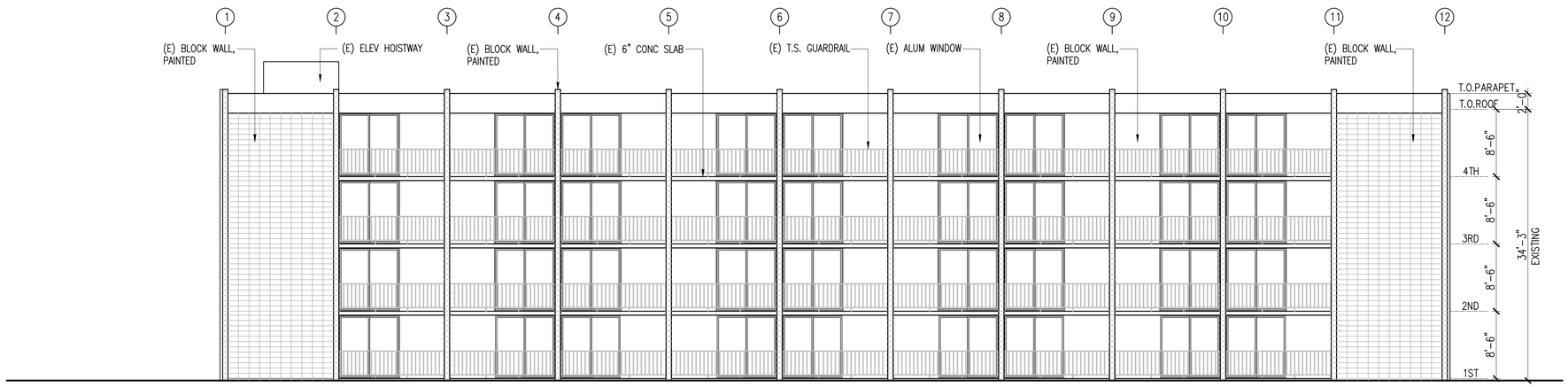
FRONT ELEVATIONS– EXISTING & PROPOSED

PROJECT NO.

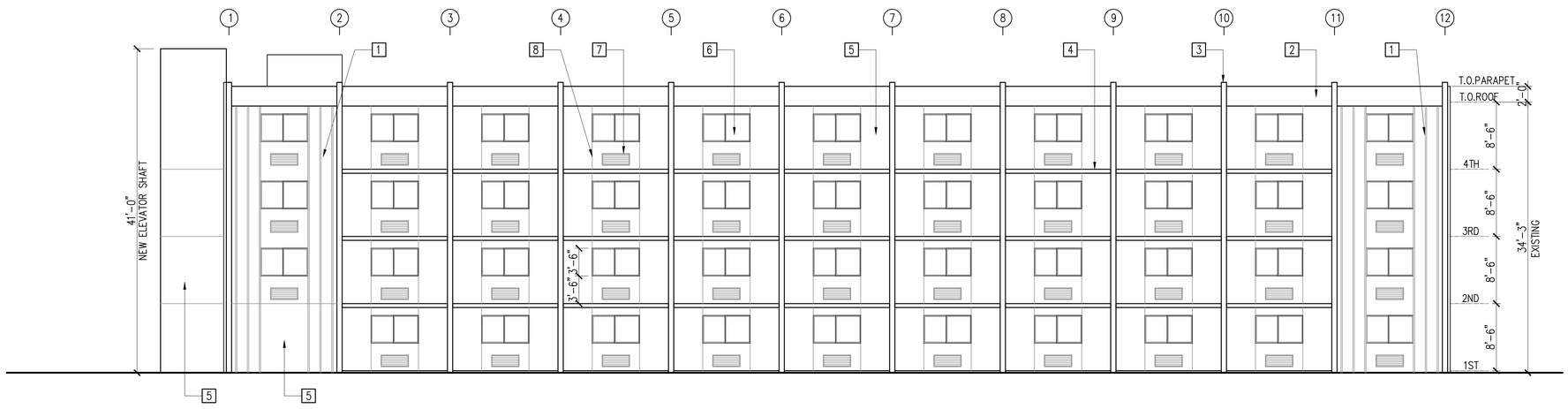
DATE
11/14/2022

SHEET NO.

A-4.0



1 WEST ELEVATION– EXISTING
S: 1/8"=1'-0"



2 WEST ELEVATION– PROPOSED
S: 1/8"=1'-0"

LEGEND

1. (N) 2X8 EXTRUDED ALUM TUBE, WOOD GGRAIN
2. (N) PAINT O/ (E) CONC WALL
3. (N) STUCCO O/ (E) BLOCK WALL, SMOOTH FIN
4. (N) PAINT O/ (E) 6" CONC SLAB
5. (N) STUCCO O/ (N) CONC WALL, SMOOTH FIN
6. (N) FIBERGLASS WINDOW
7. (N) A/C GRILL
8. (N) 1/4" CONTROL JOINT
9. (N) SIGNAGE (SEPARATE PERMITS)
10. (N) METAL DOOR
11. (N) ALUMINUM STOREFRONT DOOR & WINDOW
12. (N) COMPOSITE PANELS, MIXED COLORS
13. (N) STEEL FRAMED CANOPY, PAINTED
14. (N) 8X8 STEEL POST, PAINTED
15. (N) STUCCO O/ (E) BRICK WALL, SMOOTH FIN.
16. (N) 3/4" CONTROL JOINT

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ADDITION & REMODEL TO EXISTING 4-STORY INN BUILDING

14624 DALEWOOD STREET, BALDWIN PARK, CA 91706

ISSUED / REVISED

DATE	NO.	REMARK

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LICENSED ARCHITECT
MYUNG-JONG LEE
No. C-34188
12-31-23
RENEWAL DATE
STATE OF CALIFORNIA

DRAWING NAME

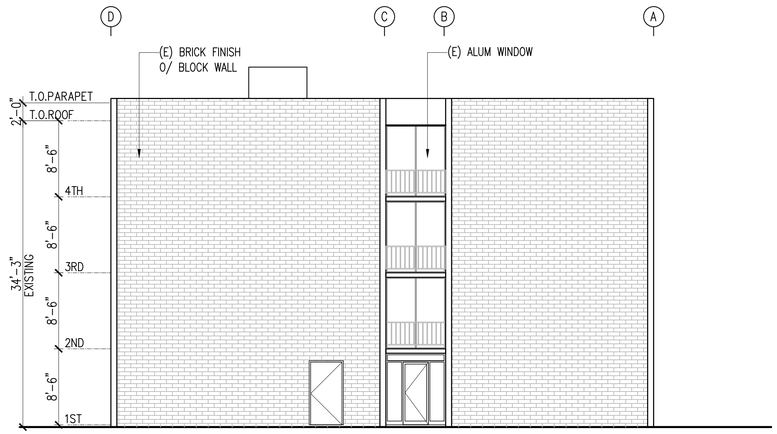
REAR ELEVATIONS– EXISTING & PROPOSED

PROJECT NO.

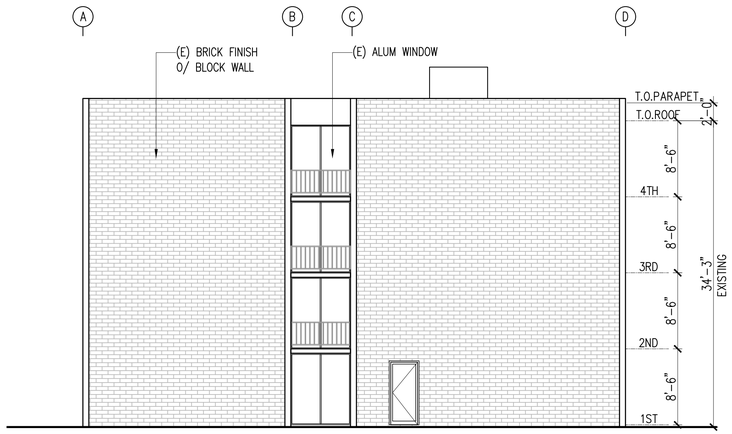
DATE
11/14/2022

SHEET NO.

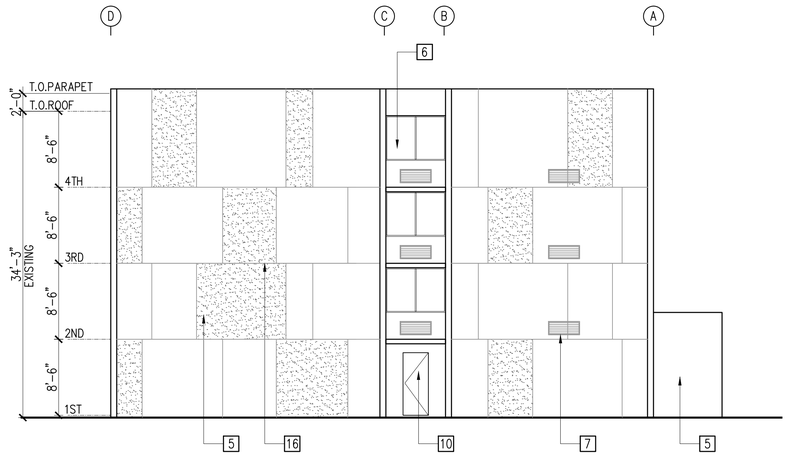
A-4.1



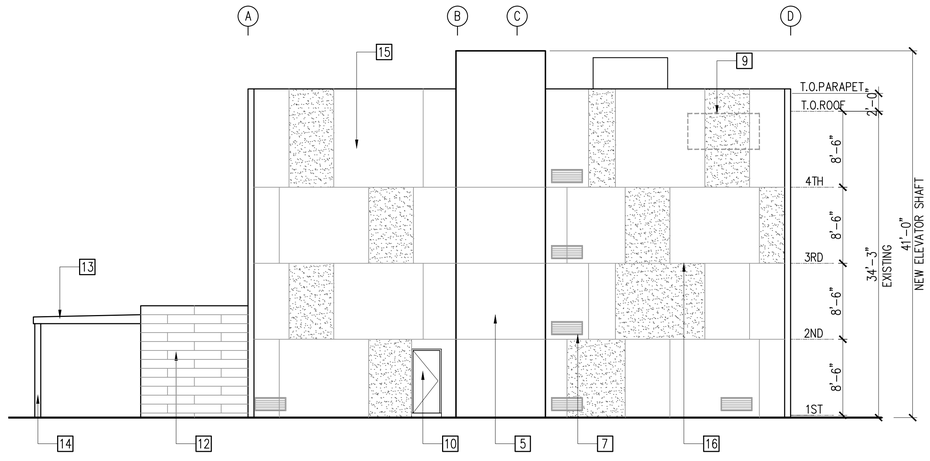
2 SOUTH ELEVATION– EXISTING
S: 1/8"=1'-0"



1 NORTH ELEVATION– EXISTING
S: 1/8"=1'-0"



4 SOUTH ELEVATION– PROPOSED
S: 1/8"=1'-0"



3 NORTH ELEVATION– PROPOSED
S: 1/8"=1'-0"

LEGEND

1. (N) 2X8 EXTRUDED ALUM TUBE, WOOD GGRAIN
2. (N) PAINT O/ (E) CONC WALL
3. (N) STUCCO O/ (E) BLOCK WALL, SMOOTH FIN
4. (N) PAINT O/ (E) 6" CONC SLAB
5. (N) STUCCO O/ (N) CONC WALL, SMOOTH FIN
6. (N) FIBERGLASS WINDOW
7. (N) A/C GRILL
8. (N) 1/4" CONTROL JOINT
9. (N) SIGNAGE (SEPARATE PERMITS)
10. (N) METAL DOOR
11. (N) ALUMINUM STOREFRONT DOOR & WINDOW
12. (N) COMPOSITE PANELS, MIXED COLORS
13. (N) STEEL FRAMED CANOPY, PAINTED
14. (N) 8X8 STEEL POST, PAINTED
15. (N) STUCCO O/ (E) BRICK WALL, SMOOTH FIN.
16. (N) 3/4" CONTROL JOINT

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studioMA2014@gmail.com
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ADDITION & REMODEL TO EXISTING 4-STORY INN BUILDING

14624 DALEWOOD STREET, BALDWIN PARK, CA 91706

ISSUED / REVISED

DATE	NO.	REMARK

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SEAL / SIGNATURE

LICENSED ARCHITECT
MYUNG-JONG LEE
No. C-34188
12-31-23
RENEWAL DATE
STATE OF CALIFORNIA

DRAWING NAME

SIDE ELEVATIONS– EXISTING & PROPOSED

PROJECT NO.

DATE
11/14/2022

SHEET NO.

A-4.2

Proposed: Installation of wall signs internally illuminated

Installation of 2 wall signs, size: 44"H. X 11'-6"L. and 40"H.X10'-3"L. Internally illuminated with LED lighting The Sign will read as:

A

Proposed East Elevation

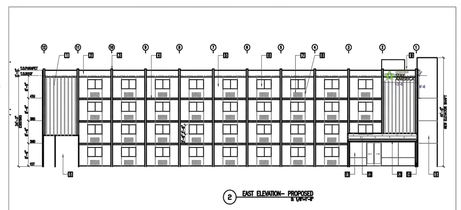
B

Proposed North Elevation

Contact Information:	Sierra's Signs
Francisco Castrejon	1930 N. Rosemead Blv S. El Monte,CA.91733 Tel: (626) 401-2544 Fax (626)401-3602
JOB ADDRESS	Extended STAY AMERICA 14624 Dalewood Street Baldwin Park CA 91706

Proposed: Installation of wall signs internally illuminated

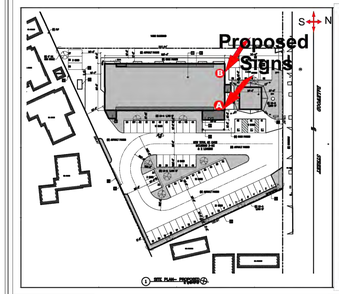
Installation of 2 wall signs, size: 44"H. X 11'-6"L. and 40"H.X10'-3"L. Internally illuminated with LED lighting. The Sign will read as:

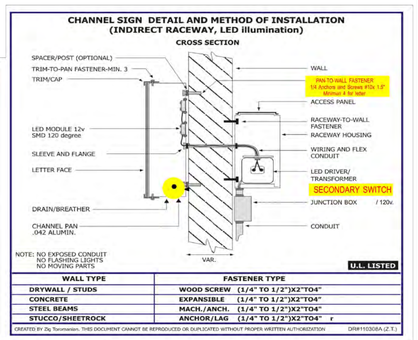


Contact Information:	Sierra's Signs
Francisco Castrejon	1930 N. Rosemead Blv S. El Monte,CA.91733 Tel: (626) 401-2544 Fax (626)401-3602
JOB ADDRESS	Extended STAY AMERICA 14624 Dalewood Street Baldwin Park CA 91706

Proposed: Installation of wall signs internally illuminated

Installation of 2 wall signs, size: 44"H. X 11'-6"L. and 40"H.X10'-3"L. Internally illuminated with LED lighting The Sign will read as:





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JOB ADDRESS	Extended STAY AMERICA 14624 Dalewood Street Baldwin Park CA 91706

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ADDITION & REMODEL TO EXISTING 4-STORY INN BUILDING

14624 DALEWOOD STREET, BALDWIN PARK, CA 91706

ISSUED / REVISED

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SEAL / SIGNATURE

DRAWING NAME

BUILDING SIGNAGE

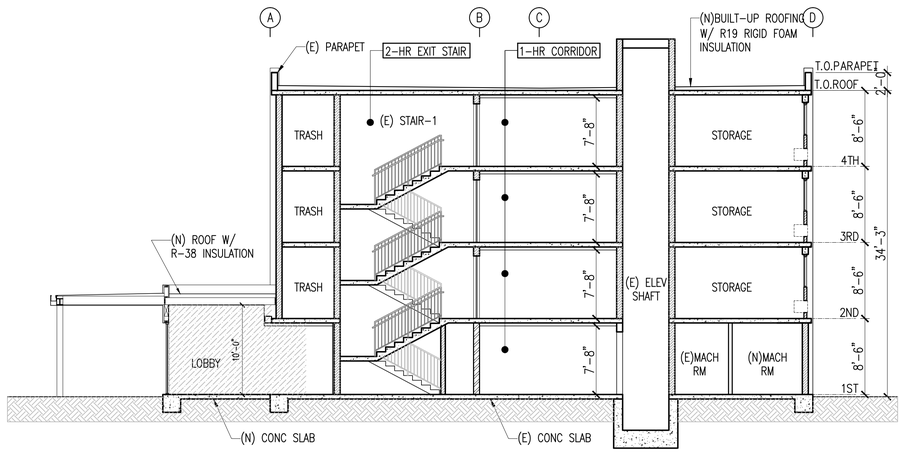
PROJECT NO.

DATE

1/11/2023

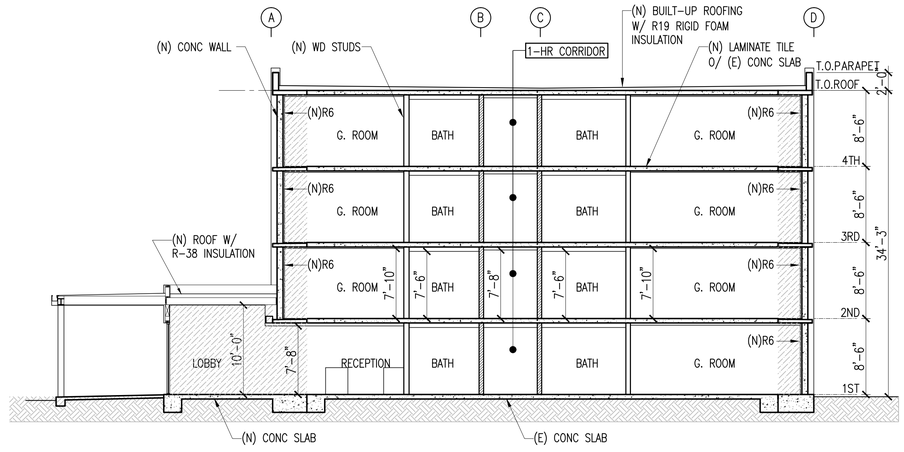
SHEET NO.

A-4.5



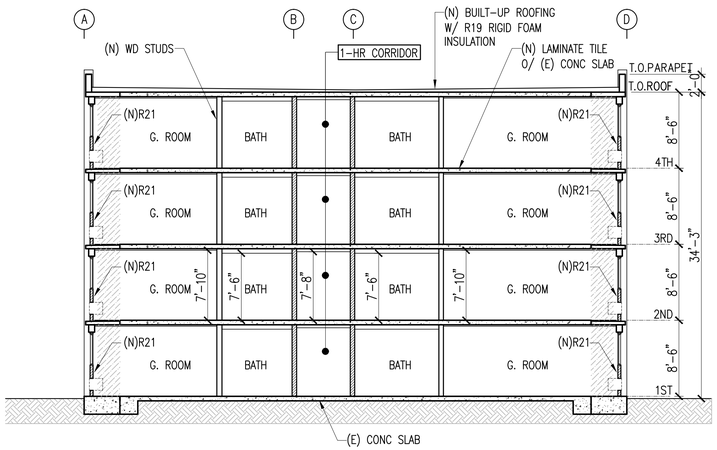
1 SECTION– A

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



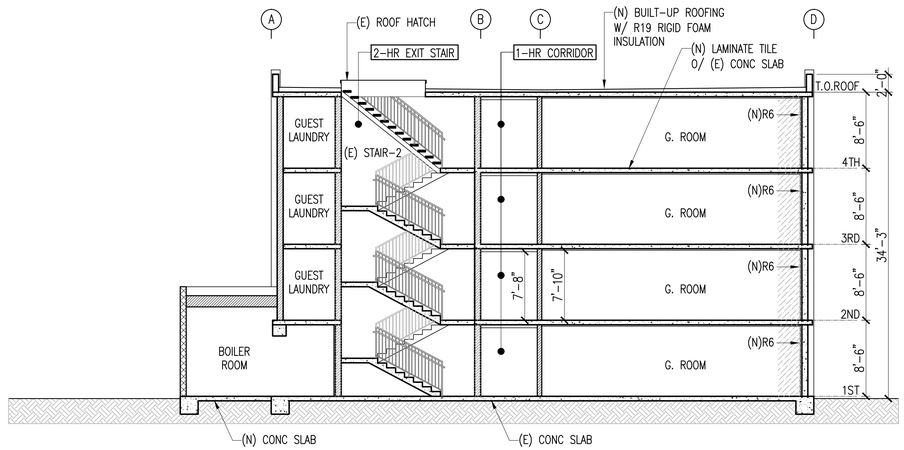
2 SECTION– B

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



3 SECTION– C

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



4 SECTION– D

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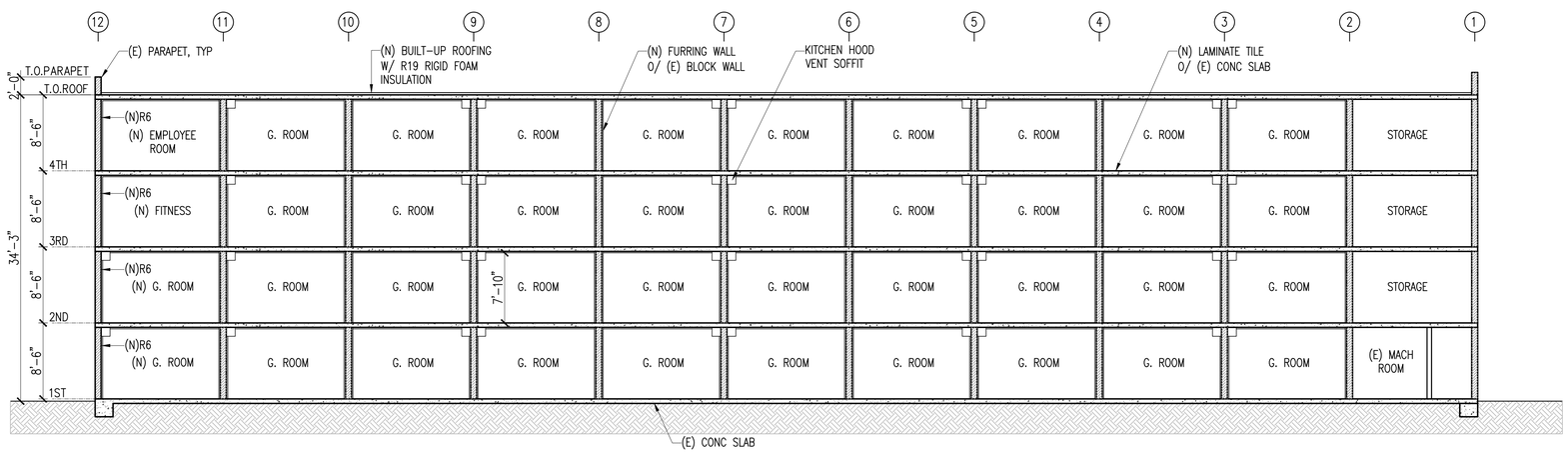

5 SECTION– E

S: 1/9"=1'-0"

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ADDITION & REMODEL TO EXISTING 4-STORY INN BUILDING

14624 DALEWOOD STREET, BALDWIN PARK, CA 91706

ISSUED / REVISED

DATE	NO.	REMARK

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SEAL / SIGNATURE

LICENSED ARCHITECT
MYUNG-JONG LEE
No. C-34188
12-31-23
RENEWAL DATE
STATE OF CALIFORNIA

DRAWING NAME

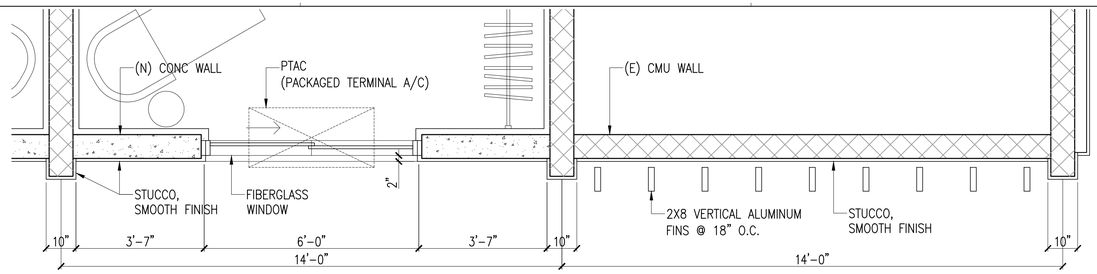
SECTIONS–
EXISTING & PROPOSED

PROJECT NO.

DATE
11/14/2022

SHEET NO.

A-5.0



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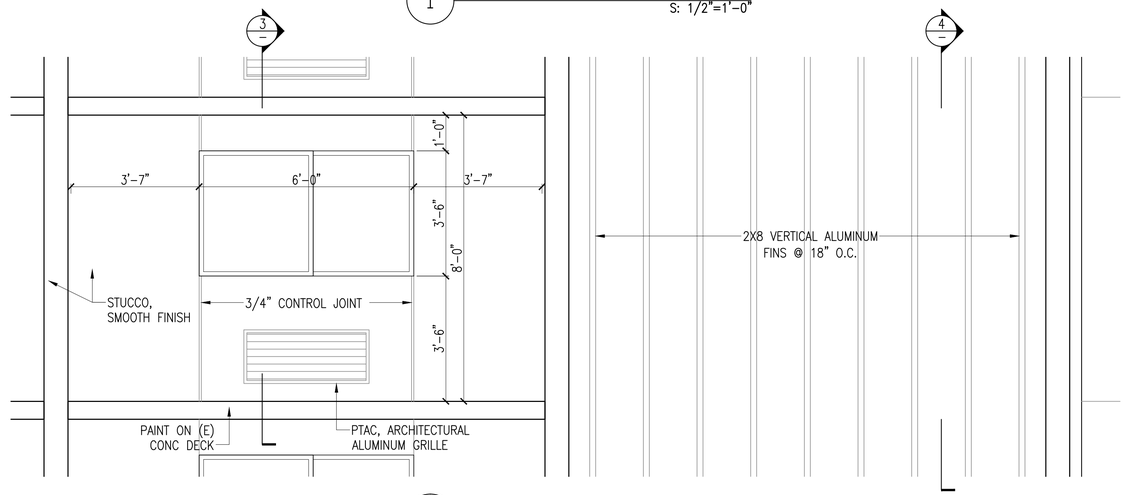

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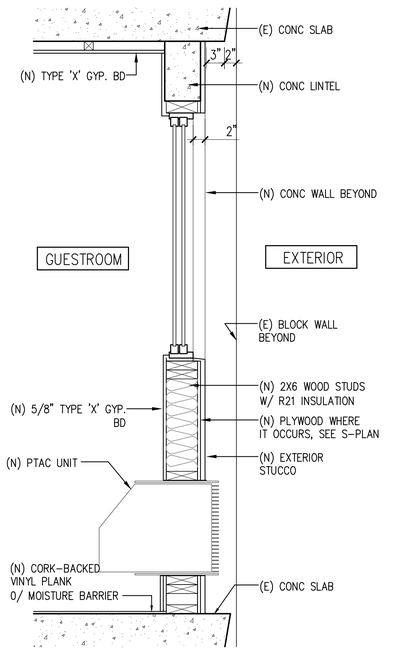

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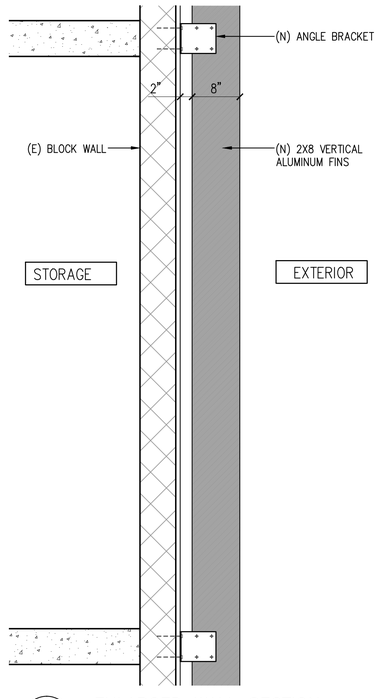

4 ENLARGED WALL SECTION
S: "=1'-0"

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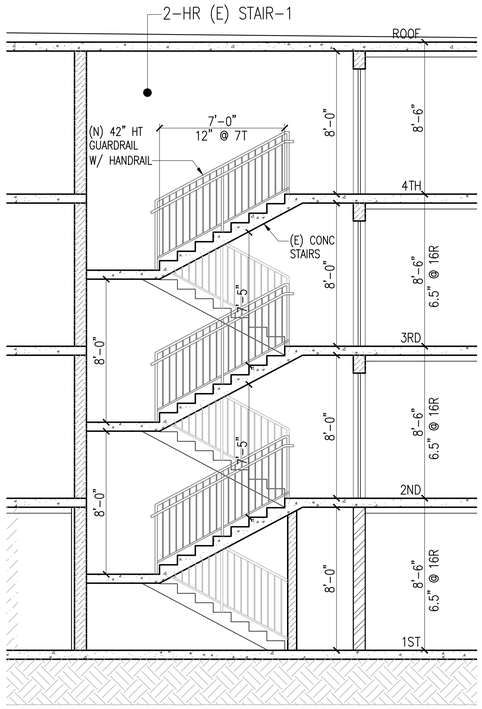
WALL SECTION DETAILS

PROJECT NO.

DATE
11/14/2022

SHEET NO.

A-5.10



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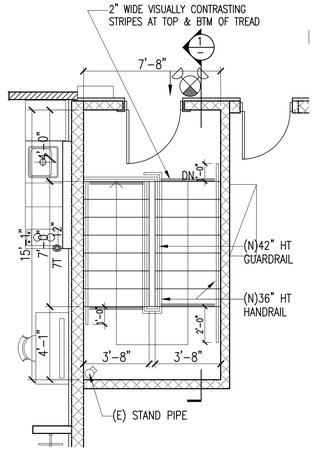
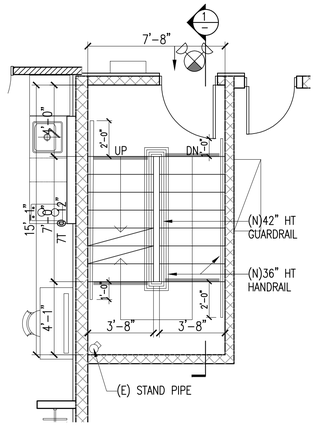
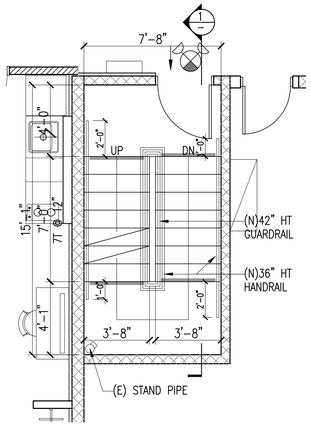


4TH FLOOR



3RD FLOOR



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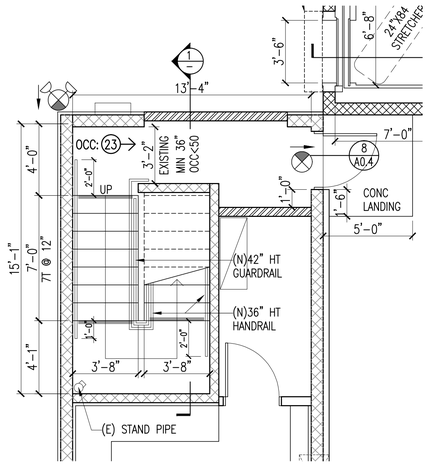
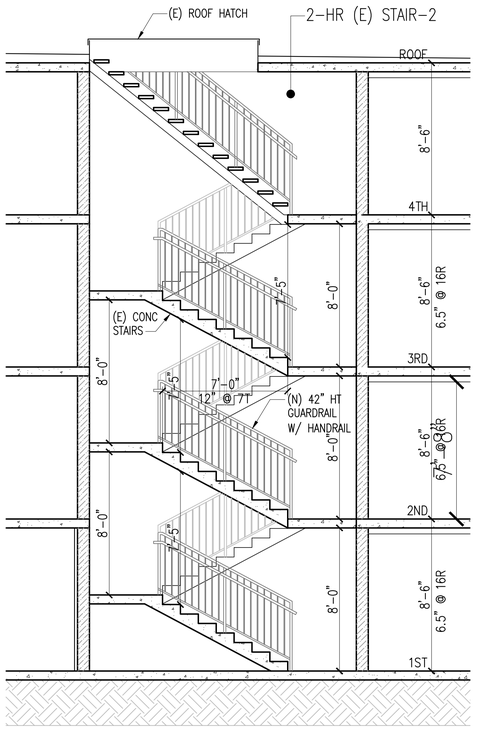


1ST FLOOR

1 2-HR EXISTING STAIR- 1
S: 1/4"=1'-0"



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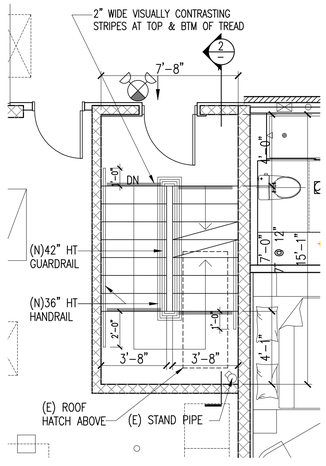

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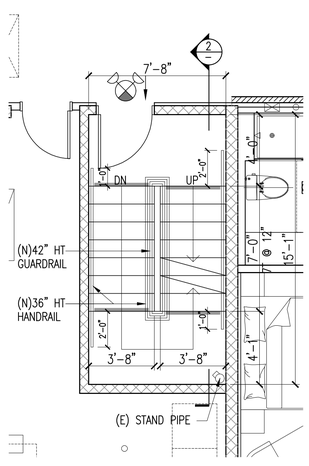

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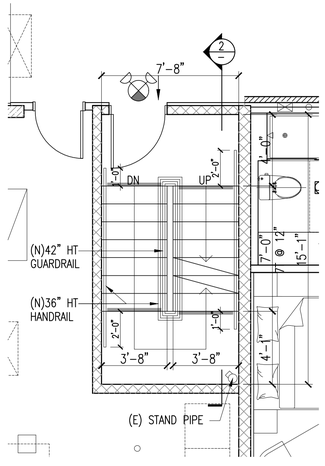

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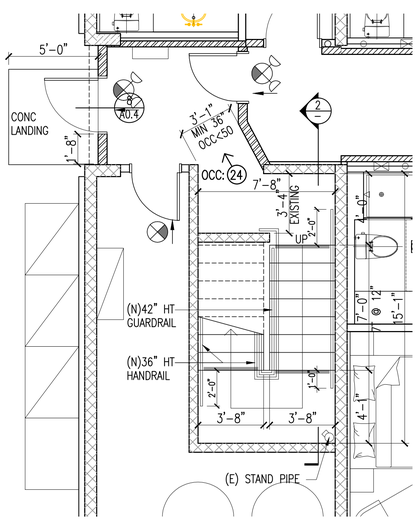

1ST FLOOR

2 2-HR EXISTING STAIR- 2
S: 1/4"=1'-0"

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ADDITION & REMODEL TO EXISTING 4-STORY INN BUILDING

14624 DALEWOOD STREET, BALDWIN PARK, CA 91706

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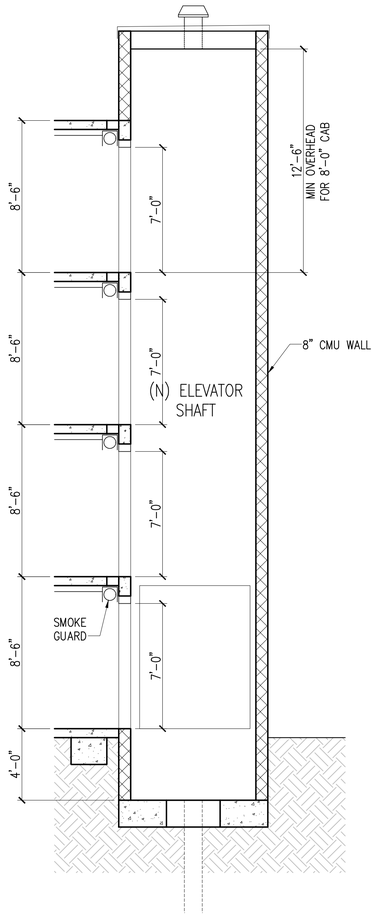
EXISTING STAIRS

PROJECT NO.

DATE
11/14/2022

SHEET NO.

A-6.0



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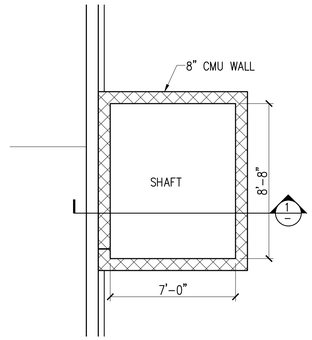
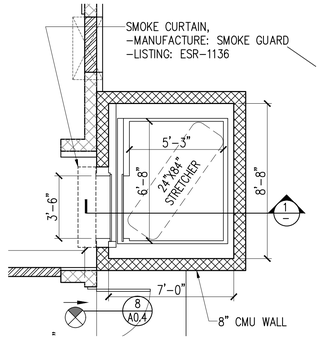


ROOF



1ST~4TH FLOOR

1 2-HR NEW ELEVATOR & SHAFT
S: 1/4"=1'-0"

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ADDITION & REMODEL TO EXISTING 4-STORY INN BUILDING

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12-31-23
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DRAWING NAME

NEW ELEVATOR

PROJECT NO.

DATE
11/14/2022

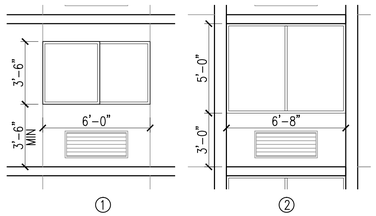
SHEET NO.

A-6.1

WINDOW SCHEDULE

U-FACTOR : 0.30
SHGC : 0.23

NO	TYPE	LOCATION	WIDTH	HEIGHT	GLAZING	FRAME MATERIAL	FRAME COLOR	REMARKS
①	SLIDING	GUEST ROOM	6'-0"	4'-0"	DUAL - LOW E	FIBERGLASS	WHITE	EGRESS WINDOW
②	FIXED	HALLWAY	6'-6"	5'-0"	DUAL - LOW E	FIBERGLASS	WHITE	



EMERGENCY ESCAPE AND RESCUE (CBC)

1030.1.1 Operational Constraints and Opening Control Devices
Emergency escape and rescue openings and any exit doors shall be maintained free of any obstructions other than those allowed by this section and shall be operational from inside the room without the use of keys or tools. Window-opening control devices complying with ASTM F2090 shall be permitted for use on windows serving as a required emergency escape and rescue opening. The release mechanism shall be maintained operable at all times.
Such bars, grills, grates or any similar devices shall be equipped with an approved exterior release device for use by the fire department only when required by the authority having jurisdiction.
Where security bars (burglar bars) are installed on emergency egress and rescue windows or doors, on or after July 1, 2000, such devices shall comply with California Building Standards Code, Part 12, Chapter 12-3 and other applicable provisions of Part 2.

1030.2 Minimum Size
Emergency escape and rescue openings shall have a minimum net clear opening of 5.7 square feet (0.53 m2).

1030.2.1 Minimum Dimensions
The minimum net clear opening height dimension shall be 24 inches (610 mm). The minimum net clear opening width dimension shall be 20 inches (508 mm). The net clear opening dimensions shall be the result of normal operation of the opening.

1030.3 Maximum Height From Floor
Emergency escape and rescue openings shall have the bottom of the clear opening not greater than 44 inches (1118 mm) measured from the floor.

DOOR SCHEDULE

	NO	TYPE	LOCATION	SIZE WIDTH	SIZE HEIGHT	SIZE THICK	FRAME MAT	FRAME FIN	DOOR MAT	DOOR FIN	FIRE RATE	REMARKS
EXTERIOR	Ⓐ	STOREFRONT										SEE A-7.1 STOREFRONT SCHEDULE
EXTERIOR	Ⓑ	SWING	EXIT AT GROUND	3'-0"	7'-0"	1-3/4"	H.M.	PAINT	H.M.	PAINT	90 MIN	
EXTERIOR	Ⓖ	SWING	PUMP ROOM	3'-0"	7'-0"	1-3/4"	H.M.	PAINT	H.M.	PAINT		W/ LOUVER
INTERIOR	Ⓒ	SWING	GUEST RM ENT	3'-0"	7'-0"	1-3/4"	H.M.	PAINT	WOOD S.C.	PAINT	20 MIN	Kaba/Ilco 790 / RT lock system
INTERIOR	Ⓓ	SWING	GUEST RM BATH	3'-0"	7'-0"	1-3/4"	H.M.	PAINT	WOOD S.C.	PAINT		
INTERIOR	Ⓔ	SWING	STAIR	3'-0"	7'-0"	1-3/4"	H.M.	PAINT	H.M.	PAINT	90 MIN	
INTERIOR	Ⓕ	SWING	HALLWAY	3'-0"	7'-0"	1-3/4"	H.M.	PAINT	H.M.	PAINT	90 MIN	

DOOR NOTES

1. Swinging door and gate surfaces within 10-inches of the finish floor or ground measured vertically shall have a smooth surface on the push side extending the full width of the door or gate. Parts creating horizontal or vertical joints in these surfaces shall be within 1/16 inch of the same plane as the other and be free of sharp or abrasive edges. Cavities created by added kick plates shall be capped. CBC§11B-404.2.10
2. The force for pushing or pulling open a door or gate shall be as follows: CBC§11B-404.2.9
   1) Interior and exterior hinged doors and gates, sliding, or folding doors: 5-pounds maximum.
   2) Required fire doors: the minimum opening force allowable by the appropriate administrative authority, not to exceed 15 pounds.
3. Door closers and gate closers shall be adjusted so that from an open position of 90 degrees, the time required to move the door to a position of 12 degrees from the latch is 5 seconds minimum. CBC §11B-404.2.8.1
4. Latching and locking doors that are hand activated and which are in a path of travel shall be operable with a single effort by lever type hardware, by panic bars, push-pull activating bars, or other hardware designed to provide passage without requiring the ability to grasp the opening hardware. CBC §11B-309.4.
5. Hand-activated door opening hardware shall be 34˝ minimum and 44˝ maximum above the finish floor or ground. Where sliding doors are in the fully open position, operating hardware shall be exposed and usable from both sides. CBC§11B-404.2.7.

SECURITY REQUIREMENTS

1. All entry doors to dwelling units or guest rooms shall be arranged so that the occupant has a view of the area immediately outside the door without opening the door. Such view may be provided by a door viewer, through windows located in the vicinity of the door or through view ports in the door or adjoining wall. (6706)
2. Screens, barricades, or fences made of a material which would preclude human climbing shall be provided at every portion of every roof, balcony, or similar surface which is within 8 ft. of the utility pole or access structures. (6707)
3. Wood flush-type doors shall be 1 3/8" thick minimum with solid core construction. (6709.1) Door stops of in-swinging doors shall be of one-piece construction with the jamb, or joined by rabbet to the jamb. (6709.4)
4. Every door in a security opening for an apartment house shall be provided with incandescent light bulb (60 watt min) at a maximum height of 8 feet on the exterior side of the unit. (6708)
5. All pin-type door hinges accessible from outside shall have non-removable hinge pins. Hinges shall have min. 1/4" dia. steel jamb stud with 1/4" min. protection. The strike plate for latches and holding device for projecting dead bolts in wood construction shall be secured to the jamb and the wall framing with screws no less than 2-1/2" long. (6709.5, 6709.7)
6. Provide dead bolts with hardened inserts; deadlocking latch with key-operated locks on exterior. Doors must be operable from the inside without a key, special knowledge, or special effort (latch not required in B, F, M and S occupancies). (6709.2)
7. Straight dead bolts shall have a min. throw of 1" and an embedment of not less than 5/8", and a hook-shaped or an expanding-lug deadbolt shall have a minimum throw of 3/4". (6709.2)
8. Wood panel type doors must have panels at least 9/16 inch thick with shaped portions of the panels not less than 1/4 inch thick, and individual panels must be no more than 300 sq. in. in area. Mullions shall be considered a part of adjacent panels except mullions not over 18 inches long may have an overall width of not less than 2 inches. Stiles and rails shall be of solid lumber in thickness with overall dimensions of not less than 1 3/8 inches and 3 inches in width. (6709.1 item 2)
9. Sliding glass doors shall be provided with a device in the upper channel of the moving panel to prohibit raising and removal of the moving panel from the track while in the closed position. (6710)
10. Sliding glass doors shall be equipped with locking devices and shall be so constructed and installed that they remain intact and engaged when subjected to the tests specified in Sec. 6717.1
11. Metal or wooden overhead and sliding doors shall be secured with a cylinder lock, padlock with a min. 9/32" diameter hardened steel shackle bolted, hardened steel hasps, metal slide board, bolt or equivalent device unless secured electrically operated. (6711)
12. Provide metal guides at top and bottom of metal accordion grate or grille-type doors and cylinder locks or padlocks. Cylinder guards shall be installed on all cylinder locks whenever the cylinder projects beyond the face of the door or is otherwise accessible to gripping tools. (6712)
13. In Group B, F, M, and S occupancies, panes of glazing with at least one dimension greater than 6 in. but less than 48 in, shall be constructed of tempered or approved burglary-resistant material or protected with metal bars or grilles. (6714)
14. Glazed openings within 40" of the door lock when the door is in the closed and locked position, shall be fully tempered glass or approved burglary-resistant material, or shall be protected by metal bars, screens or grilles having a maximum opening of 2". The provisions of this section shall not apply to view ports or windows which do not exceed 2" in their greatest dimensions. (6713)
15. Louvered windows shall be protected by metal bars or grilles with openings that have at least one dimension of 6" or less, which are constructed to preclude human entry. (6715.3)
16. Other openable windows shall be provided with substantial locking devices. In Group B, F, M and S occupancies, such devices shall be glide bars, bolts, cross-bars, and/or padlocks with minimum 9/32" hardened steel shackles and bolted, hardened steel hasps. (6715.2)
17. Sliding windows shall be provided with locking device in the upper channel of the moving panel to prohibit raising and removal of the moving panel in the closed or partially open position. (6715.1)
18. Sliding windows shall be equipped with locking devices and shall be so constructed and installed that they remain intact and engaged when subjected to the tests specified in Sec. 6717.2.
19. Any release for metal bars, grilles, grates or similar devices constructed to preclude human entry that are installed shall be located on the inside of the adjacent room and at least 24 inches from the closest opening through such metal bars, grilles, grates or similar devices that exceeds two inches in any dimension. (6715.4)
20 All other openings must be protected by metal bars or grilles with openings of not less than 6 inches in one dimension. (6716)

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DRAWING NAME

DOOR / WINDOW SCHEDULE

PROJECT NO.

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SHEET NO.

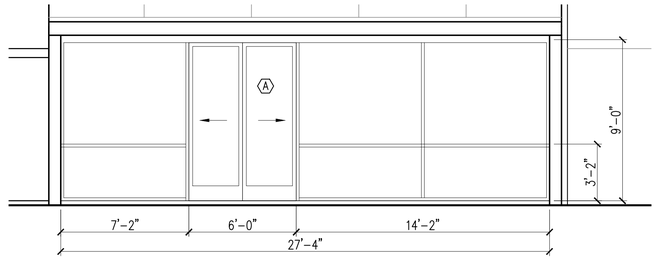
A-7.0

INTERIOR FINISH SCHEDULE

ROOM NAME	FLOOR		WALL		CEILING		REMARKS
	MATERIAL	BASE MOULDING	MATERIAL	FINISH	MATERIAL	FINISH	
GUESTROOM	LAMINATE TILE	MDF	GYP BD	PAINT	EX. CONC	PAINT	SEE A3.0, A3.1
GUEST BATH	LAMINATE TILE	MDF	GYP BD	PAINT-GLOSSY	GYP BD	PAINT-GLOSSY	SEE A3.0, A3.1
LOBBY / RECEPTION	LAMINATE TILE	MDF	GYP BD	PAINT	GYP BD	PAINT	
RESTROOM AT LOBBY	LAMINATE TILE	MDF	GYP BD	PAINT-GLOSSY	GYP BD	PAINT-GLOSSY	
HALLWAY	LAMINATE TILE	MDF	GYP BD	PAINT	GYP BD	PAINT	
EX. STAIR-1	EX. CONC	–	EX. BLOCK	PAINT	EX. CONC	PAINT	
EX. STAIR-2	EX. CONC	–	EX. BLOCK	PAINT	EX. CONC	PAINT	
STORAGE-1	EX. CONC	–	EX. BLOCK	PAINT	EX. CONC	PAINT	
BOILER ROOM	EX. CONC	–	EX. BLOCK	PAINT	EX. CONC	PAINT	
LOW VOLTAGE / MACH RM	EX. CONC	–	EX. BLOCK	PAINT	EX. CONC	PAINT	
STORAGE-2	EX. CONC	–	EX. BLOCK	PAINT	EX. CONC	PAINT	
TRASH ROOM-1	CERAMIC TILE	CERAMIC TILE	EX. BLOCK	PAINT	EX. CONC	PAINT	
GUEST LAUNDRY-1	CERAMIC TILE	CERAMIC TILE	EX. BLOCK	PAINT	EX. CONC	PAINT	
EMPLOYEE ROOM	LAMINATE TILE	MDF	GYP BD	PAINT	EX. CONC	PAINT	
EMPLOYEE ROOM BATH	LAMINATE TILE	MDF	GYP BD	PAINT-GLOSSY	GYP BD	PAINT-GLOSSY	
STORAGE-3	EX. CONC	–	EX. BLOCK	PAINT	EX. CONC	PAINT	
TRASH ROOM-2	CERAMIC TILE	CERAMIC TILE	EX. BLOCK	PAINT	EX. CONC	PAINT	
GUEST LAUNDRY-2	CERAMIC TILE	CERAMIC TILE	EX. BLOCK	PAINT	EX. CONC	PAINT	
FITNESS	LAMINATE TILE	MDF	GYP BD	PAINT	EX. CONC	PAINT	
FITNESS BATH	LAMINATE TILE	MDF	GYP BD	PAINT-GLOSSY	GYP BD	PAINT-GLOSSY	
STORAGE-4	EX. CONC	–	EX. BLOCK	PAINT	EX. CONC	PAINT	
TRASH ROOM-3	CERAMIC TILE	CERAMIC TILE	EX. BLOCK	PAINT	EX. CONC	PAINT	
GUEST LAUNDRY-3	CERAMIC TILE	CERAMIC TILE	EX. BLOCK	PAINT	EX. CONC	PAINT	

STOREFRONT SCHEDULE

NO	LOCATION	WIDTH	HEIGHT	GLAZING	FRAME MATERIAL	FRAME COLOR	REMARKS
Ⓐ	LOBBY	27'-4"	9'-0"	DUAL – LOW E TEMPERED	ALUMINUM	DARK BRONZE	EMERGENCY BREAKOUT AUTOMATIC SLIDING DOOR



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SEAL / SIGNATURE

LICENSED ARCHITECT
MYUNG-JONG LEE
No. C-34188
12-31-23
RENEWAL DATE
STATE OF CALIFORNIA

DRAWING NAME

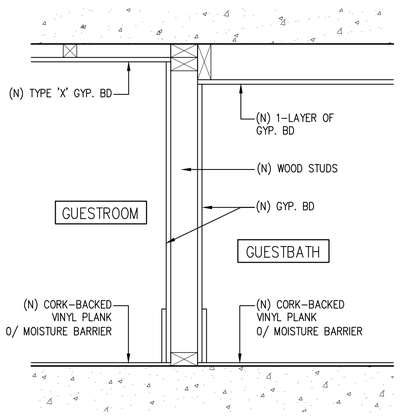
STOREFRONT / FINISH SCHEDULE

PROJECT NO.

DATE
11/14/2022

SHEET NO.

A-7.1



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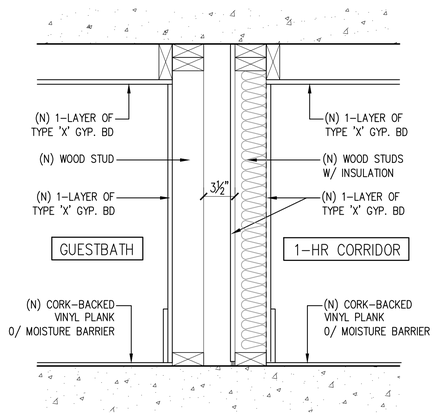

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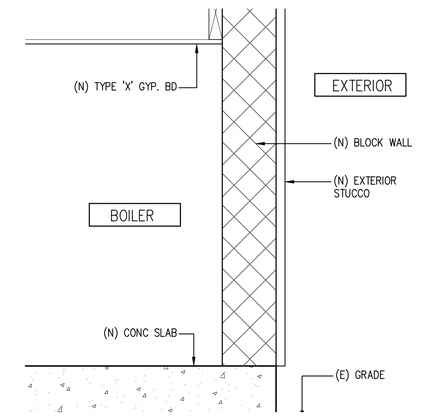

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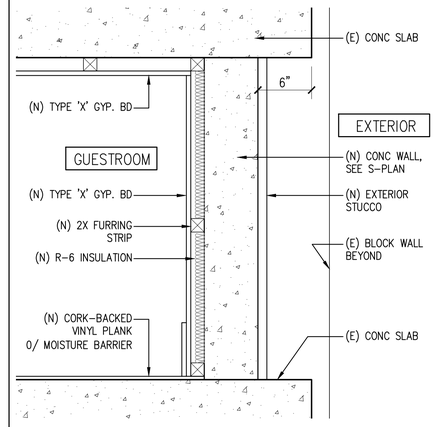
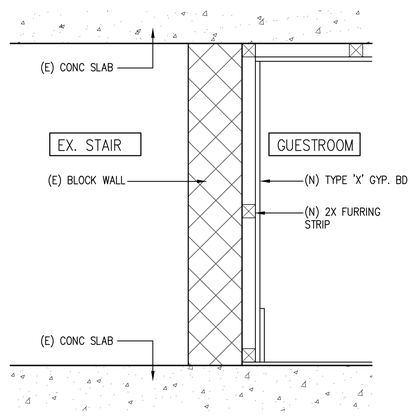
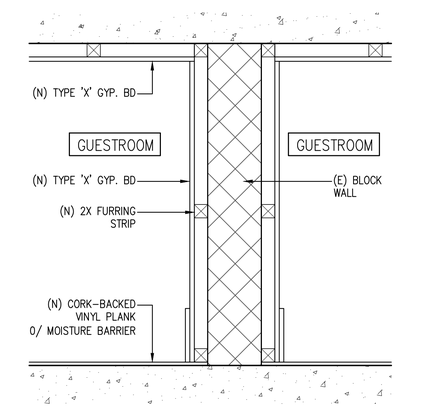


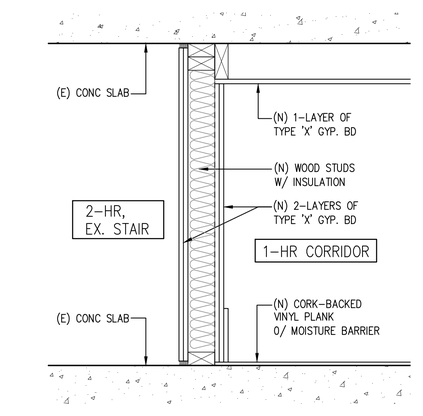
1 EXT CONC WALL (BEARING, 2-HR) N.T.S.



11 EX. STAIRCASE WALL (2-HR) N.T.S.



8 EX. DEMISING WALL W/(N) FURRING (1-HR) N.T.S.



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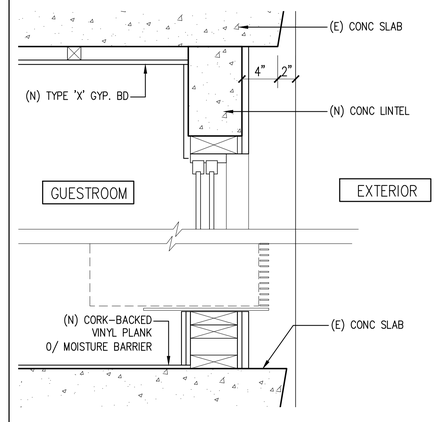

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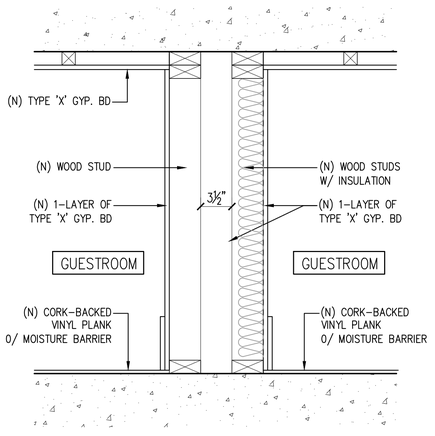
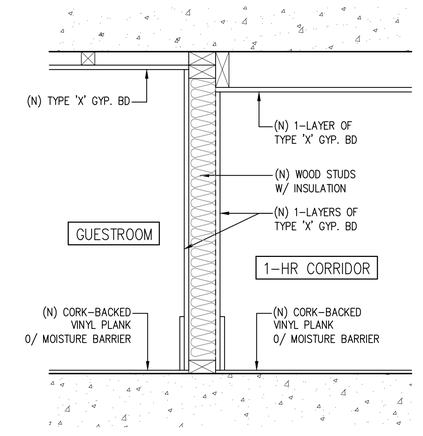
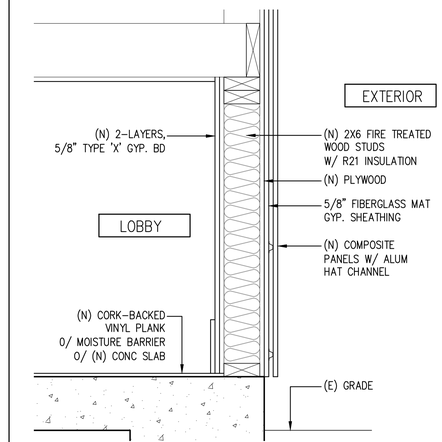


9 NEW DEMISING WALL (1-HR) N.T.S.



6 INT PARTITION (1-HR) N.T.S.



3 EXT WD STUD WALL (BEARING, 2-HR) N.T.S.

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ADDITION & REMODEL TO EXISTING 4-STORY INN BUILDING

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SEAL / SIGNATURE

LICENSED ARCHITECT
MYUNG-JONG LEE
No. C-34188
12-31-23
RENEWAL DATE
STATE OF CALIFORNIA

DRAWING NAME

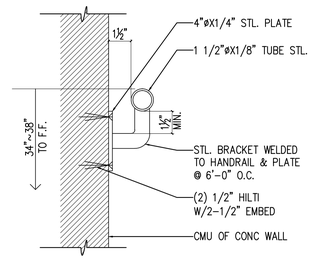
WALL TYPES

PROJECT NO.

DATE
1/11/2023

SHEET NO.

A-8.0



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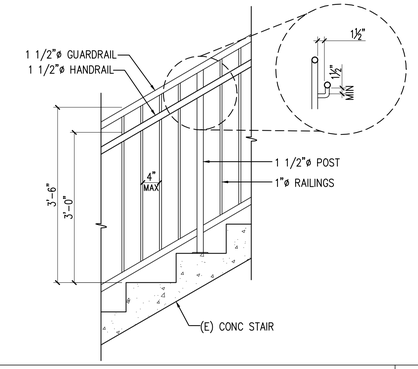

STAIR HANDRAIL & GUARDRAIL SCALE : 2

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DRAWING NAME

DETAILS

PROJECT NO.

DATE
11/14/2022

SHEET NO.

A-10.0

Appendix B

Internal Capture Worksheets

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	Dalewood Street Hotel	**Organization:**	Gandinni Group, Inc.
Project Location:	Baldwin Park	**Performed By:**	Bryan Crawford
Scenario Description:		**Date:**	3/13/2023
Analysis Year:		**Checked By:**	
Analysis Period:	**AM Street Peak Hour**	**Date:**	

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips[3]		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail				0		
Restaurant				76	39	37
Cinema/Entertainment				0		
Residential				0		
Hotel				34	19	15
All Other Land Uses[2]				0		
				110	58	52

Table 2-A: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.[4]	% Transit	% Non-Motorized	Veh. Occ.[4]	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses[2]						

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		0	0	0	0
Restaurant	0	0		0	0	1
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	0	0		0
Hotel	0	0	1	0	0	

Table 5-A: Computations Summary

	Total	Entering	Exiting
All Person-Trips	110	58	52
Internal Capture Percentage	4%	3%	4%
External Vehicle-Trips[5]	106	56	50
External Transit-Trips[6]	0	0	0
External Non-Motorized Trips[6]	0	0	0

Table 6-A: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	N/A	N/A
Restaurant	3%	3%
Cinema/Entertainment	N/A	N/A
Residential	N/A	N/A
Hotel	5%	7%

[1]Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

[3]Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

[4]Enter vehicle occupancy assumed in Table 1-A vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made to Tables 5-A, 9-A (O and D). Enter transit, non-motorized percentages that will result with proposed mixed-use project complete.

[5]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A.

[6]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

Project Name:	Dalewood Street Hotel
Analysis Period:	**AM Street Peak Hour**

Table 7-A: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-A (D): Entering Trips			Table 7-A (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.00	0	0	1.00	0	0
Restaurant	1.00	39	39	1.00	37	37
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	0	0	1.00	0	0
Hotel	1.00	19	19	1.00	15	15

Table 8-A (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		0	0	0	0
Restaurant	11	5		0	1	1
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	0	0		0
Hotel	11	2	1	0	0	

Table 8-A (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	9	0	0	0
Retail	0		20	0	0	0
Restaurant	0	0		0	0	1
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	8	0		0
Hotel	0	0	2	0	0	

Table 9-A (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	0	0	0	0	0	0
Restaurant	1	38	39	38	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	0	0	0	0	0	0
Hotel	1	18	19	18	0	0
All Other Land Uses[3]	0	0	0	0	0	0

Table 9-A (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	0	0	0	0	0	0
Restaurant	1	36	37	36	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	0	0	0	0	0	0
Hotel	1	14	15	14	0	0
All Other Land Uses[3]	0	0	0	0	0	0

[1]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A

[2]Person-Trips

[3]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	Dalewood Street Hotel	**Organization:**	Gandinni Group, Inc.
Project Location:	Baldwin Park	**Performed By:**	Bryan Crawford
Scenario Description:		**Date:**	3/13/2023
Analysis Year:		**Checked By:**	
Analysis Period:	**PM Street Peak Hour**	**Date:**	

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips[3]		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office				0		
Retail				0		
Restaurant				26	13	13
Cinema/Entertainment				0		
Residential				0		
Hotel				43	22	21
All Other Land Uses[2]				0		
				69	35	34

Table 2-P: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.[4]	% Transit	% Non-Motorized	Veh. Occ.[4]	% Transit	% Non-Motorized
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						
All Other Land Uses[2]						

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		0	0	0	0
Restaurant	0	0		0	0	1
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	0	0		0
Hotel	0	0	1	0	0	

Table 5-P: Computations Summary

	Total	Entering	Exiting
All Person-Trips	69	35	34
Internal Capture Percentage	6%	6%	6%
External Vehicle-Trips[5]	65	33	32
External Transit-Trips[6]	0	0	0
External Non-Motorized Trips[6]	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	N/A	N/A
Restaurant	8%	8%
Cinema/Entertainment	N/A	N/A
Residential	N/A	N/A
Hotel	5%	5%

[1]Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

[3]Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

[4]Enter vehicle occupancy assumed in Table 1-P vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be

[5]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P.

[6]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

Project Name:	Dalewood Street Hotel
Analysis Period:	**PM Street Peak Hour**

Table 7-P: Conversion of Vehicle-Trip Ends to Person-Trip Ends

Land Use	Table 7-P (D): Entering Trips			Table 7-P (O): Exiting Trips		
	Veh. Occ.	Vehicle-Trips	Person-Trips*	Veh. Occ.	Vehicle-Trips	Person-Trips*
Office	1.00	0	0	1.00	0	0
Retail	1.00	0	0	1.00	0	0
Restaurant	1.00	13	13	1.00	13	13
Cinema/Entertainment	1.00	0	0	1.00	0	0
Residential	1.00	0	0	1.00	0	0
Hotel	1.00	22	22	1.00	21	21

Table 8-P (O): Internal Person-Trip Origin-Destination Matrix (Computed at Origin)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		0	0	0	0
Restaurant	0	5		1	2	1
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	0	0		0
Hotel	0	3	14	0	0	

Table 8-P (D): Internal Person-Trip Origin-Destination Matrix (Computed at Destination)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		4	0	0	4
Restaurant	0	0		0	0	16
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	2	0		3
Hotel	0	0	1	0	0	

Table 9-P (D): Internal and External Trips Summary (Entering Trips)

Destination Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	0	0	0	0	0	0
Restaurant	1	12	13	12	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	0	0	0	0	0	0
Hotel	1	21	22	21	0	0
All Other Land Uses[3]	0	0	0	0	0	0

Table 9-P (O): Internal and External Trips Summary (Exiting Trips)

Origin Land Use	Person-Trip Estimates			External Trips by Mode*		
	Internal	External	Total	Vehicles[1]	Transit[2]	Non-Motorized[2]
Office	0	0	0	0	0	0
Retail	0	0	0	0	0	0
Restaurant	1	12	13	12	0	0
Cinema/Entertainment	0	0	0	0	0	0
Residential	0	0	0	0	0	0
Hotel	1	20	21	20	0	0
All Other Land Uses[3]	0	0	0	0	0	0

[1]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P

[2]Person-Trips

[3]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator

*Indicates computation that has been rounded to the nearest whole number.

Gmail **Bryan Crawford <bryandavidcrawford@gmail.com>**

14626 Dalewood Street Hotel

Jack Wong <jwong.jwa@gmail.com> Thu, Mar 23, 2023 at 3:00 PM
To: Bryan Crawford <bryan@ganddini.com>
Cc: Romany Basilyous <rbasilyous@baldwinpark.com>, David Lopez <DLopez@baldwinpark.com>, lsmendoza@migcom.com, Cameron Hile <cameronh@migcom.com>, Ron Garcia <RGarcia@baldwinpark.com>

Hi Bryan,

Public Works has no comments on the Scope of Work.
However, it does not contain any reference to the VMT and Parking Study that were discussed.
Would you and Lisette be available for a phone call tomorrow?

Best,
Jack
[Quoted text hidden]

APPENDIX C

VOLUME COUNT WORKSHEETS

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Thu, Mar 23, 23

LOCATION: Baldwin Park
NORTH & SOUTH: Puente
EAST & WEST: Dalewood

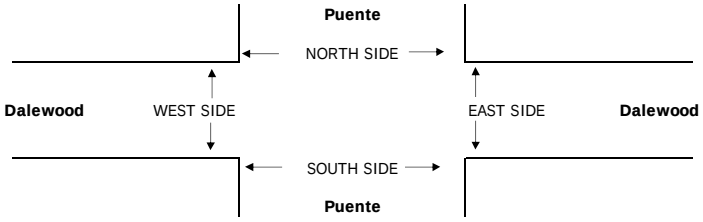
PROJECT #: SC3910
LOCATION #: 1
CONTROL: SIGNAL

NOTES:
Queue EB PM

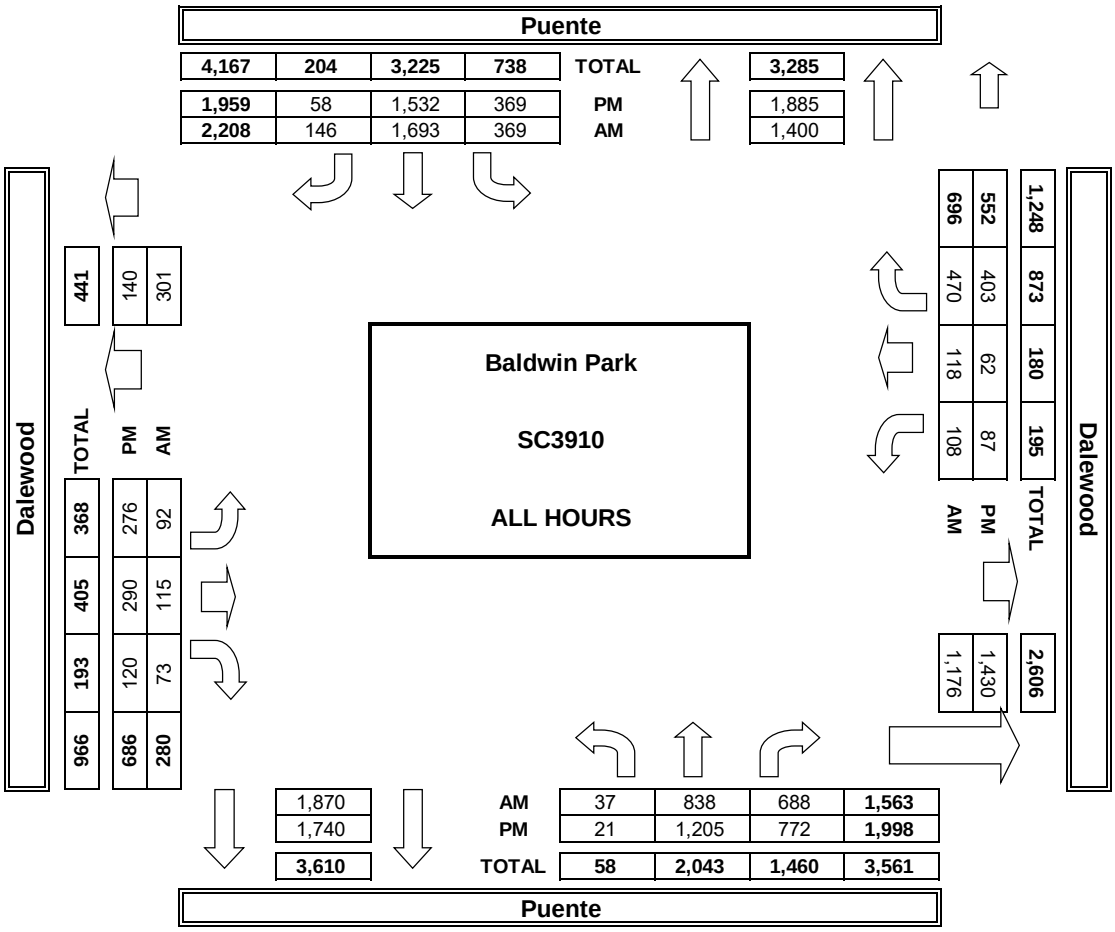
AM PM MD OTHER OTHER — ▲ N ◄ W E ► S ▼

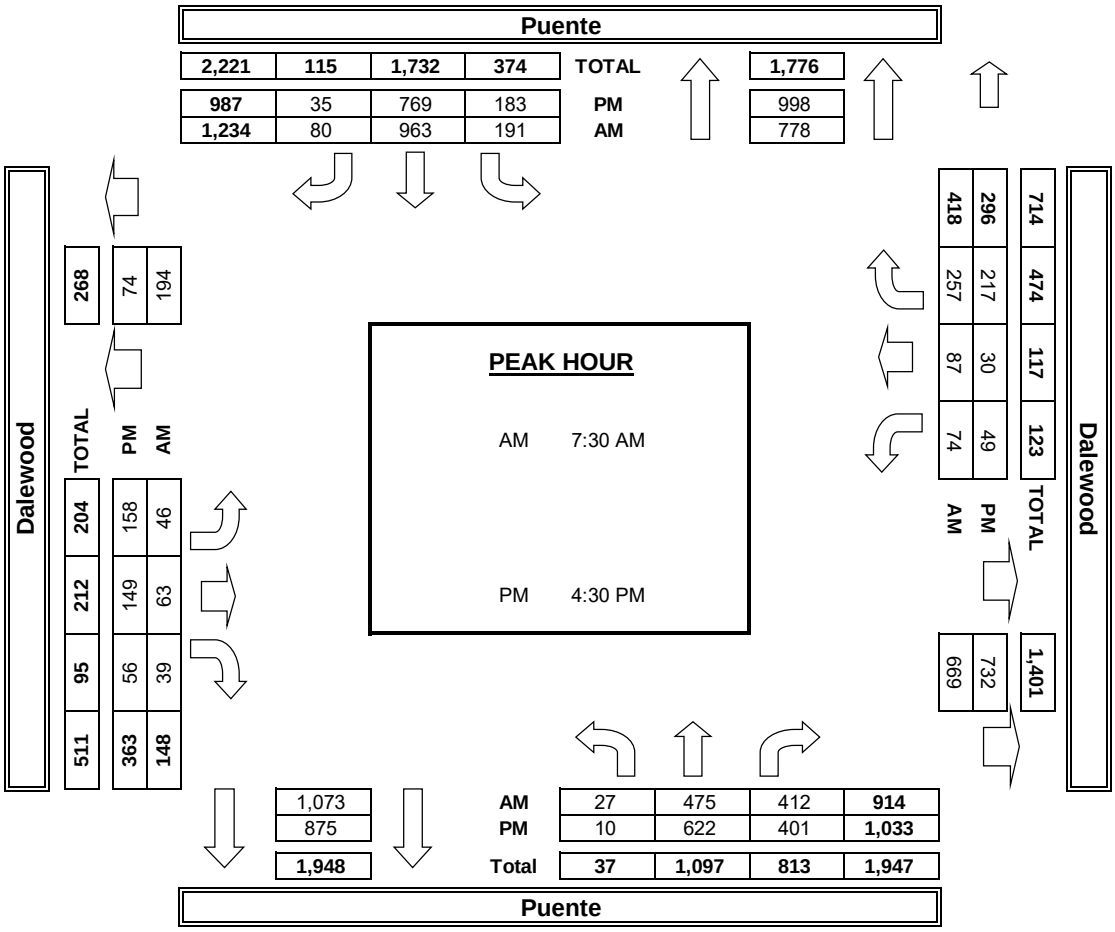
☑ Add U-Turns to Left Turns

		NORTHBOUND (Puente)			SOUTHBOUND (Puente)			EASTBOUND (Dalewood)			WESTBOUND (Dalewood)				U-TURNS				
	LANES:	NL 1	NT 2	NR 1	SL 1	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	3	82	63	27	140	12	2	9	7	9	6	60	420	0	0	0	1	1
	7:15 AM	3	81	72	57	191	15	14	5	11	10	11	43	513	0	0	0	0	0
	7:30 AM	10	109	103	34	226	20	11	13	9	25	16	64	640	0	0	0	1	1
	7:45 AM	7	121	116	44	252	29	14	12	13	16	18	65	707	0	0	0	0	0
	8:00 AM	2	128	90	65	201	12	11	24	10	17	32	73	665	0	0	0	1	1
	8:15 AM	8	117	103	48	284	19	10	14	7	16	21	55	702	0	0	0	1	1
	8:30 AM	2	107	71	61	223	17	14	25	10	8	10	70	618	0	0	0	0	0
	8:45 AM	2	93	70	33	176	22	16	13	6	7	4	40	482	0	0	0	0	0
	VOLUMES	37	838	688	369	1,693	146	92	115	73	108	118	470	4,747	0	0	0	4	4
	APPROACH %	2%	54%	44%	17%	77%	7%	33%	41%	26%	16%	17%	68%						
	APP/DEPART	1,563	/	1,400	2,208	/	1,870	280	/	1,176	696	/	301	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	27	475	412	191	963	80	46	63	39	74	87	257	2,714					
	APPROACH %	3%	52%	45%	15%	78%	6%	31%	43%	26%	18%	21%	61%						
	PEAK HR FACTOR		0.936			0.879			0.822			0.857		0.960					
	APP/DEPART	914	/	778	1,234	/	1,073	148	/	669	418	/	194	0					
PM	4:00 PM	3	162	81	53	201	6	36	41	17	9	10	41	660	0	0	0	0	0
	4:15 PM	4	140	101	55	216	3	19	48	22	9	7	50	674	0	0	0	0	0
	4:30 PM	3	164	90	42	170	7	28	57	12	11	7	58	649	0	0	0	0	0
	4:45 PM	2	150	94	42	185	6	43	36	17	11	9	53	648	0	1	0	0	1
	5:00 PM	4	156	107	47	174	5	50	30	10	13	11	45	652	1	0	0	0	1
	5:15 PM	1	152	110	52	240	17	37	26	17	14	3	61	730	0	0	0	0	0
	5:30 PM	2	137	105	45	195	4	27	28	14	10	9	41	617	0	0	0	0	0
	5:45 PM	2	144	84	33	151	10	36	24	11	10	6	54	565	0	0	0	0	0
	VOLUMES	21	1,205	772	369	1,532	58	276	290	120	87	62	403	5,195	1	1	0	0	2
	APPROACH %	1%	60%	39%	19%	78%	3%	40%	42%	17%	16%	11%	73%						
	APP/DEPART	1,998	/	1,885	1,959	/	1,740	686	/	1,430	552	/	140	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	10	622	401	183	769	35	158	149	56	49	30	217	2,679					
	APPROACH %	1%	60%	39%	19%	78%	4%	44%	41%	15%	17%	10%	73%						
	PEAK HR FACTOR		0.967			0.799			0.936			0.949		0.917					
	APP/DEPART	1,033	/	998	987	/	875	363	/	732	296	/	74	0					



AimTD LLC
TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Thu, Mar 23, 23

LOCATION: Baldwin Park
NORTH & SOUTH: I-10 EB Ramps
EAST & WEST: Dalewood

PROJECT #: SC3910
LOCATION #: 2
CONTROL: SIGNAL

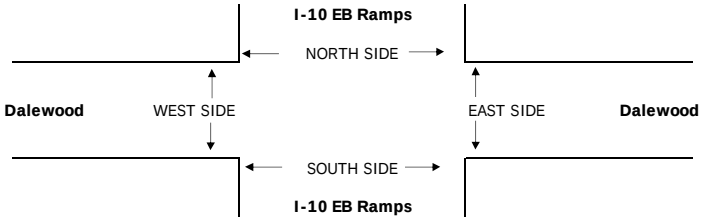
NOTES:
473

AM / PM / MD / OTHER / OTHER

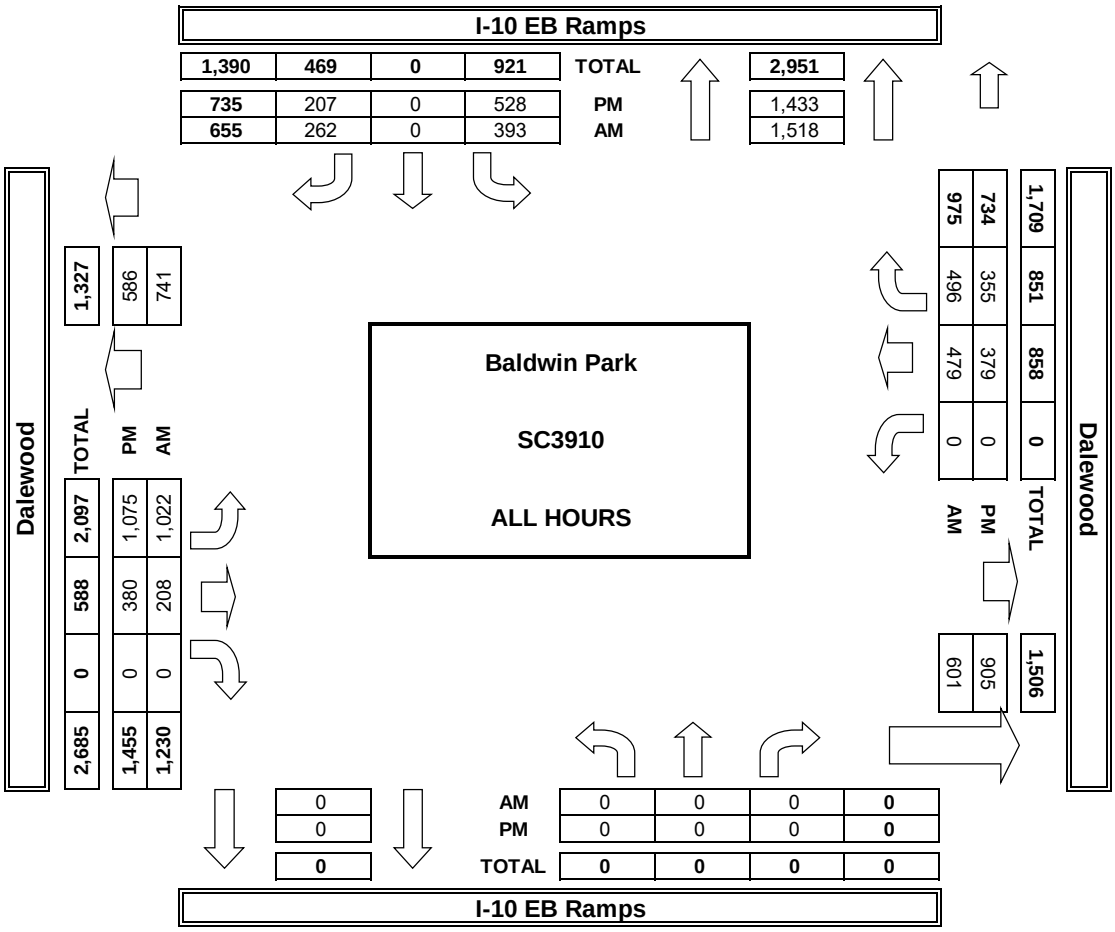
N ▲ ◄ W E ► S ▼

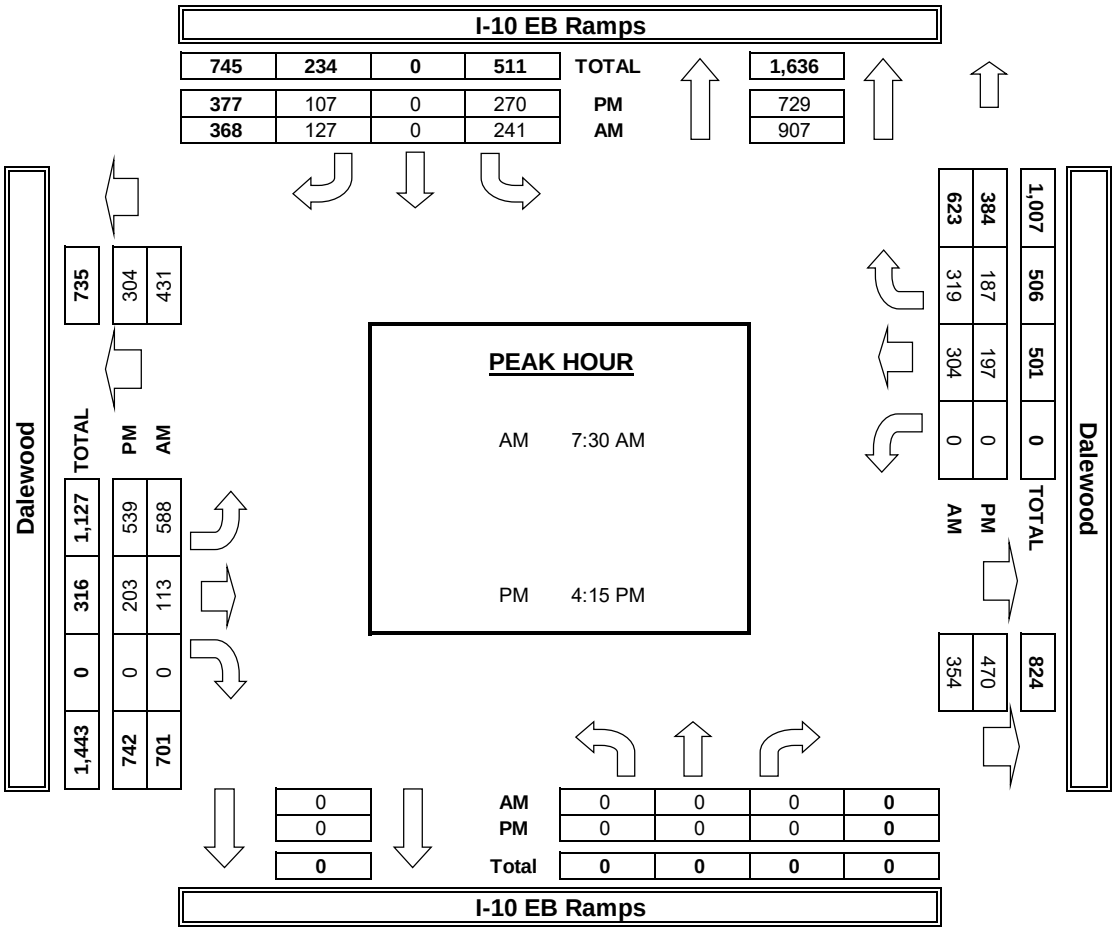
☑ Add U-Turns to Left Turns

		NORTHBOUND I-10 EB Ramps			SOUTHBOUND I-10 EB Ramps			EASTBOUND Dalewood			WESTBOUND Dalewood				U-TURNS				
	LANES:	NL X	NT X	NR X	SL 2	ST X	SR 1	EL 1	ET 2	ER X	WL X	WT 1	WR 1	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	0	0	0	32	0	40	89	11	0	0	43	36	251	0	0	0	0	0
	7:15 AM	0	0	0	36	0	23	111	27	0	0	47	46	290	0	0	0	0	0
	7:30 AM	0	0	0	57	0	32	141	19	0	0	82	80	411	0	0	0	0	0
	7:45 AM	0	0	0	53	0	25	148	29	0	0	88	120	463	0	0	0	0	0
	8:00 AM	0	0	0	80	0	39	154	35	0	0	70	59	437	0	0	0	0	0
	8:15 AM	0	0	0	51	0	31	145	30	0	0	64	60	381	0	0	0	0	0
	8:30 AM	0	0	0	42	0	43	129	33	0	0	55	45	347	0	0	0	0	0
	8:45 AM	0	0	0	42	0	29	105	24	0	0	30	50	280	0	0	0	0	0
	VOLUMES	0	0	0	393	0	262	1,022	208	0	0	479	496	2,860	0	0	0	0	0
	APPROACH %	0%	0%	0%	60%	0%	40%	83%	17%	0%	0%	49%	51%						
	APP/DEPART	0	/	1,518	655	/	0	1,230	/	601	975	/	741	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	0	0	241	0	127	588	113	0	0	304	319	1,692					
	APPROACH %	0%	0%	0%	65%	0%	35%	84%	16%	0%	0%	49%	51%						
	PEAK HR FACTOR		0.000			0.773			0.927			0.749		0.914					
	APP/DEPART	0	/	907	368	/	0	701	/	354	623	/	431	0					
PM	4:00 PM	0	0	0	59	0	20	134	50	0	0	42	36	341	0	0	0	0	0
	4:15 PM	0	0	0	61	0	30	151	58	0	0	42	42	384	0	0	0	0	0
	4:30 PM	0	0	0	66	0	25	130	52	0	0	48	44	365	0	2	0	0	2
	4:45 PM	0	0	0	66	0	32	132	56	0	0	54	40	380	0	1	0	0	1
	5:00 PM	0	0	0	77	0	20	126	37	0	0	53	61	374	0	0	0	0	0
	5:15 PM	0	0	0	61	0	30	143	51	0	0	53	42	380	0	0	0	0	0
	5:30 PM	0	0	0	62	0	18	153	39	0	0	42	45	359	0	0	0	0	0
	5:45 PM	0	0	0	76	0	32	106	37	0	0	45	45	341	0	0	0	0	0
	VOLUMES	0	0	0	528	0	207	1,075	380	0	0	379	355	2,924	0	3	0	0	3
	APPROACH %	0%	0%	0%	72%	0%	28%	74%	26%	0%	0%	52%	48%						
	APP/DEPART	0	/	1,433	735	/	0	1,455	/	905	734	/	586	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	0	0	0	270	0	107	539	203	0	0	197	187	1,503					
	APPROACH %	0%	0%	0%	72%	0%	28%	73%	27%	0%	0%	51%	49%						
	PEAK HR FACTOR		0.000			0.962			0.888			0.842		0.979					
	APP/DEPART	0	/	729	377	/	0	742	/	470	384	/	304	0					



AimTD LLC
TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Thu, Mar 23, 23

LOCATION: Baldwin Park
NORTH & SOUTH: Merced
EAST & WEST: Dalewood

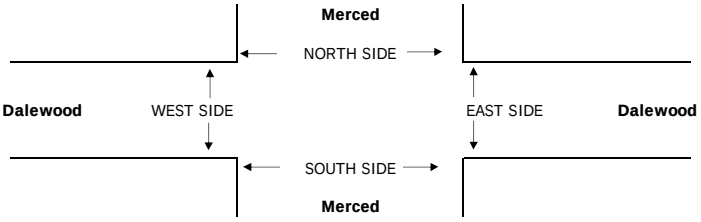
PROJECT #: SC3910
LOCATION #: 3
CONTROL: STOP ALL

NOTES:

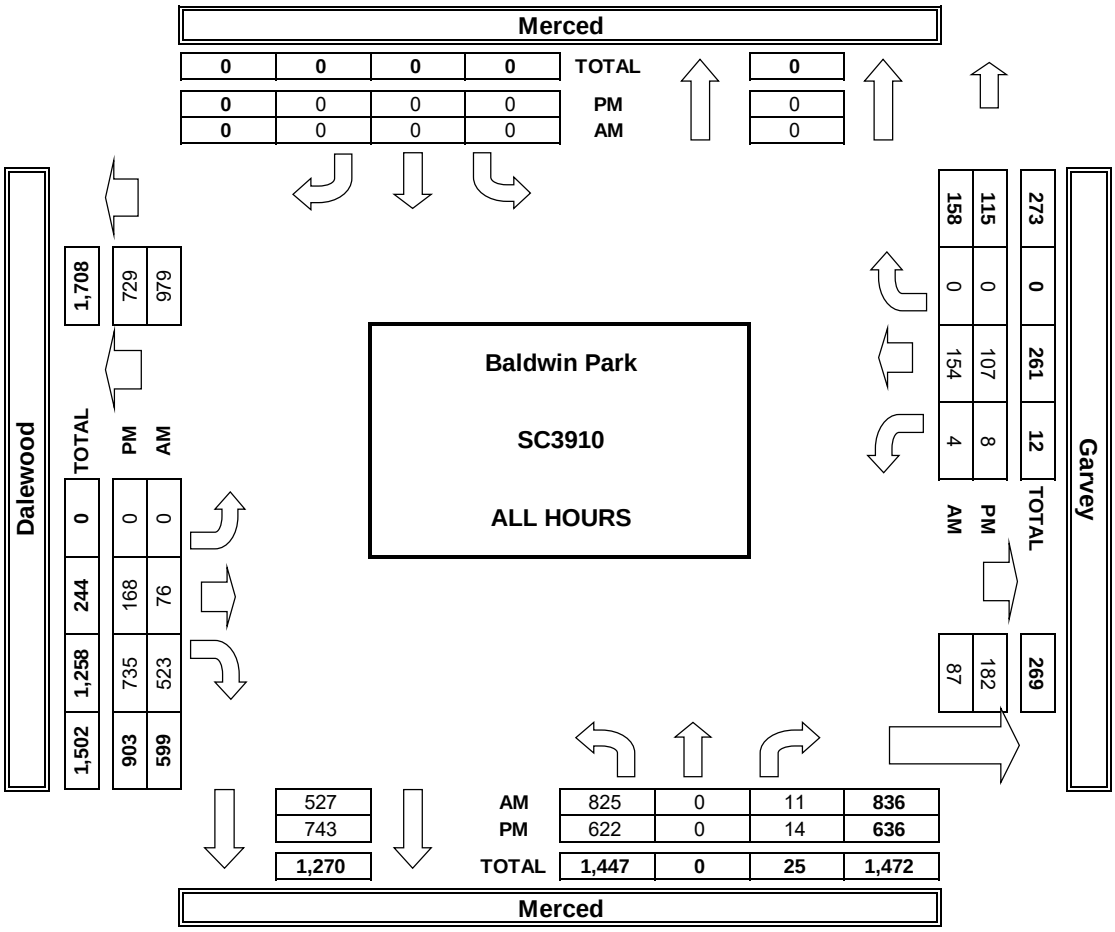
AM PM MD OTHER OTHER — ◄ W — ▲ N S ▼ — E ►

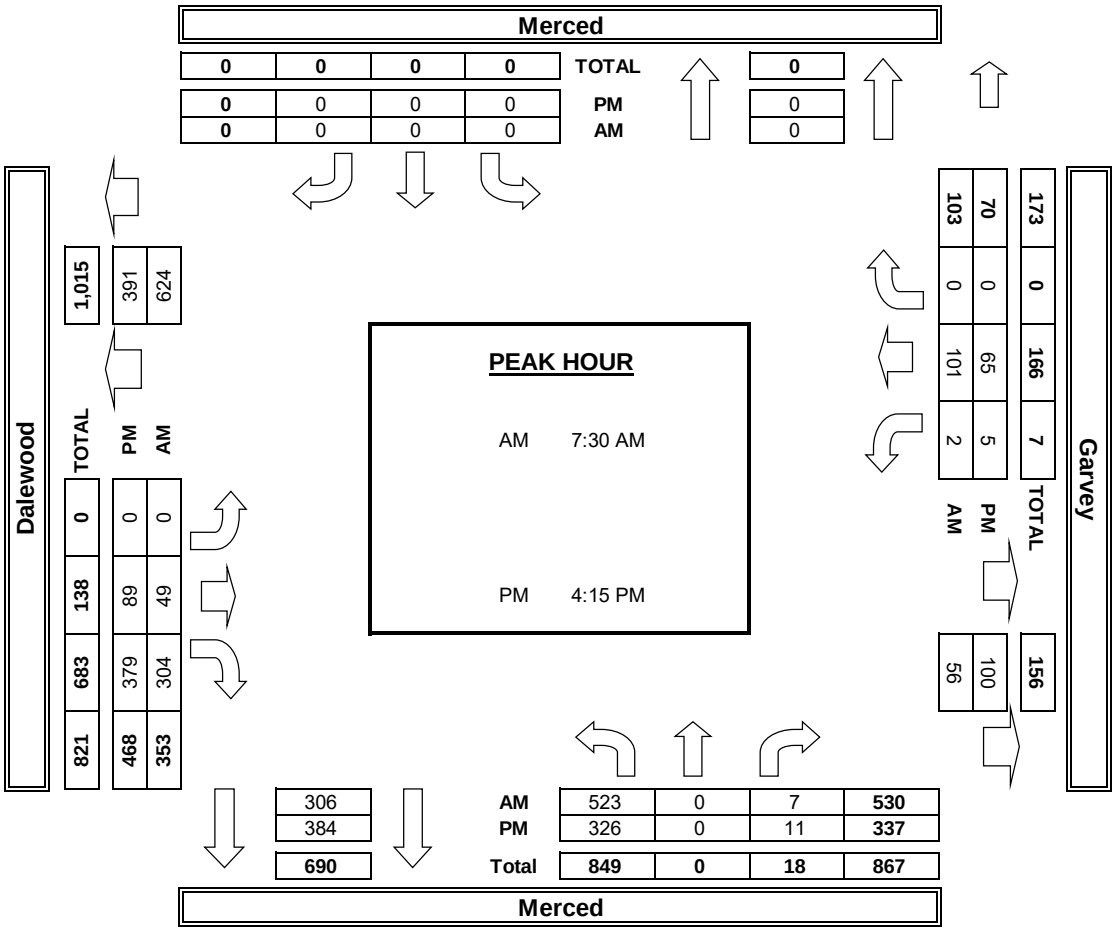
☑ Add U-Turns to Left Turns

		NORTHBOUND (Merced)			SOUTHBOUND (Merced)			EASTBOUND (Dalewood)			WESTBOUND (Garvey)				U-TURNS				
	LANES:	NL 1	NT X	NR 1	SL X	ST X	SR X	EL X	ET 1	ER 0	WL 0	WT 1	WR X	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	74	0	1	0	0	0	0	5	40	0	8	0	128	0	0	0	0	0
	7:15 AM	84	0	1	0	0	0	0	10	53	0	13	0	161	0	0	0	0	0
	7:30 AM	144	0	2	0	0	0	0	13	63	1	25	0	248	0	0	0	0	0
	7:45 AM	167	0	4	0	0	0	0	15	73	0	29	0	288	0	0	0	0	0
	8:00 AM	105	0	0	0	0	0	0	15	96	0	27	0	243	0	0	0	0	0
	8:15 AM	107	0	1	0	0	0	0	6	72	1	20	0	207	0	0	0	0	0
	8:30 AM	82	0	1	0	0	0	0	5	73	2	14	0	177	0	0	0	0	0
	8:45 AM	62	0	1	0	0	0	0	7	53	0	18	0	141	0	0	0	0	0
	VOLUMES	825	0	11	0	0	0	0	76	523	4	154	0	1,593	0	0	0	0	0
	APPROACH %	99%	0%	1%	0%	0%	0%	0%	13%	87%	3%	97%	0%						
	APP/DEPART	836	/	0	0	/	527	599	/	87	158	/	979	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	523	0	7	0	0	0	0	49	304	2	101	0	986					
	APPROACH %	99%	0%	1%	0%	0%	0%	0%	14%	86%	2%	98%	0%						
	PEAK HR FACTOR		0.775			0.000			0.795			0.888		0.856					
	APP/DEPART	530	/	0	0	/	306	353	/	56	103	/	624	0					
PM	4:00 PM	64	0	0	0	0	0	0	20	94	1	14	0	193	0	0	0	0	0
	4:15 PM	70	0	5	0	0	0	0	18	100	2	16	0	211	0	0	0	0	0
	4:30 PM	83	0	3	0	0	0	0	29	89	0	16	0	220	0	0	0	0	0
	4:45 PM	70	0	1	0	0	0	0	22	94	1	16	0	204	0	0	0	0	0
	5:00 PM	103	0	2	0	0	0	0	20	96	2	17	0	240	0	0	0	0	0
	5:15 PM	80	0	2	0	0	0	0	21	95	0	10	0	208	0	0	0	0	0
	5:30 PM	75	0	0	0	0	0	0	19	82	2	11	0	189	0	0	0	0	0
	5:45 PM	77	0	1	0	0	0	0	19	85	0	7	0	189	0	0	0	0	0
	VOLUMES	622	0	14	0	0	0	0	168	735	8	107	0	1,654	0	0	0	0	0
	APPROACH %	98%	0%	2%	0%	0%	0%	0%	19%	81%	7%	93%	0%						
	APP/DEPART	636	/	0	0	/	743	903	/	182	115	/	729	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	326	0	11	0	0	0	0	89	379	5	65	0	875					
	APPROACH %	97%	0%	3%	0%	0%	0%	0%	19%	81%	7%	93%	0%						
	PEAK HR FACTOR		0.802			0.000			0.992			0.921		0.911					
	APP/DEPART	337	/	0	0	/	384	468	/	100	70	/	391	0					



AimTD LLC
TURNING MOVEMENT COUNTS





APPENDIX D

LEVEL OF SERVICE WORKSHEETS

EXISTING

14624 Dalewood Street Hotel

Vistro File: G:\...\AME.vistro
Report File: G:\...\E AM.pdf

Scenario 1 Existing AM Peak Hour
3/30/2023

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Puente Ave (NS) at Dalewood St (EW)	Signalized	HCM 7th Edition	SB Left	0.769	22.6	C
2	I-10 EB Ramps (NS) at Dalewood St (EW)	Signalized	HCM 7th Edition	SB Left	0.706	26.6	C
4	Merced Ave (NS) at Dalewood St (EW)	All-way stop	HCM 7th Edition	NB Left	0.790	20.7	C

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Puente Ave (NS) at Dalewood St (EW)

Control Type:	Signalized	Delay (sec / veh):	22.6
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.769

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	135.00	100.00	100.00	50.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	27	475	412	191	963	80	46	63	39	74	87	257
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	27	475	412	191	963	80	46	63	39	74	87	257
Peak Hour Factor	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	124	107	50	251	21	12	16	10	19	23	67
Total Analysis Volume [veh/h]	28	495	429	199	1003	83	48	66	41	77	91	268
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	65
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	8	0	7	4	0	0	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	10	0	7	10	0	0	10	0	0	10	0
Maximum Green [s]	120	120	0	120	120	0	0	120	0	0	120	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	17	16	0	19	18	0	0	30	0	0	30	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	21	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	C	C
C, Cycle Length [s]	65	65	65	65	65	65	65	65
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	3	18	18	9	24	24	26	26
g / C, Green / Cycle	0.04	0.28	0.28	0.13	0.37	0.37	0.40	0.40
(v / s)_i Volume / Saturation Flow Rate	0.02	0.13	0.26	0.11	0.28	0.28	0.10	0.26
s, saturation flow rate [veh/h]	1781	3560	1589	1781	1870	1820	1444	1606
c, Capacity [veh/h]	74	992	443	238	693	675	655	712
d1, Uniform Delay [s]	30.31	19.53	22.85	27.32	17.95	17.96	12.63	15.47
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.97	0.36	10.86	6.45	1.79	1.85	0.80	3.57
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.36	0.48	0.93	0.80	0.76	0.76	0.23	0.59
d, Delay for Lane Group [s/veh]	33.28	19.89	33.71	33.77	19.73	19.81	13.43	19.04
Lane Group LOS	C	B	C	C	B	B	B	B
Critical Lane Group	No	No	Yes	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.44	2.70	6.71	3.06	6.23	6.09	1.39	5.00
50th-Percentile Queue Length [ft/ln]	11.11	67.46	167.76	76.50	155.80	152.33	34.69	125.05
95th-Percentile Queue Length [veh/ln]	0.80	4.86	10.96	5.51	10.33	10.14	2.50	8.67
95th-Percentile Queue Length [ft/ln]	20.00	121.43	273.97	137.69	258.15	253.53	62.44	216.75

Movement, Approach, & Intersection Results

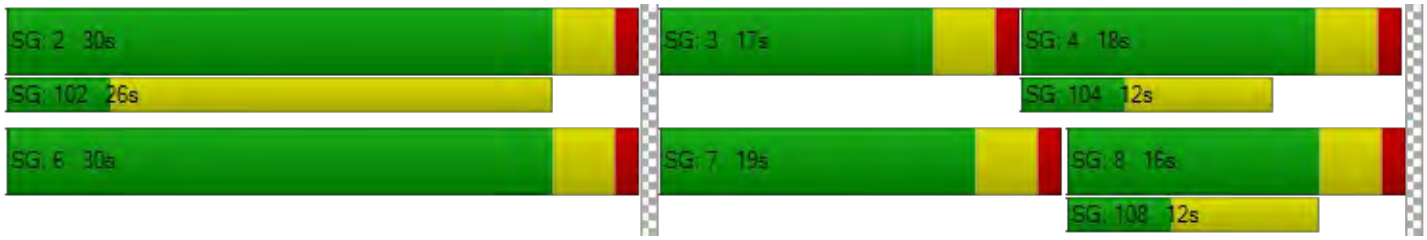
d_M, Delay for Movement [s/veh]	33.28	19.89	33.71	33.77	19.77	19.81	13.43	13.43	13.43	19.04	19.04	19.04
Movement LOS	C	B	C	C	B	B	B	B	B	B	B	B
d_A, Approach Delay [s/veh]	26.51			21.94			13.43			19.04		
Approach LOS	C			C			B			B		
d_I, Intersection Delay [s/veh]	22.57											
Intersection LOS	C											
Intersection V/C	0.769											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	24.13	0.00	24.13	24.13
l_p,int, Pedestrian LOS Score for Intersection	2.974	0.000	1.894	2.336
Crosswalk LOS	C	F	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	369	431	800	800
d_b, Bicycle Delay [s]	21.61	20.01	11.70	11.70
l_b,int, Bicycle LOS Score for Intersection	2.314	2.578	1.804	2.249
Bicycle LOS	B	B	A	B

Sequence

Ring 1	-	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: I-10 EB Ramps (NS) at Dalewood St (EW)

Control Type:	Signalized	Delay (sec / veh):	26.6
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.706

Intersection Setup

Name						
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	1	1	0	0	1
Entry Pocket Length [ft]	125.00	100.00	165.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	1	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	100.00	0.00	100.00
Speed [mph]	30.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	241	127	588	113	304	319
Base Volume Adjustment Factor	1.0000	0.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	241	0	588	113	304	319
Peak Hour Factor	0.9140	0.9140	0.9140	0.9140	0.9140	0.9140
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	66	0	161	31	83	87
Total Analysis Volume [veh/h]	264	0	643	124	333	349
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	80
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Split	Split	Protected	Permissive	Permissive	Permissive
Signal Group	7	0	5	2	6	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	Lead	-	-	-
Minimum Green [s]	7	0	7	10	10	0
Maximum Green [s]	120	0	120	120	120	0
Amber [s]	3.0	0.0	3.0	3.0	3.0	0.0
All red [s]	1.0	0.0	1.0	1.0	1.0	0.0
Split [s]	25	0	32	55	23	0
Vehicle Extension [s]	3.0	0.0	3.0	3.0	3.0	0.0
Walk [s]	5	0	0	5	5	0
Pedestrian Clearance [s]	14	0	0	10	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
Minimum Recall	No		No	No	No	
Maximum Recall	No		No	No	No	
Pedestrian Recall	No		No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	R	L	C	C	R
C, Cycle Length [s]	80	80	80	80	80	80
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	8	8	28	64	32	32
g / C, Green / Cycle	0.10	0.10	0.35	0.80	0.40	0.40
(v / s)_i Volume / Saturation Flow Rate	0.07	0.00	0.33	0.03	0.09	0.20
s, saturation flow rate [veh/h]	3459	1589	1781	3560	3560	1589
c, Capacity [veh/h]	346	159	620	2849	1431	639
d1, Uniform Delay [s]	34.89	0.00	25.40	1.65	15.67	17.93
k, delay calibration	0.11	0.11	0.11	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.58	0.00	10.25	0.03	0.34	2.80
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.70	0.00	0.95	0.04	0.21	0.50
d, Delay for Lane Group [s/veh]	37.48	0.00	35.65	1.68	16.01	20.73
Lane Group LOS	D	A	D	A	B	C
Critical Lane Group	Yes	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.34	0.00	11.77	0.09	1.76	4.56
50th-Percentile Queue Length [ft/ln]	58.62	0.00	294.17	2.19	43.95	113.92
95th-Percentile Queue Length [veh/ln]	4.22	0.00	17.39	0.16	3.16	8.06
95th-Percentile Queue Length [ft/ln]	105.52	0.00	434.81	3.94	79.11	201.44

Movement, Approach, & Intersection Results

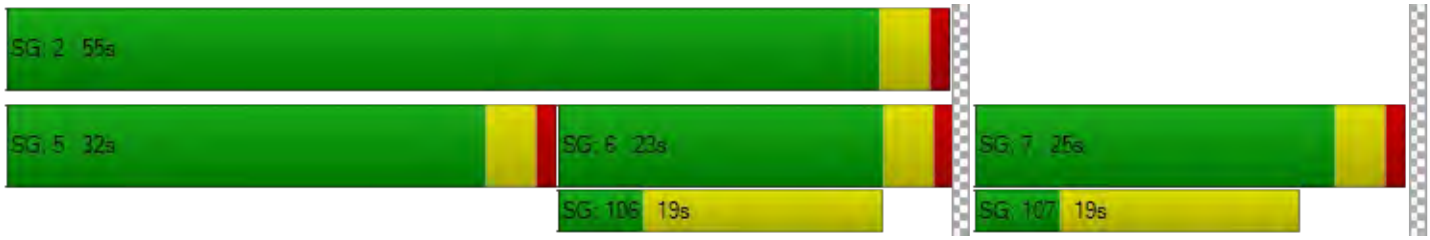
d_M, Delay for Movement [s/veh]	37.48	0.00	35.65	1.68	16.01	20.73
Movement LOS	D	A	D	A	B	C
d_A, Approach Delay [s/veh]	37.48		30.17		18.43	
Approach LOS	D		C		B	
d_I, Intersection Delay [s/veh]	26.62					
Intersection LOS	C					
Intersection V/C	0.706					

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	31.54	0.00	31.54
l_p,int, Pedestrian LOS Score for Intersection	2.407	0.000	2.518
Crosswalk LOS	B	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	525	1274	475
d_b, Bicycle Delay [s]	21.79	5.28	23.29
l_b,int, Bicycle LOS Score for Intersection	1.560	2.138	2.074
Bicycle LOS	A	B	B

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 4: Merced Ave (NS) at Dalewood St (EW)

Control Type:	All-way stop	Delay (sec / veh):	20.7
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.790

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name						
Base Volume Input [veh/h]	523	7	49	304	2	101
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	523	7	49	304	2	101
Peak Hour Factor	0.8560	0.8560	0.8560	0.8560	0.8560	0.8560
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	153	2	14	89	1	29
Total Analysis Volume [veh/h]	611	8	57	355	2	118
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	671	698	593
Degree of Utilization, x	0.79	0.51	0.17

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	9.89	3.01	0.63
95th-Percentile Queue Length [ft]	247.13	75.36	15.73
Approach Delay [s/veh]	27.55	13.40	10.35
Approach LOS	D	B	B
Intersection Delay [s/veh]	20.68		
Intersection LOS	C		

14624 Dalewood Street Hotel

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Report File: G:\...\E PM.pdf

Scenario 1 Existing PM Peak Hour
3/30/2023

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Puente Ave (NS) at Dalewood St (EW)	Signalized	HCM 7th Edition	NB Left	0.741	21.1	C
2	I-10 EB Ramps (NS) at Dalewood St (EW)	Signalized	HCM 7th Edition	SB Left	0.593	24.1	C
4	Merced Ave (NS) at Dalewood St (EW)	All-way stop	HCM 7th Edition	EB Right	0.591	13.6	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Puente Ave (NS) at Dalewood St (EW)

Control Type:	Signalized	Delay (sec / veh):	21.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.741

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	135.00	100.00	100.00	50.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	10	622	401	183	769	35	158	149	56	49	30	217
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	622	401	183	769	35	158	149	56	49	30	217
Peak Hour Factor	0.9170	0.9170	0.9170	0.9170	0.9170	0.9170	0.9170	0.9170	0.9170	0.9170	0.9170	0.9170
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	170	109	50	210	10	43	41	15	13	8	59
Total Analysis Volume [veh/h]	11	678	437	200	839	38	172	162	61	53	33	237
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	65
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	8	0	7	4	0	0	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	10	0	7	10	0	0	10	0	0	10	0
Maximum Green [s]	120	120	0	120	120	0	0	120	0	0	120	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	15	23	0	12	20	0	0	30	0	0	30	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	21	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	C	C
C, Cycle Length [s]	65	65	65	65	65	65	65	65
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	1	18	18	8	25	25	27	27
g / C, Green / Cycle	0.02	0.28	0.28	0.12	0.39	0.39	0.41	0.41
(v / s)_i Volume / Saturation Flow Rate	0.01	0.17	0.25	0.10	0.22	0.22	0.25	0.18
s, saturation flow rate [veh/h]	1781	3560	1589	1781	1870	1841	1457	1612
c, Capacity [veh/h]	33	994	444	220	718	707	681	731
d1, Uniform Delay [s]	31.53	20.49	22.61	27.87	15.76	15.76	14.60	13.65
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	5.18	0.65	7.88	8.59	0.70	0.71	3.00	1.68
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.30	0.63	0.90	0.83	0.56	0.56	0.53	0.41
d, Delay for Lane Group [s/veh]	36.71	21.14	30.49	36.45	16.46	16.47	17.60	15.32
Lane Group LOS	D	C	C	D	B	B	B	B
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.19	3.73	6.15	3.07	4.16	4.10	4.14	3.05
50th-Percentile Queue Length [ft/ln]	4.80	93.32	153.87	76.85	103.91	102.38	103.58	76.18
95th-Percentile Queue Length [veh/ln]	0.35	6.72	10.22	5.53	7.48	7.37	7.46	5.48
95th-Percentile Queue Length [ft/ln]	8.64	167.98	255.59	138.32	187.04	184.28	186.45	137.12

Movement, Approach, & Intersection Results

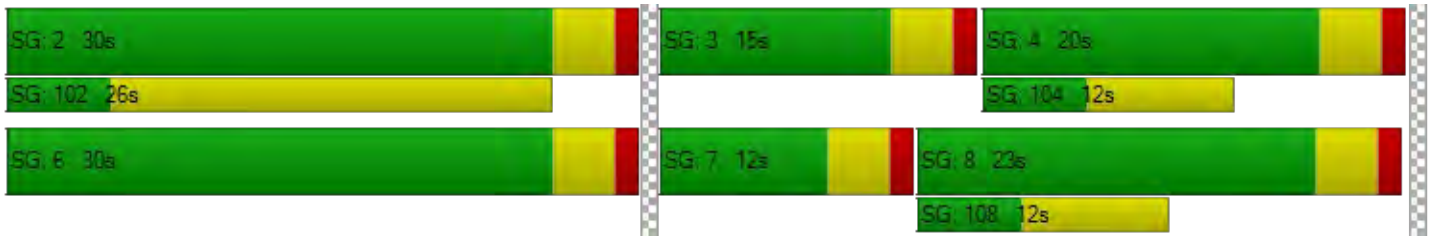
d_M, Delay for Movement [s/veh]	36.71	21.14	30.49	36.45	16.46	16.47	17.60	17.60	17.60	15.32	15.32	15.32
Movement LOS	D	C	C	D	B	B	B	B	B	B	B	B
d_A, Approach Delay [s/veh]	24.92			20.17			17.60			15.32		
Approach LOS	C			C			B			B		
d_I, Intersection Delay [s/veh]	21.12											
Intersection LOS	C											
Intersection V/C	0.741											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	24.14	0.00	24.14	24.14
l_p,int, Pedestrian LOS Score for Intersection	2.921	0.000	1.949	2.315
Crosswalk LOS	C	F	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	584	492	800	800
d_b, Bicycle Delay [s]	16.29	18.49	11.72	11.72
l_b,int, Bicycle LOS Score for Intersection	2.412	2.374	2.159	2.048
Bicycle LOS	B	B	B	B

Sequence

Ring 1	-	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: I-10 EB Ramps (NS) at Dalewood St (EW)

Control Type:	Signalized	Delay (sec / veh):	24.1
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.593

Intersection Setup

Name						
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	1	1	0	0	1
Entry Pocket Length [ft]	125.00	100.00	165.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	1	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	100.00	0.00	100.00
Speed [mph]	30.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	270	107	539	203	197	187
Base Volume Adjustment Factor	1.0000	0.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	270	0	539	203	197	187
Peak Hour Factor	0.9790	0.9790	0.9790	0.9790	0.9790	0.9790
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	69	0	138	52	50	48
Total Analysis Volume [veh/h]	276	0	551	207	201	191
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	75
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Split	Split	Protected	Permissive	Permissive	Permissive
Signal Group	7	0	5	2	6	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	Lead	-	-	-
Minimum Green [s]	7	0	7	10	10	0
Maximum Green [s]	120	0	120	120	120	0
Amber [s]	3.0	0.0	3.0	3.0	3.0	0.0
All red [s]	1.0	0.0	1.0	1.0	1.0	0.0
Split [s]	23	0	29	52	23	0
Vehicle Extension [s]	3.0	0.0	3.0	3.0	3.0	0.0
Walk [s]	5	0	0	5	5	0
Pedestrian Clearance [s]	14	0	0	10	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
Minimum Recall	No		No	No	No	
Maximum Recall	No		No	No	No	
Pedestrian Recall	No		No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	R	L	C	C	R
C, Cycle Length [s]	75	75	75	75	75	75
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	8	8	24	59	31	31
g / C, Green / Cycle	0.11	0.11	0.32	0.78	0.41	0.41
(v / s)_i Volume / Saturation Flow Rate	0.08	0.00	0.30	0.06	0.06	0.12
s, saturation flow rate [veh/h]	3459	1589	1781	3560	3560	1589
c, Capacity [veh/h]	382	176	577	2788	1444	645
d1, Uniform Delay [s]	32.24	0.00	24.61	1.88	14.06	15.05
k, delay calibration	0.11	0.11	0.11	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.43	0.00	8.81	0.05	0.20	1.14
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.71	0.00	0.93	0.07	0.14	0.29
d, Delay for Lane Group [s/veh]	34.67	0.00	33.41	1.93	14.25	16.19
Lane Group LOS	C	A	C	A	B	B
Critical Lane Group	Yes	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.42	0.00	9.91	0.17	1.01	2.17
50th-Percentile Queue Length [ft/ln]	60.61	0.00	247.75	4.27	25.14	54.19
95th-Percentile Queue Length [veh/ln]	4.36	0.00	15.07	0.31	1.81	3.90
95th-Percentile Queue Length [ft/ln]	109.10	0.00	376.82	7.69	45.25	97.55

Movement, Approach, & Intersection Results

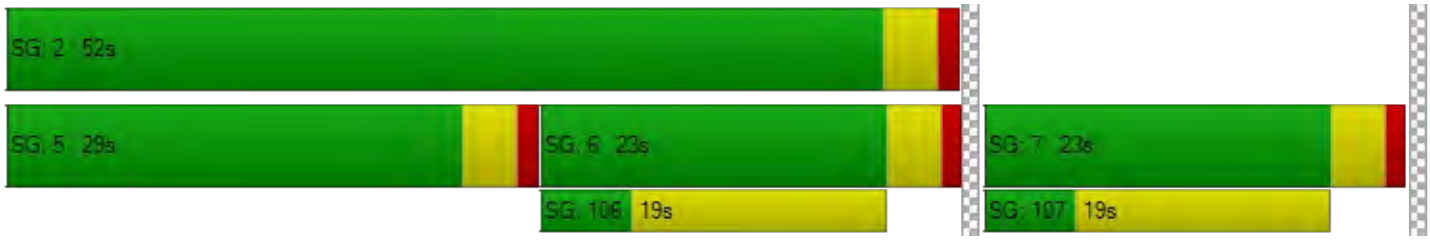
d_M, Delay for Movement [s/veh]	34.67	0.00	33.41	1.93	14.25	16.19
Movement LOS	C	A	C	A	B	B
d_A, Approach Delay [s/veh]	34.67		24.80		15.20	
Approach LOS	C		C		B	
d_I, Intersection Delay [s/veh]	24.07					
Intersection LOS	C					
Intersection V/C	0.593					

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	29.08	0.00	29.08
l_p,int, Pedestrian LOS Score for Intersection	2.366	0.000	2.487
Crosswalk LOS	B	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	506	1279	506
d_b, Bicycle Delay [s]	20.94	4.88	20.94
l_b,int, Bicycle LOS Score for Intersection	1.560	2.172	1.876
Bicycle LOS	A	B	A

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 4: Merced Ave (NS) at Dalewood St (EW)

Control Type:	All-way stop	Delay (sec / veh):	13.6
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.591

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name						
Base Volume Input [veh/h]	326	11	89	379	5	65
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	326	11	89	379	5	65
Peak Hour Factor	0.9110	0.9110	0.9110	0.9110	0.9110	0.9110
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	89	3	24	104	1	18
Total Analysis Volume [veh/h]	358	12	98	416	5	71
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	666	792	648
Degree of Utilization, x	0.51	0.59	0.11

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	3.02	4.23	0.36
95th-Percentile Queue Length [ft]	75.47	105.69	9.08
Approach Delay [s/veh]	13.91	14.07	9.23
Approach LOS	B	B	A
Intersection Delay [s/veh]	13.62		
Intersection LOS	B		

EXISTING PLUS PROJECT

14624 Dalewood Street Hotel

Vistro File: G:\...\AME.vistro
Report File: G:\...\EP AM.pdf

Scenario 2 Existing Plus Project AM Peak Hour
3/30/2023

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Puente Ave (NS) at Dalewood St (EW)	Signalized	HCM 7th Edition	NB Left	0.774	23.0	C
2	I-10 EB Ramps (NS) at Dalewood St (EW)	Signalized	HCM 7th Edition	SB Left	0.714	26.5	C
3	Project Dwy (NS) at Dalewood St (EW)	Two-way stop	HCM 7th Edition	NB Left	0.126	21.2	C
4	Merced Ave (NS) at Dalewood St (EW)	All-way stop	HCM 7th Edition	NB Left	0.798	21.3	C

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Puente Ave (NS) at Dalewood St (EW)

Control Type:	Signalized	Delay (sec / veh):	23.0
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.774

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	135.00	100.00	100.00	50.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	27	475	412	191	963	80	46	63	39	74	87	257
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	3	9	0	0	0	1	0	2	1	8
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	27	475	415	200	963	80	46	64	39	76	88	265
Peak Hour Factor	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600	0.9600
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	124	108	52	251	21	12	17	10	20	23	69
Total Analysis Volume [veh/h]	28	495	432	208	1003	83	48	67	41	79	92	276
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	70
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	8	0	7	4	0	0	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	10	0	7	10	0	0	10	0	0	10	0
Maximum Green [s]	120	120	0	120	120	0	0	120	0	0	120	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	19	16	0	24	21	0	0	30	0	0	30	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	21	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	C	C
C, Cycle Length [s]	70	70	70	70	70	70	70	70
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	3	20	20	10	27	27	28	28
g / C, Green / Cycle	0.04	0.29	0.29	0.14	0.39	0.39	0.40	0.40
(v / s)_i Volume / Saturation Flow Rate	0.02	0.13	0.26	0.11	0.28	0.28	0.11	0.27
s, saturation flow rate [veh/h]	1781	3560	1589	1781	1870	1820	1413	1603
c, Capacity [veh/h]	74	1029	459	249	724	705	632	702
d1, Uniform Delay [s]	32.68	20.44	23.97	29.21	18.33	18.35	13.76	17.02
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.01	0.32	7.59	6.28	1.44	1.49	0.88	4.01
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.36	0.46	0.90	0.80	0.73	0.73	0.24	0.61
d, Delay for Lane Group [s/veh]	35.70	20.76	31.56	35.49	19.78	19.84	14.64	21.03
Lane Group LOS	D	C	C	D	B	B	B	C
Critical Lane Group	No	No	Yes	Yes	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	0.48	2.92	6.85	3.45	6.59	6.44	1.55	5.76
50th-Percentile Queue Length [ft/ln]	12.05	72.91	171.25	86.36	164.75	161.04	38.71	143.91
95th-Percentile Queue Length [veh/ln]	0.87	5.25	11.14	6.22	10.80	10.60	2.79	9.69
95th-Percentile Queue Length [ft/ln]	21.68	131.23	278.55	155.45	270.00	265.10	69.69	242.27

Movement, Approach, & Intersection Results

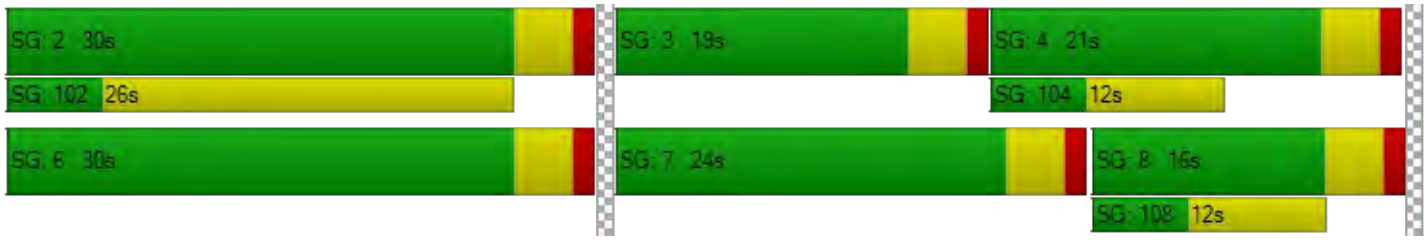
d_M, Delay for Movement [s/veh]	35.70	20.76	31.56	35.49	19.80	19.84	14.64	14.64	14.64	21.03	21.03	21.03
Movement LOS	D	C	C	D	B	B	B	B	B	C	C	C
d_A, Approach Delay [s/veh]	26.09			22.33			14.64			21.03		
Approach LOS	C			C			B			C		
d_I, Intersection Delay [s/veh]	22.97											
Intersection LOS	C											
Intersection V/C	0.774											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	26.60	0.00	26.60	26.60
l_p,int, Pedestrian LOS Score for Intersection	2.982	0.000	1.899	2.349
Crosswalk LOS	C	F	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	343	485	742	742
d_b, Bicycle Delay [s]	24.05	20.08	13.84	13.84
l_b,int, Bicycle LOS Score for Intersection	2.316	2.585	1.805	2.267
Bicycle LOS	B	B	A	B

Sequence

Ring 1	-	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: I-10 EB Ramps (NS) at Dalewood St (EW)

Control Type:	Signalized	Delay (sec / veh):	26.5
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.714

Intersection Setup

Name						
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	1	1	0	0	1
Entry Pocket Length [ft]	125.00	100.00	165.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	1	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	100.00	0.00	100.00
Speed [mph]	30.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	241	127	588	113	304	319
Base Volume Adjustment Factor	1.0000	0.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	8	0	0	13	11	6
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	249	0	588	126	315	325
Peak Hour Factor	0.9140	0.9140	0.9140	0.9140	0.9140	0.9140
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	68	0	161	34	86	89
Total Analysis Volume [veh/h]	272	0	643	138	345	356
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	80
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Split	Split	Protected	Permissive	Permissive	Permissive
Signal Group	7	0	5	2	6	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	Lead	-	-	-
Minimum Green [s]	7	0	7	10	10	0
Maximum Green [s]	120	0	120	120	120	0
Amber [s]	3.0	0.0	3.0	3.0	3.0	0.0
All red [s]	1.0	0.0	1.0	1.0	1.0	0.0
Split [s]	25	0	32	55	23	0
Vehicle Extension [s]	3.0	0.0	3.0	3.0	3.0	0.0
Walk [s]	5	0	0	5	5	0
Pedestrian Clearance [s]	14	0	0	10	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
Minimum Recall	No		No	No	No	
Maximum Recall	No		No	No	No	
Pedestrian Recall	No		No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	R	L	C	C	R
C, Cycle Length [s]	80	80	80	80	80	80
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	8	8	28	64	32	32
g / C, Green / Cycle	0.10	0.10	0.35	0.80	0.40	0.40
(v / s)_i Volume / Saturation Flow Rate	0.07	0.00	0.33	0.04	0.09	0.20
s, saturation flow rate [veh/h]	3459	1589	1781	3560	3560	1589
c, Capacity [veh/h]	354	163	620	2840	1422	635
d1, Uniform Delay [s]	34.79	0.00	25.40	1.70	15.86	18.17
k, delay calibration	0.11	0.11	0.11	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.58	0.00	10.25	0.03	0.36	2.96
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.70	0.00	0.95	0.04	0.22	0.51
d, Delay for Lane Group [s/veh]	37.37	0.00	35.65	1.73	16.22	21.13
Lane Group LOS	D	A	D	A	B	C
Critical Lane Group	Yes	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.42	0.00	11.77	0.10	1.84	4.70
50th-Percentile Queue Length [ft/ln]	60.50	0.00	294.17	2.54	45.96	117.53
95th-Percentile Queue Length [veh/ln]	4.36	0.00	17.39	0.18	3.31	8.26
95th-Percentile Queue Length [ft/ln]	108.90	0.00	434.81	4.57	82.73	206.43

Movement, Approach, & Intersection Results

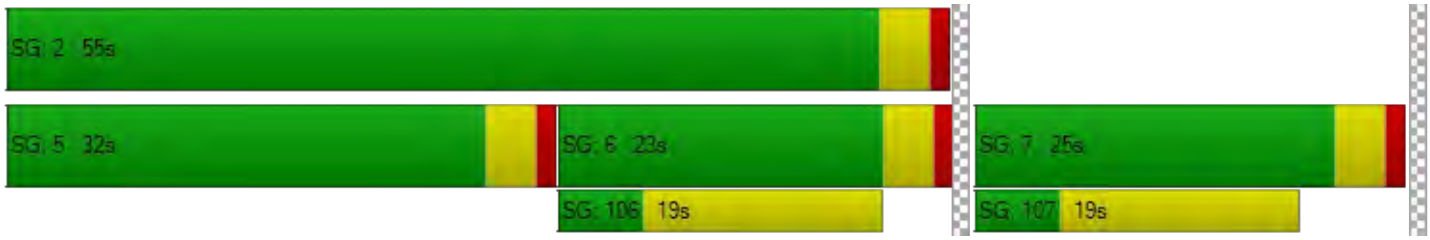
d_M, Delay for Movement [s/veh]	37.37	0.00	35.65	1.73	16.22	21.13
Movement LOS	D	A	D	A	B	C
d_A, Approach Delay [s/veh]	37.37		29.66		18.71	
Approach LOS	D		C		B	
d_I, Intersection Delay [s/veh]	26.49					
Intersection LOS	C					
Intersection V/C	0.714					

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	31.54	0.00	31.54
l_p,int, Pedestrian LOS Score for Intersection	2.410	0.000	2.526
Crosswalk LOS	B	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	525	1274	475
d_b, Bicycle Delay [s]	21.79	5.28	23.29
l_b,int, Bicycle LOS Score for Intersection	1.560	2.149	2.088
Bicycle LOS	A	B	B

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: Project Dwy (NS) at Dalewood St (EW)

Control Type:	Two-way stop	Delay (sec / veh):	21.2
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.126

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	354	0	0	623
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	32	13	5	36	21	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	32	13	359	36	21	623
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	3	94	9	6	164
Total Analysis Volume [veh/h]	34	14	378	38	22	656
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.13	0.02	0.00	0.00	0.02	0.01
d_M, Delay for Movement [s/veh]	21.17	12.22	0.00	0.00	8.12	0.00
Movement LOS	C	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.51	0.51	0.00	0.00	0.04	0.04
95th-Percentile Queue Length [ft/ln]	12.69	12.69	0.00	0.00	0.89	0.89
d_A, Approach Delay [s/veh]	18.58		0.00		0.26	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	0.93					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 4: Merced Ave (NS) at Dalewood St (EW)

Control Type:	All-way stop	Delay (sec / veh):	21.3
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.798

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name						
Base Volume Input [veh/h]	523	7	49	304	2	101
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	3	0	2	2	0	3
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	526	7	51	306	2	104
Peak Hour Factor	0.8560	0.8560	0.8560	0.8560	0.8560	0.8560
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	154	2	15	89	1	30
Total Analysis Volume [veh/h]	614	8	60	357	2	121
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	668	695	591
Degree of Utilization, x	0.80	0.51	0.18

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	10.27	3.11	0.66
95th-Percentile Queue Length [ft]	256.80	77.81	16.38
Approach Delay [s/veh]	28.53	13.62	10.43
Approach LOS	D	B	B
Intersection Delay [s/veh]	21.26		
Intersection LOS	C		

14624 Dalewood Street Hotel

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Report File: G:\...\EP PM.pdf

Scenario 2 Existing Plus Project PM Peak Hour
3/30/2023

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Puente Ave (NS) at Dalewood St (EW)	Signalized	HCM 7th Edition	NB Left	0.753	21.3	C
2	I-10 EB Ramps (NS) at Dalewood St (EW)	Signalized	HCM 7th Edition	SB Left	0.601	23.9	C
3	Project Dwy (NS) at Dalewood St (EW)	Two-way stop	HCM 7th Edition	NB Left	0.062	15.4	C
4	Merced Ave (NS) at Dalewood St (EW)	All-way stop	HCM 7th Edition	EB Right	0.598	13.8	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Puente Ave (NS) at Dalewood St (EW)

Control Type:	Signalized	Delay (sec / veh):	21.3
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.753

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	1	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	135.00	100.00	100.00	50.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00			40.00			35.00			35.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			Yes			Yes		

Volumes

Name												
Base Volume Input [veh/h]	10	622	401	183	769	35	158	149	56	49	30	217
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00											
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	2	8	0	0	0	1	0	2	1	8
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	10	622	403	191	769	35	158	150	56	51	31	225
Peak Hour Factor	0.9170	0.9170	0.9170	0.9170	0.9170	0.9170	0.9170	0.9170	0.9170	0.9170	0.9170	0.9170
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	3	170	110	52	210	10	43	41	15	14	8	61
Total Analysis Volume [veh/h]	11	678	439	208	839	38	172	164	61	56	34	245
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	65
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Protecte	Permiss	Permiss	Protecte	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	3	8	0	7	4	0	0	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	Lead	-	-	Lead	-	-	-	-	-	-	-	-
Minimum Green [s]	7	10	0	7	10	0	0	10	0	0	10	0
Maximum Green [s]	120	120	0	120	120	0	0	120	0	0	120	0
Amber [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	1.0	1.0	0.0	1.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	15	22	0	13	20	0	0	30	0	0	30	0
Vehicle Extension [s]	3.0	3.0	0.0	3.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	7	0	0	7	0	0	21	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	2.0	0.0	2.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall	No	No		No	No			No			No	
Maximum Recall	No	No		No	No			No			No	
Pedestrian Recall	No	No		No	No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	C	R	L	C	C	C	C
C, Cycle Length [s]	65	65	65	65	65	65	65	65
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00	2.00	2.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	1	18	18	9	25	25	26	26
g / C, Green / Cycle	0.02	0.28	0.28	0.13	0.39	0.39	0.41	0.41
(v / s)_i Volume / Saturation Flow Rate	0.01	0.17	0.25	0.11	0.22	0.22	0.25	0.19
s, saturation flow rate [veh/h]	1781	3560	1589	1781	1870	1841	1437	1619
c, Capacity [veh/h]	32	988	441	234	731	720	664	723
d1, Uniform Delay [s]	31.53	20.57	22.74	27.48	15.40	15.40	15.05	14.06
k, delay calibration	0.11	0.11	0.11	0.11	0.11	0.11	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	5.39	0.67	8.82	7.22	0.66	0.67	3.28	1.84
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.31	0.63	0.91	0.82	0.55	0.55	0.55	0.42
d, Delay for Lane Group [s/veh]	36.92	21.24	31.56	34.70	16.07	16.08	18.34	15.89
Lane Group LOS	D	C	C	C	B	B	B	B
Critical Lane Group	No	No	Yes	Yes	No	No	Yes	No
50th-Percentile Queue Length [veh/ln]	0.19	3.74	6.31	3.11	4.09	4.03	4.29	3.24
50th-Percentile Queue Length [ft/ln]	4.83	93.61	157.85	77.80	102.22	100.72	107.14	81.03
95th-Percentile Queue Length [veh/ln]	0.35	6.74	10.44	5.60	7.36	7.25	7.68	5.83
95th-Percentile Queue Length [ft/ln]	8.69	168.50	260.88	140.04	184.00	181.29	192.02	145.85

Movement, Approach, & Intersection Results

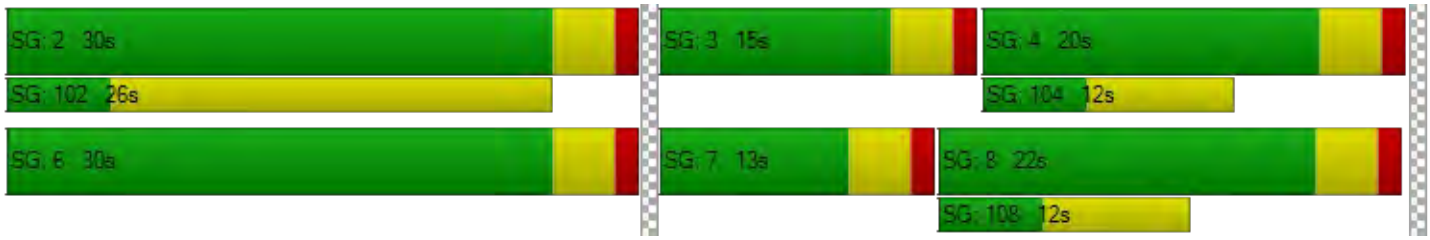
d_M, Delay for Movement [s/veh]	36.92	21.24	31.56	34.70	16.07	16.08	18.34	18.34	18.34	15.89	15.89	15.89
Movement LOS	D	C	C	C	B	B	B	B	B	B	B	B
d_A, Approach Delay [s/veh]	25.41			19.65			18.34			15.89		
Approach LOS	C			B			B			B		
d_I, Intersection Delay [s/veh]	21.25											
Intersection LOS	C											
Intersection V/C	0.753											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	9.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	24.13	0.00	24.13	24.13
l_p,int, Pedestrian LOS Score for Intersection	2.924	0.000	1.950	2.324
Crosswalk LOS	C	F	A	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	554	492	800	800
d_b, Bicycle Delay [s]	17.00	18.48	11.71	11.71
l_b,int, Bicycle LOS Score for Intersection	2.413	2.380	2.160	2.066
Bicycle LOS	B	B	B	B

Sequence

Ring 1	-	2	3	4	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	7	8	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 2: I-10 EB Ramps (NS) at Dalewood St (EW)

Control Type:	Signalized	Delay (sec / veh):	23.9
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.601

Intersection Setup

Name						
Approach	Southbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Left	Thru	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	1	1	0	0	1
Entry Pocket Length [ft]	125.00	100.00	165.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	1	0	1
Exit Pocket Length [ft]	0.00	0.00	0.00	100.00	0.00	100.00
Speed [mph]	30.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Curb Present	No		No		No	
Crosswalk	Yes		No		Yes	

Volumes

Name						
Base Volume Input [veh/h]	270	107	539	203	197	187
Base Volume Adjustment Factor	1.0000	0.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Proportion of CAVs [%]	0.00					
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	7	0	0	11	11	7
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	277	0	539	214	208	194
Peak Hour Factor	0.9790	0.9790	0.9790	0.9790	0.9790	0.9790
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	71	0	138	55	53	50
Total Analysis Volume [veh/h]	283	0	551	219	212	198
Presence of On-Street Parking	No	No	No	No	No	No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0		0		0	
v_di, Inbound Pedestrian Volume crossing m	0		0		0	
v_co, Outbound Pedestrian Volume crossing	0		0		0	
v_ci, Inbound Pedestrian Volume crossing mi	0		0		0	
v_ab, Corner Pedestrian Volume [ped/h]	0		0		0	
Bicycle Volume [bicycles/h]	0		0		0	

Intersection Settings

Located in CBD	No
Signal Coordination Group	-
Cycle Length [s]	75
Coordination Type	Time of Day Pattern Isolated
Actuation Type	Fully actuated
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	12.00

Phasing & Timing

Control Type	Split	Split	Protected	Permissive	Permissive	Permissive
Signal Group	7	0	5	2	6	0
Auxiliary Signal Groups						
Lead / Lag	Lead	-	Lead	-	-	-
Minimum Green [s]	7	0	7	10	10	0
Maximum Green [s]	120	0	120	120	120	0
Amber [s]	3.0	0.0	3.0	3.0	3.0	0.0
All red [s]	1.0	0.0	1.0	1.0	1.0	0.0
Split [s]	23	0	29	52	23	0
Vehicle Extension [s]	3.0	0.0	3.0	3.0	3.0	0.0
Walk [s]	5	0	0	5	5	0
Pedestrian Clearance [s]	14	0	0	10	14	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk	No			No	No	
I1, Start-Up Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
I2, Clearance Lost Time [s]	2.0	0.0	2.0	2.0	2.0	0.0
Minimum Recall	No		No	No	No	
Maximum Recall	No		No	No	No	
Pedestrian Recall	No		No	No	No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	L	R	L	C	C	R
C, Cycle Length [s]	75	75	75	75	75	75
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	0.00	0.00	0.00	0.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	8	8	24	59	30	30
g / C, Green / Cycle	0.11	0.11	0.32	0.78	0.40	0.40
(v / s)_i Volume / Saturation Flow Rate	0.08	0.00	0.30	0.06	0.06	0.12
s, saturation flow rate [veh/h]	3459	1589	1781	3560	3560	1589
c, Capacity [veh/h]	390	179	577	2780	1436	641
d1, Uniform Delay [s]	32.15	0.00	24.61	1.92	14.21	15.24
k, delay calibration	0.11	0.11	0.11	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.43	0.00	8.81	0.05	0.21	1.22
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.71	0.00	0.93	0.08	0.14	0.30
d, Delay for Lane Group [s/veh]	34.58	0.00	33.41	1.98	14.42	16.45
Lane Group LOS	C	A	C	A	B	B
Critical Lane Group	Yes	No	Yes	No	No	Yes
50th-Percentile Queue Length [veh/ln]	2.49	0.00	9.91	0.19	1.07	2.27
50th-Percentile Queue Length [ft/ln]	62.13	0.00	247.75	4.65	26.77	56.85
95th-Percentile Queue Length [veh/ln]	4.47	0.00	15.07	0.33	1.93	4.09
95th-Percentile Queue Length [ft/ln]	111.83	0.00	376.82	8.37	48.18	102.34

Movement, Approach, & Intersection Results

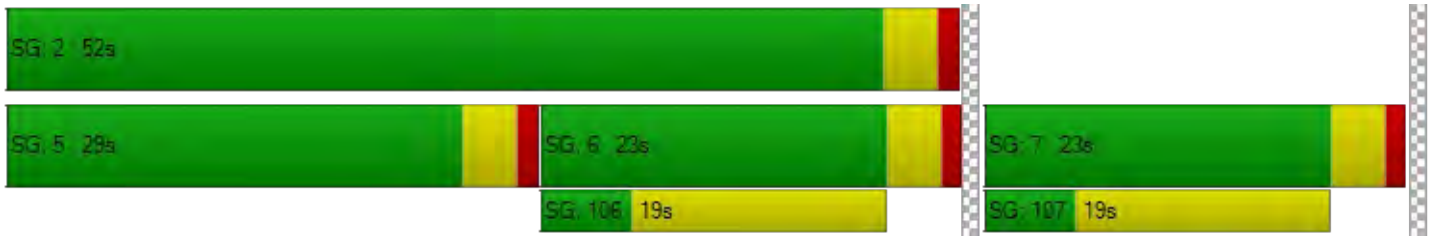
d_M, Delay for Movement [s/veh]	34.58	0.00	33.41	1.98	14.42	16.45
Movement LOS	C	A	C	A	B	B
d_A, Approach Delay [s/veh]	34.58		24.48		15.40	
Approach LOS	C		C		B	
d_I, Intersection Delay [s/veh]	23.89					
Intersection LOS	C					
Intersection V/C	0.601					

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	9.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	29.08	0.00	29.08
l_p,int, Pedestrian LOS Score for Intersection	2.370	0.000	2.495
Crosswalk LOS	B	F	B
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	506	1279	506
d_b, Bicycle Delay [s]	20.94	4.88	20.94
l_b,int, Bicycle LOS Score for Intersection	1.560	2.181	1.891
Bicycle LOS	A	B	A

Sequence

Ring 1	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	5	6	7	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



Intersection Level Of Service Report
Intersection 3: Project Dwy (NS) at Dalewood St (EW)

Control Type:	Two-way stop	Delay (sec / veh):	15.4
Analysis Method:	HCM 7th Edition	Level Of Service:	C
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.062

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name						
Base Volume Input [veh/h]	0	0	354	0	0	384
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	23	7	2	23	9	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	23	7	356	23	9	384
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	2	94	6	2	101
Total Analysis Volume [veh/h]	24	7	375	24	9	404
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane	No		
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.06	0.01	0.00	0.00	0.01	0.00
d_M, Delay for Movement [s/veh]	15.37	10.90	0.00	0.00	8.06	0.00
Movement LOS	C	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.23	0.23	0.00	0.00	0.02	0.02
95th-Percentile Queue Length [ft/ln]	5.82	5.82	0.00	0.00	0.38	0.38
d_A, Approach Delay [s/veh]	14.33		0.00		0.18	
Approach LOS	B		A		A	
d_I, Intersection Delay [s/veh]	0.63					
Intersection LOS	C					

Intersection Level Of Service Report
Intersection 4: Merced Ave (NS) at Dalewood St (EW)

Control Type:	All-way stop	Delay (sec / veh):	13.8
Analysis Method:	HCM 7th Edition	Level Of Service:	B
Analysis Period:	1 hour	Volume to Capacity (v/c):	0.598

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	40.00		35.00		35.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name						
Base Volume Input [veh/h]	326	11	89	379	5	65
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	2	0	2	2	0	2
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	328	11	91	381	5	67
Peak Hour Factor	0.9110	0.9110	0.9110	0.9110	0.9110	0.9110
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	90	3	25	105	1	18
Total Analysis Volume [veh/h]	360	12	100	418	5	74
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	664	790	645
Degree of Utilization, x	0.51	0.60	0.11

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	3.07	4.35	0.38
95th-Percentile Queue Length [ft]	76.86	108.65	9.40
Approach Delay [s/veh]	14.05	14.29	9.28
Approach LOS	B	B	A
Intersection Delay [s/veh]	13.79		
Intersection LOS	B		

APPENDIX E

LEFT-TURN WARRANT WORKSHEETS

AM Peak Hour

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

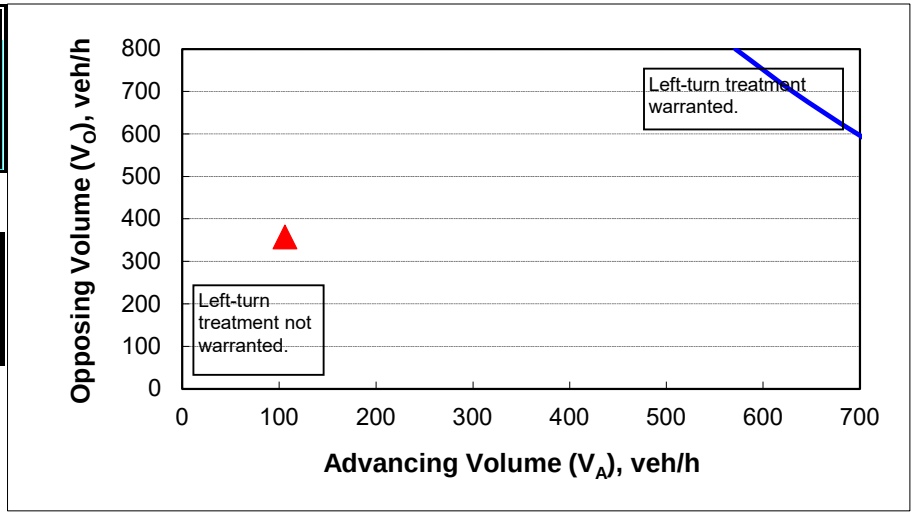
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	35
Percent of left-turns in advancing volume (V_A), %:	2%
Advancing volume (V_A), veh/h:	106
Opposing volume (V_O), veh/h:	357

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	898
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

PM Peak Hour

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

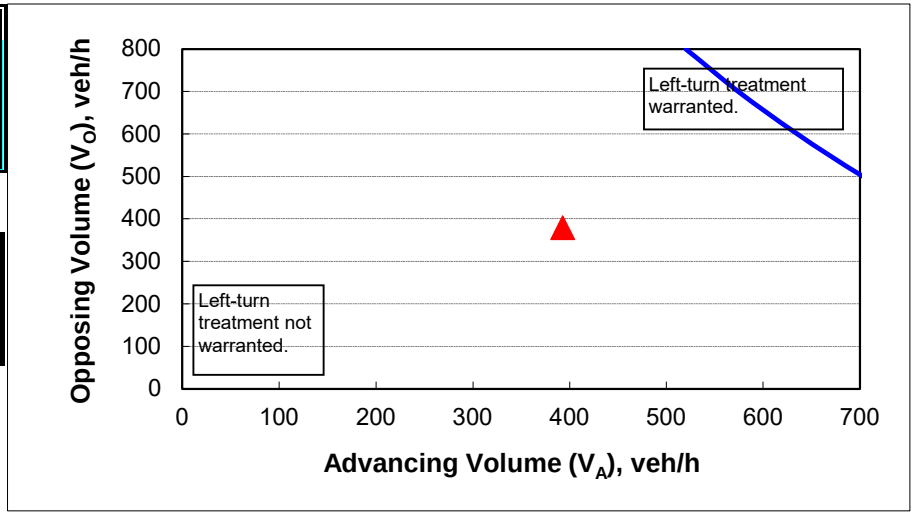
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	35
Percent of left-turns in advancing volume (V_A), %:	2%
Advancing volume (V_A), veh/h:	393
Opposing volume (V_O), veh/h:	379

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	798
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9

GANDDINI GROUP INC.

714.795.3100 | ganddini.com

July 5, 2023

Mr. Cameron Hile
MIG, INC.
1650 Spruce Street, Suite 106
Riverside, California 92507

RE: 14624 Dalewood Street Hotel Vehicle Miles Traveled (VMT) Impact Analysis
Project No. 19612

Dear Mr. Hile:

Ganddini Group, Inc. is pleased to provide this Vehicle Miles Traveled (VMT) Impact Analysis for the proposed 14624 Dalewood Street Hotel Project. We trust the findings of this analysis will aid you and the City of Baldwin Park in assessing the project.

PROJECT DESCRIPTION

The approximately 1.23-acre project site is located at 14624 Dalewood Street (APNs: 8463-001-014 & -015) in the City of Baldwin Park, California. The project site is currently occupied by a vacant hotel. Figure 1 shows the project location map.

The 1.23-acre project site proposes to remodel and reopen a vacant 72-room hotel, demolish the existing pool, and reconfigure the existing parking lot to provide additional parking spaces. The project site is proposed to provide two access driveways on Dalewood Street. The project driveway on the western portion of the project site is proposed for right turns out only and the project driveway on the eastern portion of the project site is proposed for full access. For purposes of this analysis, the proposed project is anticipated to be constructed and fully operational by year 2025. Figure 2 illustrates the project site plan.

PROJECT TRIP GENERATION

Table 1 shows the project trip generation rates and Table 2 provides the project trip generation forecast based on rates obtained from the Institute of Transportation Engineers (ITE) *Trip Generation Manual Supplement* (11th Edition, 2021). Based on review of the ITE land use description, trip generation rates for ITE Land Use Code 310 – Hotel and Land Use Code 936 – Coffee Donut Shop without Drive-Through Window were determined to adequately represent the proposed uses and were selected for calculation of the project trip generation forecast. The number of trips generated is determined by multiplying the trip generation rates and directional distributions by the land use quantity.

As shown in Table 2, the proposed project is forecast to generate approximately 629 daily vehicle trips, including 47 vehicle trips during the AM peak hour and 45 vehicle trips during the PM peak hour.

Table 1
Project Trip Generation Rates

Trip Generation Rates									
Land Use	Source[1]	Land Use Variable[2]	AM Peak Hour			PM Peak Hour			Daily Rate
			% In	% Out	Rate	% In	% Out	Rate	
Hotel	ITE 310	RM	56%	44%	0.46	51%	49%	0.59	7.99
Coffee Donut Shop without Drive-Through Window	ITE 936	TSF	51%	49%	93.08	50%	50%	32.29	533.57

Notes:

1. ITE = Institute of Transportation Engineers *Trip Generation Manual* (11th Edition, 2021); ### = Land Use Code.
   In the absense of daily rates for ITE 936, daily rates for ITE 937 (Coffee/Donut Shop with Drive-Through Window) have been used.
2. RM = Room; TSF = Thousand Square Feet

Table 2
Project Trip Generation

Trips Generated									
			AM Peak Hour			PM Peak Hour			
Land Use	Source[1]	Quantity[2]	In	Out	Total	In	Out	Total	Daily
Hotel	ITE 310	72 RM	19	15	34	22	21	43	575
Internal Capture [3]			*-1*	*-1*	*-2*	*-1*	*-1*	*-2*	*-29*
Subtotal - New External Hotel Trips			18	14	32	21	20	41	546
Coffee Donut Shop without Drive-Through Window	ITE 936	0.818 TSF	39	37	76	13	13	26	436
Internal Capture [3]			*-1*	*-1*	*-2*	*-1*	*-1*	*-2*	*-22*
Subtotal - External Restaurant Trips			38	36	74	12	12	24	414
Pass-by Trips (80%)	- [4]		*-30*	*-29*	*-59*	*-10*	*-10*	*-20*	*-331*
Subtotal - New External Restaurant Trips			8	7	15	2	2	4	83
Total External Trips Generated			56	50	106	33	32	65	960
Total Pass-By Trips			*-30*	*-29*	*-59*	*-10*	*-10*	*-20*	*-331*
TOTAL NEW EXTERNAL TRIPS GENERATED			**26**	**21**	**47**	**23**	**22**	**45**	**629**

Notes:

1. See trip generation rates shown in Table 1.
2. TSF = Thousand Square Feet; RM = Room
3. Internal capture calculated in accordance with National Cooperative Highway Research Report (NCHRP) 684 as incorporated in the ITE *Trip Generation Handbook*. Daily internal trips were estimated as the average of the AM and PM peak hour internal trip capture.
4. The ITE Trip Generation Manual does not include pass-by rates for Land Use Code 936; however, the average pass-by rates for ITE Land Use Code 938 (Coffee Shop With Drive Through Window and No Indoor Seating) are 90% during the AM peak hour and 98% during the PM peak hour. Although the proposed coffee shop (with drive through and indoor seating) is expected to have similar pass-by characteristics, this analysis uses a lower pass-by rate of 80% to provide a conservative assessment.

Pass-By Trips

Land uses such as shopping centers, restaurants, gasoline stations, and convenience stores will often locate next to busy roadways to attract motorists already on the street. Since the trip generation rates contained in the ITE *Trip Generation Manual* represent vehicles entering and exiting at the site driveway(s), it is appropriate to reduce the initial trip generation forecast by the applicable pass-by trip rate when calculating the net new trips that will be added to the surrounding street system. This analysis applies a pass-by trip reduction for the commercial retail land use based on average pass-by rates from the latest ITE *Trip Generation Manual*.

Internal Capture

Traffic volumes shown in Table 2 consist of the total trips generated for each project land use. As a hotel trip generated by the project may also interact with the coffee shop land use within the project site, a double counting of those trips occurs. To account for this internal interaction, the trips generated by the project site have been adjusted in accordance with procedures developed by the National Cooperative Highway Research Program 684 Internal Capture Estimation Tool as incorporated into the ITE *Trip Generation Handbook* (3rd Edition).

To provide a conservative analysis, it is assumed that the coffee shop would generate traffic outside that of hotel guests only.

CRITERIA FOR THE PREPARATION OF VEHICLE MILES TRAVELED (VMT) IMPACT ANALYSES

According to the City of Baldwin Park *Transportation Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment* (September 2020) "[the City TIA Guidelines"], certain types of projects, because of their size, nature, or location, are exempt from the requirement of preparing a traffic impact analysis.

The project VMT impact has been assessed in accordance with the City TIA Guidelines. The City TIA Guidelines establish screening thresholds for certain types of projects that may be presumed to cause a less than significant VMT impact based on substantial evidence provided in the Office of Planning and Research (OPR) *Technical Advisory on Evaluating Transportation Impacts in CEQA* (December 2018).

The City TIA Guidelines specify the following three screening steps: 1) Transit Priority Area (TPA) Screening; 2) Low VMT Area Screening; and 3) Project Type Screening.

Transit Priority Area (TPA) Screening

Projects located within a TPA (half mile area around an existing major transit stop[1] or an existing stop along a high-quality transit corridor[2]) may be presumed to have a less than significant impact absent substantial evidence to the contrary. This presumption may not be appropriate if the project:

1. Has a Floor Area Ratio (FAR) of less than 0.75;
2. Includes more parking for use by residents, customers, or employees of the project than required by the City;

[1] A major transit stop is defined as an existing rail or bus rapid transit station, ferry terminal served by either a bus or rail transit service or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods (Pub. Resources Code, § 21064.3.)

[2] A high-quality transit corridor is defined as a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours (Pub. Resources Code, § 21155).

3. Is inconsistent with the applicable Sustainable Communities Strategy (as determined by the lead agency with input from the Southern California Association of Governments [SCAG]): or
4. Replaces affordable residential units with a smaller number of moderate or high-income residential units.

The San Gabriel Valley Council of Governments (SGVCOG) VMT Evaluation Tool was used to determine if the project is located within a TPA. The SGVCOG VMT Evaluation Tool report for the project site is provided in Attachment A.

Exhibit A below illustrates the project TPA screening per the SGVCOG VMT Evaluation Tool. As shown on Exhibit A, the project site is not located within a TPA; therefore, this screening criteria is not met.

SGVCOG VMT Evaluation Tool Report

Project Details

Timestamp of Analysis: March 30, 2023, 07:57:05 PM

Project Name:	14624 Dalewood Street Hotel
Project Description:	The 1.23-acre project site proposes to remodel and reopen a vacant 72-room hotel, demolish the exiting pool, and reconfigure the existing parking lot to provide additional parking spaces.

Project Location

jurisdiction: Baldwin Park

apn	TAZ
8463-001-014	22283100
8463-001-015	22283100

Inside a TPA?
No (Fail)

Exhibit A: TPA Screening Map[3]

[3] Source: SGVCOG VMT Evaluation Tool; see Attachment A.

Foothill Transit Silver Streak

The Foothill Transit Silver Streak is a bus rapid transit service that runs along Interstate 10 within one half mile of the project vicinity, including a sheltered bus stop between the freeway ramps directly opposite of the project site. This bus stop is located approximately 375 walkable feet northwest of the project site and is accessed via a north-south crosswalk on the east leg of the I-10 EB Ramps at Dalewood Street intersection, to an east-west crosswalk on the north side of this intersection, with a north-south sidewalk between the I-10 onramp and I-10 offramp terminating at the bus stop. Figure 3 shows the path of travel between the Silver Streak bus stop and the project site.

The Silver Streak is an express line that serves Downtown Los Angeles, El Monte, West Covina, Pomona, and Montclair with less than 20-minute headways during the AM and PM peak commute periods. A copy of the route map and schedule is provided in Attachment B. Table 3 below shows an evaluation of the Silver Streak service frequency:

Table 3
Silver Streak Service Frequency

Provider/Route	Mode	Description	Direction[1]	Hours of Service (Monday-Friday)[2]	Peak Period Headways (Minutes)[3]	
					AM	PM
Foothill Transit/ Silver Streak	Bus Rapid Transit	Montclair to Downtown Los Angeles	EB	12:56 AM – 11:56	18	15
			WB	12:37 AM – 11:37	15	15

Notes:
1. EB = Eastbound; WB = Westbound
2. Based on nearest timepoint shown on route schedule.
3. Based on number of stops within the three-hour peak commute period (7-10 AM and 3-6 PM) at the nearest timepoint shown on the route schedule.

Based on the detailed review of service frequency for the Silver Streak transit line, service frequency in the eastbound direction exceeds 15 minutes during the AM peak commute period. Therefore, the Silver Streak transit line is not considered to meet the Public Resources Code definition of a high-quality transit corridor.

Low VMT Area Screening

Residential and office projects located within a low VMT generating area may be presumed to have a less than significant impact absent substantial evidence to the contrary. In addition, other employment-related and mixed-use land use projects may qualify for the use of screening if the project can reasonably be expected to generate VMT per resident, per worker, or per service population that is similar to the existing land uses in the low VMT area.

For this screening in the SGVCOG VMT Evaluation Tool, the Southern California Association of Governments Regional Travel Demand Model was used to measure VMT performance for individual jurisdictions and for individual traffic analysis zones (TAZs). TAZs are geographic polygons similar to census block groups used to represent areas of homogenous travel behavior. Total daily VMT per service population (population plus employment) was estimated for each TAZ. This presumption may not be appropriate if the project land uses would alter the existing built environment in such a way as to increase the rate or length of vehicle trips.

The proposed hotel would primarily generate VMT from two sources: hotel guests and employees. Insofar as the proposed hotel is consistent with existing uses within the TAZ, VMT for hotel guests is similar to the existing residential uses commuting to/from employment areas and VMT for hotel employees would be similar to existing commercial uses attracting home-based work trips. Therefore, there does not appear to be anything unique about the project that would otherwise be misrepresented utilizing the data from the SGVCOG VMT Evaluation Tool. In accordance with the City TIA Guidelines, a low VMT area is defined as a TAZ where VMT per service population does not exceed 15 percent below the baseline year SGVCOG average VMT per service population.

Exhibit B below illustrates the project's low VMT screening results per the SGVCOG VMT Evaluation Tool.

SGVCOG VMT Evaluation Tool Report

SGVCOG

Page 2

Commercial Vehicle Miles Traveled (VMT) Screening Results

Land Use Type 1:	Commercial
VMT Without Project 1:	Total VMT per Service Population
VMT Baseline Description 1:	SGVCOG Average
VMT Baseline Value 1:	34.78
VMT Threshold Description 1:	-15%
Land Use 1 has been Pre-Screened by the Local Jurisdiction:	N/A

	Without Project	With Project & Tier 1-3 VMT Reductions	With Project & All VMT Reductions
Project Generated Vehicle Miles Traveled (VMT) Rate	36.4	null	null
Low VMT Screening Analysis	No (Fail)	null	null

Exhibit B: Low VMT Screening Results[4]

As shown on Exhibit B, the proposed project does not satisfy the low VMT screening criteria per the SGVCOG VMT Evaluation Tool.

[4] Source: SGVCOG VMT Evaluation Tool; see Attachment A.

Project Type Screening

As specified in the City TIA Guidelines, some project types have been identified as having the presumption of a less than significant impact. The following uses can be presumed to have a less than significant impact absent substantial evidence to the contrary as their uses are local serving in nature:

- Local-serving retail uses less than 50,000 square feet, including:
  - Gas stations
  - Banks
  - Restaurants
  - Shopping center
- Affordable residential development
- Other local-serving uses as approved by City staff
- Projects generating less than 110 daily vehicle trips
  - This generally corresponds to the following "typical" development potentials:
    - 11 single family housing units
    - 16 multi-family, condominiums, or townhouse housing units
    - 10,000 square feet of office
    - 15,000 square feet of light industrial
    - 63,000 square feet of warehousing
    - 79,000 square feet of high cube transload and short-term storage warehouse

Local serving retail projects with a total square footage less than 50,000 square feet may be presumed to have a less than significant impact absent substantial evidence to the contrary. Local serving retail generally improves the convenience of shopping close to home and has the effect of reducing vehicle travel. Any project that uses the designation of "local-serving" should be able to demonstrate that its users (employees, customers, visitors) would be existing within the community. The project would not generate new "demand" for the project land uses but would meet the existing demand that would shorten the distance existing residents, employees, customers, or visitors would need to travel.

The proposed coffee shop is effectively a local-serving restaurant less than 50,000 square feet that would serve existing users within the community. As previously shown in Table 2, the majority of the coffee shop trips are pass-by trips that are already on the roadway network. The minority of new trips generated by the coffee shop would likely be drawn from the proposed hotel use and surrounding residential and commercial uses by improving proximity and convenience. Therefore, the coffee shop component of the project satisfies the City-established project type screening and would have a less than significant impact.

VMT Assessment for Project Lodging Component

The OPR Technical Advisory notes that residential, office, and retail projects tend to have the greatest influence on VMT. Thus, the OPR Technical Advisory only provides quantified thresholds for those land use types and does not include more specific guidance for other project types such as lodging/hotel uses.

In practice, the impact of hotel projects considers whether the development is expected to result in a net increase or decrease in VMT. For hotel projects, VMT is primarily generated by hotel guests/visitors. Since the available travel demand model for the region (the SCAG 2016 RTP/SCS model) does not model visitor travel activity, it is necessary to evaluate visitor travel qualitatively.

The net VMT associated with a lodging/hotel use is primarily related to whether the development would serve an existing attraction or area or would create its own attraction. Based on this reasoning, some jurisdictions, such as the City of Pomona,[5] have established a screening threshold for non-destination hotels that exhibit similar VMT-reducing characteristics as local-serving retail.

Additionally, as previously noted, the provision of an on-site coffee shop would provide hotel visitors with the option to dine on-site, thus eliminating the need for a vehicle to drive off-site for such activities and reducing the total number of trips generated in comparison to standalone hotel of equivalent size. In other words, the mixed-use nature of the proposed project is anticipated to result in a lower rate of VMT per visitor.

The proposed four-story hotel will provide 72 room keys totaling 37,712 square feet of gross floor area. No banquet halls, meeting facilities, restaurants, or lounge/bar areas are proposed in conjunction with the hotel. Unlike resort hotels which often serve as a destination in themselves, the proposed project does not include recreational facilities and programs (e.g., golf courses, tennis courts, beach access, etc.) that primarily cater to the tourist and vacation industry. On the contrary, the proposed project is anticipated to offer competition among existing hotels serving existing businesses and attractions in the area. These visitor trips would occur with or without the proposed hotel since the hotel itself is not the primary purpose for travel.

Furthermore, Figure 4 shows the location of at least 30 other existing hotels in the project vicinity (less than five miles). Based on the number of hotels in the region, it is likely that room vacancies are available on any given night and the addition of the proposed hotel would not induce latent demand for travel to the region. The proposed project is expected to divert visitors from other existing hotels based on its ease of access to I-10, competitive room rates, and retail amenities.

For the reasons noted above, the proposed hotel is a local-serving, non-destination hotel that is unlikely to attract new visitors who were not previously planning a trip to the area; therefore, the proposed hotel is not expected to result in a net increase of VMT in the region and the project's VMT impacts would be less than significant.

PROJECT CONSISTENCY WITH REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY

CEQA Guidelines Section 15125, subdivision (d) provides that lead agencies should analyze impacts resulting from inconsistencies with regional plans, including regional transportation plans.

The project is located within the Southern California Association of Governments (SCAG) Metropolitan Planning Organization (MPO). SCAG is the MPO responsible for development of Connect SoCal, the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) for the region. Through the local input process, SCAG solicited input from all 197 local jurisdictions, including the City of Baldwin Park, regarding current land use, socio-economic projections, sustainability and transit measures to develop the Connect SoCal plan. The information collected and used in development of the SCAG's long-range plans and environmental goals is documented in Data/Map Books for each jurisdiction.

Based on review of the Data/Map Book for the City of Baldwin Park, the project site is designated as Commercial and Services per SCAG's standardized 2016 land use codes for the City of Baldwin Park General Plan Land Use, which includes both retail and hotel land uses. Therefore, the proposed project comprised of retail and hotel land uses is consistent with the RTP/SCS.

[5] Source: City of Pomona Transportation Study Guidelines for Vehicle Miles Traveled and Level of Service Assessment (October 2020).

Mr. Cameron Hile
MIG, INC.
July 5, 2023

CUMULATIVE IMPACTS

As noted in the OPR Technical Advisory, a project's cumulative impacts are based on an assessment of whether the "incremental effects of an individual 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." (Pub. Resources Code, § 21083, subd. (b)(2); see CEQA Guidelines, § 15064, subd. (h)(1).) Further OPR guidance states that *"a project that falls below an efficiency-based threshold that is aligned with long-term environmental goals and relevant plans would have no cumulative impact distinct from the project impact. Accordingly, a finding of a less-than-significant project impact would imply a less than significant cumulative impact, and vice versa. This is similar to the analysis typically conducted for greenhouse gas emissions, air quality impacts, and impacts that utilize plan compliance as a threshold of significance. (See Center for Biological Diversity v. Department of Fish & Wildlife (2015) 62 Cal.4th 204, 219, 223; CEQA Guidelines, § 15064, subd. (h)(3).)"*

Since the proposed project was determined to have a less than significant project impact and aligns with the applicable RTP/SCS (i.e., SCAG's Connect SoCal), the project's cumulative VMT impact would be less than significant based on OPR guidance.

CONCLUSION

The proposed project is forecast to generate approximately 629 daily vehicle trips, including 47 vehicle trips during the AM peak hour and 45 vehicle trips during the PM peak hour.

The coffee shop component of the project satisfies the City-established project type screening and would have a less than significant impact.

The proposed hotel is a local-serving, non-destination hotel that is unlikely to attract new visitors who were not previously planning a trip to the area; therefore, the proposed hotel is not expected to result in a net increase of VMT in the region and the project's VMT impacts would be less than significant.

Since the proposed project was determined to have a less than significant project impact and aligns with the applicable RTP/SCS (i.e., SCAG's Connect SoCal), the project's cumulative VMT impact would be less than significant based on OPR guidance.

We appreciate the opportunity to assist you on this project. Should you have any questions or if we can be of further assistance, please do not hesitate to call at (714) 795-3100 x 103.

Sincerely,

GANDDINI GROUP, INC.
Bryan Crawford | Senior Associate
Giancarlo Ganddini, PE, PTP | Principal

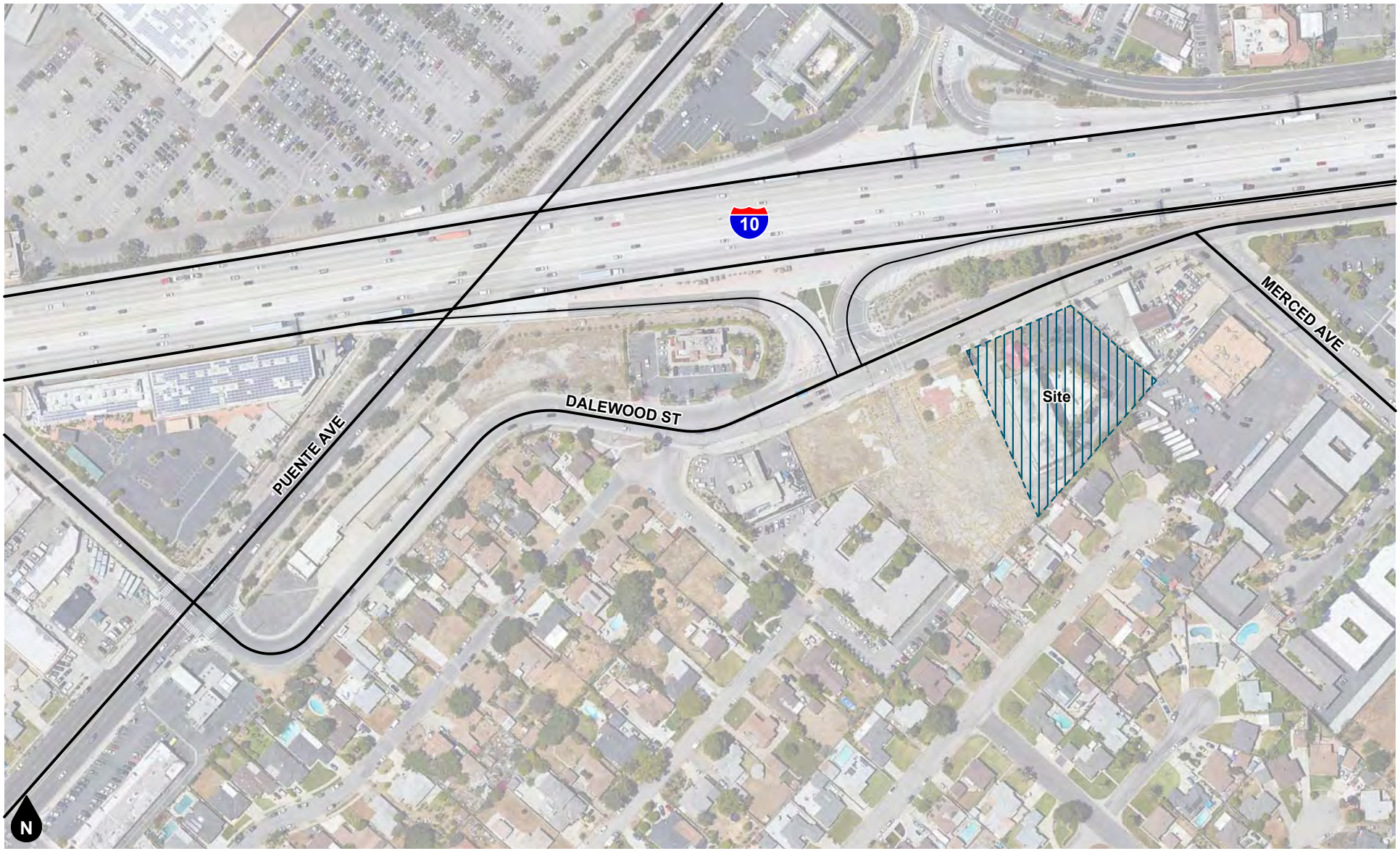


Figure 1
Project Location Map

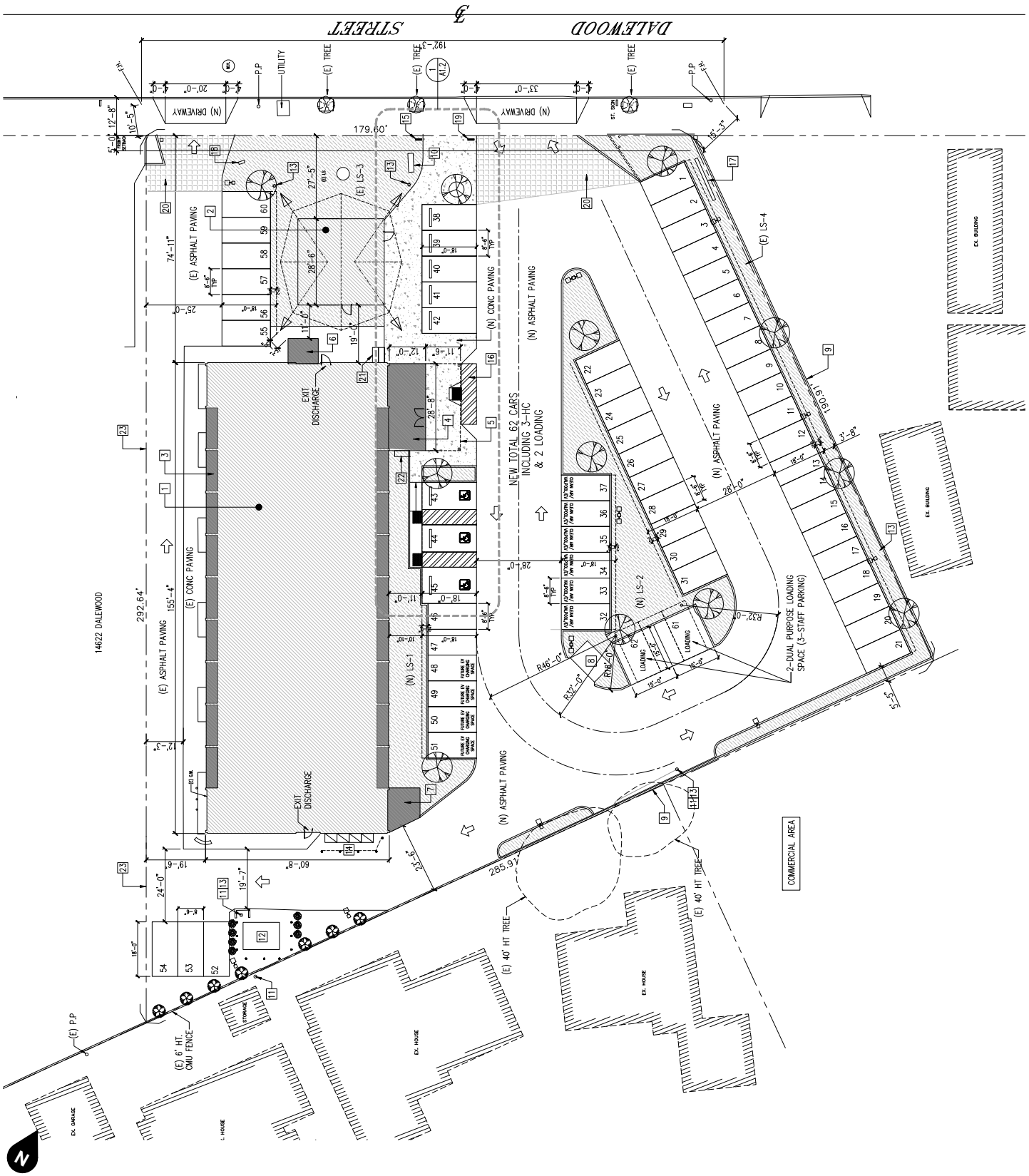
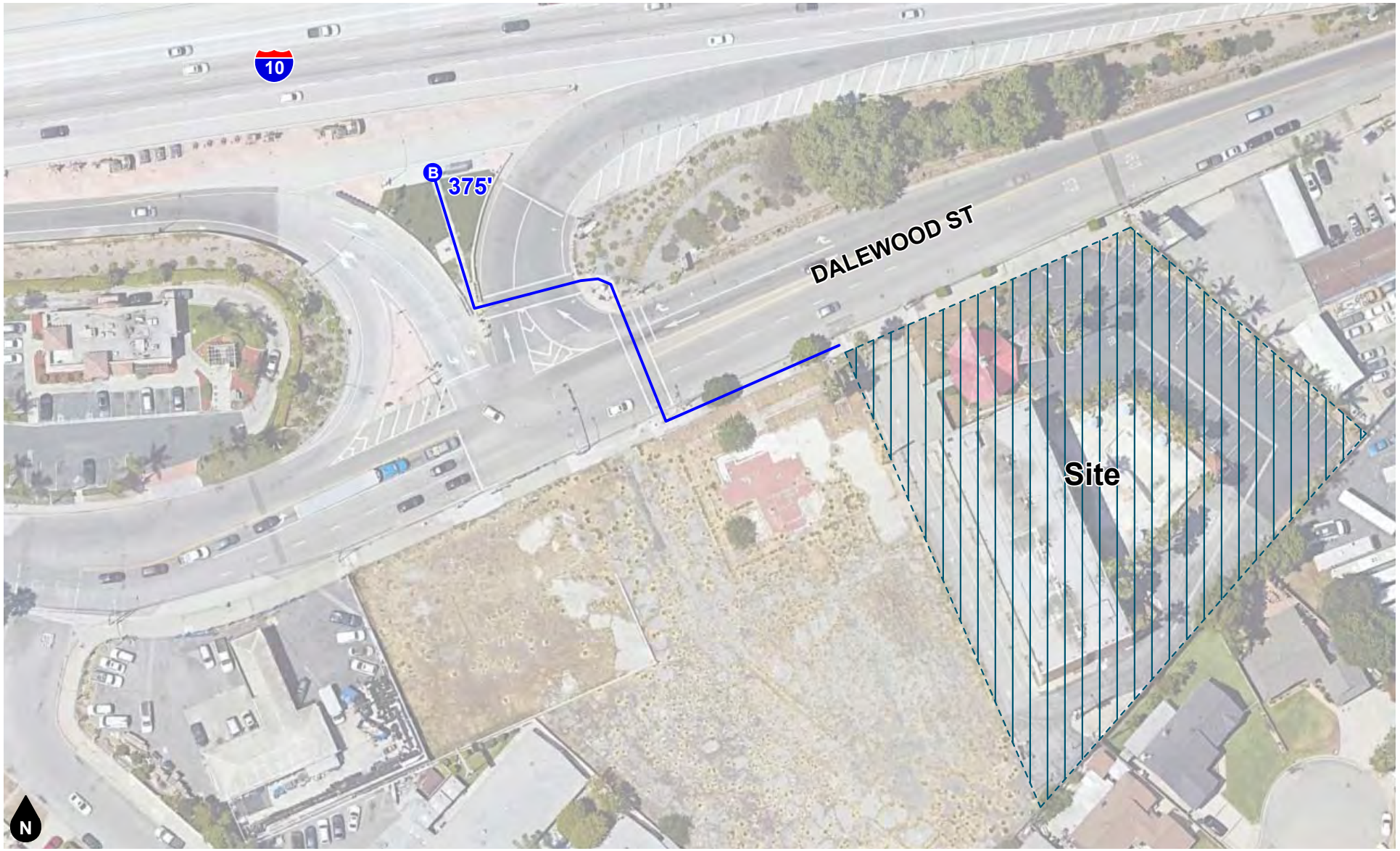


Figure 2
Site Plan



Legend

Pedestrian Route

B Bus Stop

Figure 3
Path of Travel to Foothill Transit Silver Streak Bus Stop

Figure 4
Existing Hotels in Project Vicinity

ATTACHMENT A

SGVCOG VMT EVALUATION TOOL REPORT

SGVCOG VMT Evaluation Tool Report

Project Details

Timestamp of Analysis: April 02, 2023, 02:41:04 PM

Project Name: 14624 Dalewood Street Hotel

Project Description: The 1.23-acre project site proposes to remodel and reopen a vacant 72-room hotel, demolish the exiting pool, and reconfigure the existing parking lot to provide additional parking spaces.

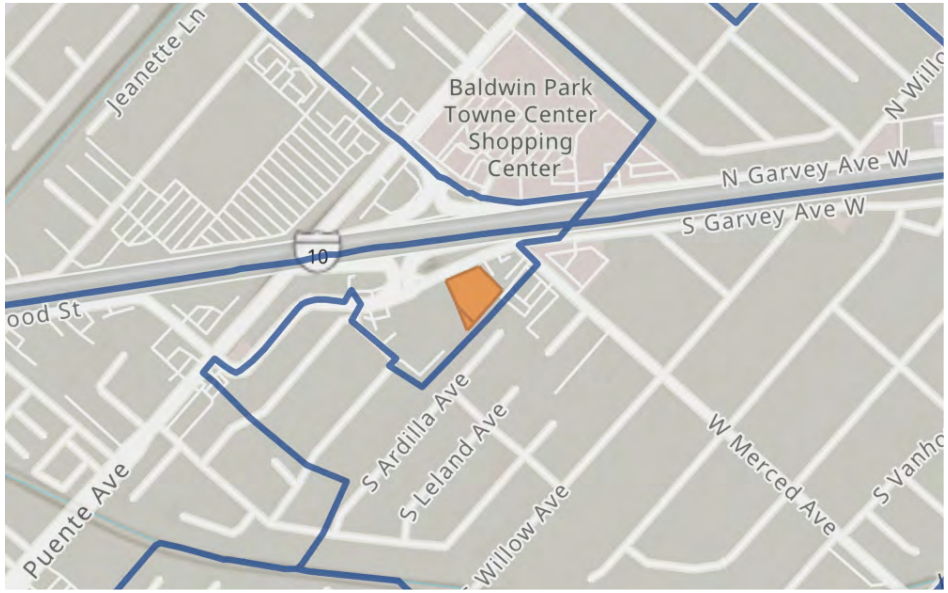
Project Location

jurisdiction: Baldwin Park

apn	TAZ
8463-001-014	22283100
8463-001-015	22283100

Inside a TPA?

No (Fail)



Analysis Details

Data Version: SCAG Regional Travel Demand Model 2016 RTP Base Year 2012

Analysis Methodology: TAZ

Baseline Year: 2023

Project Land Use

Residential:

Single Family DU:

Multifamily DU:

Total DUs: 0

Non-Residential:

Office KSF:

Local Serving Retail KSF:

Industrial KSF:

Residential Affordability (percent of all units):

Extremely Low Income: 0 %

Very Low Income: 0 %

Low Income: 0 %

Parking:

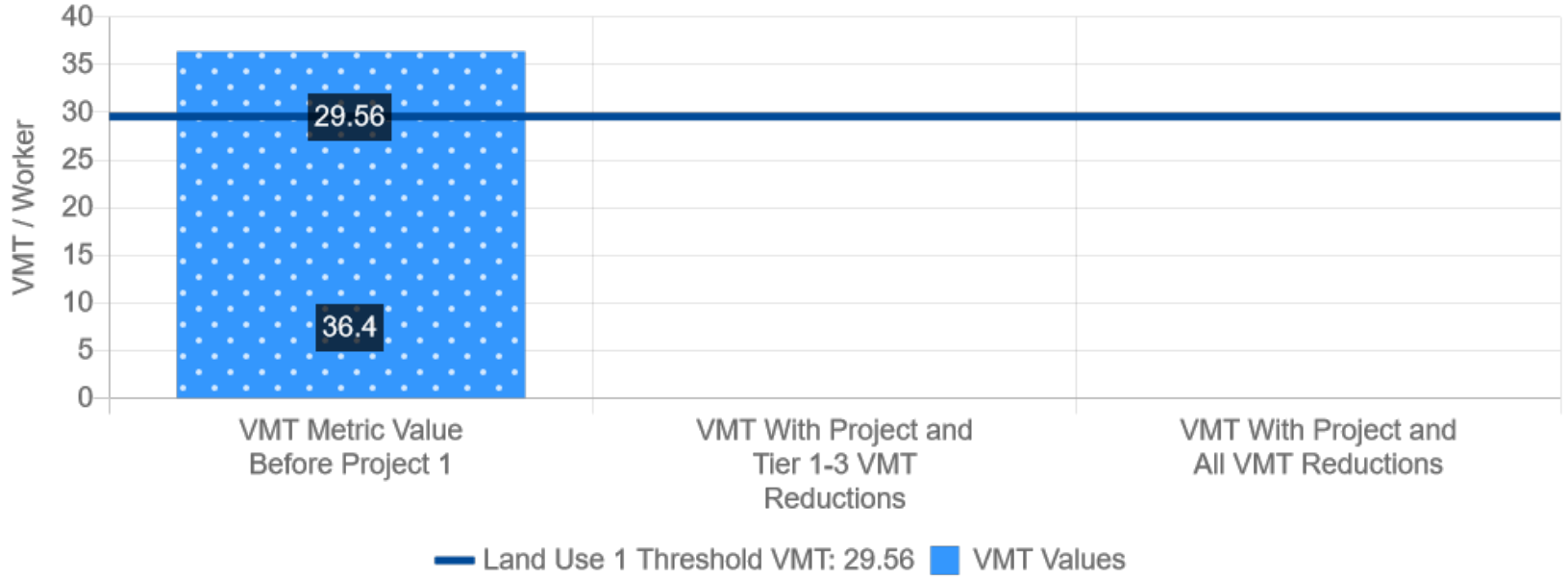
Motor Vehicle Parking:

Bicycle Parking:

Commercial Vehicle Miles Traveled (VMT) Screening Results

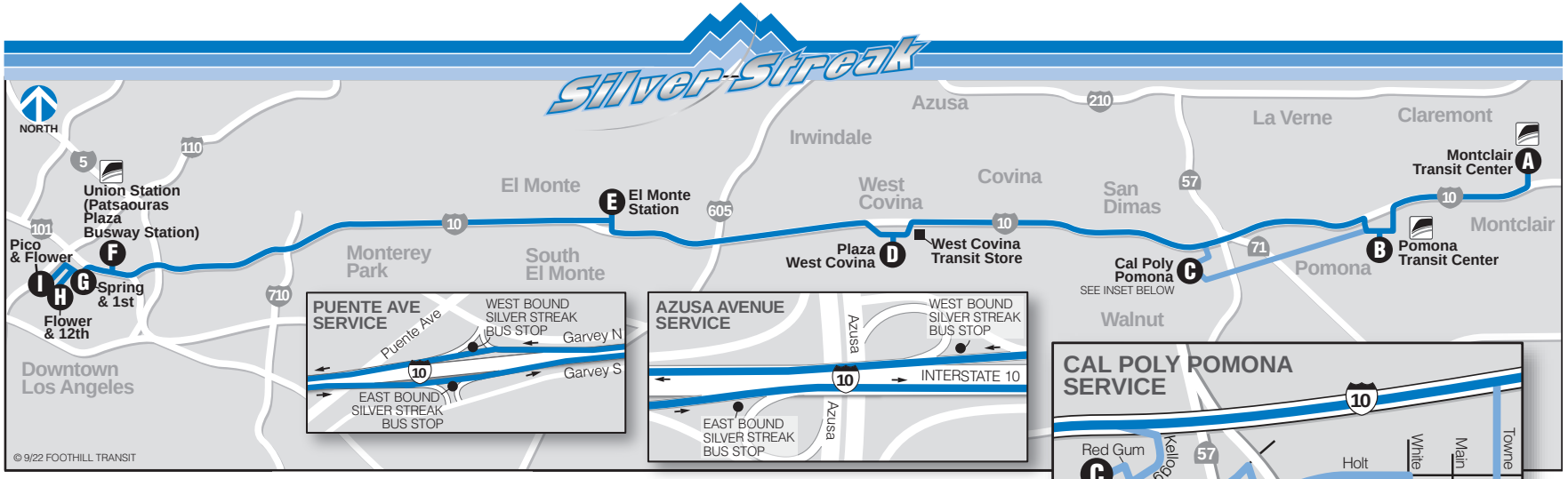
Land Use Type 1:	Commercial
VMT Without Project 1:	Total VMT per Service Population
VMT Baseline Description 1:	SGVCOG Average
VMT Baseline Value 1:	34.78
VMT Threshold Description 1:	-15%
Land Use 1 has been Pre-Screened by the Local Jurisdiction:	N/A

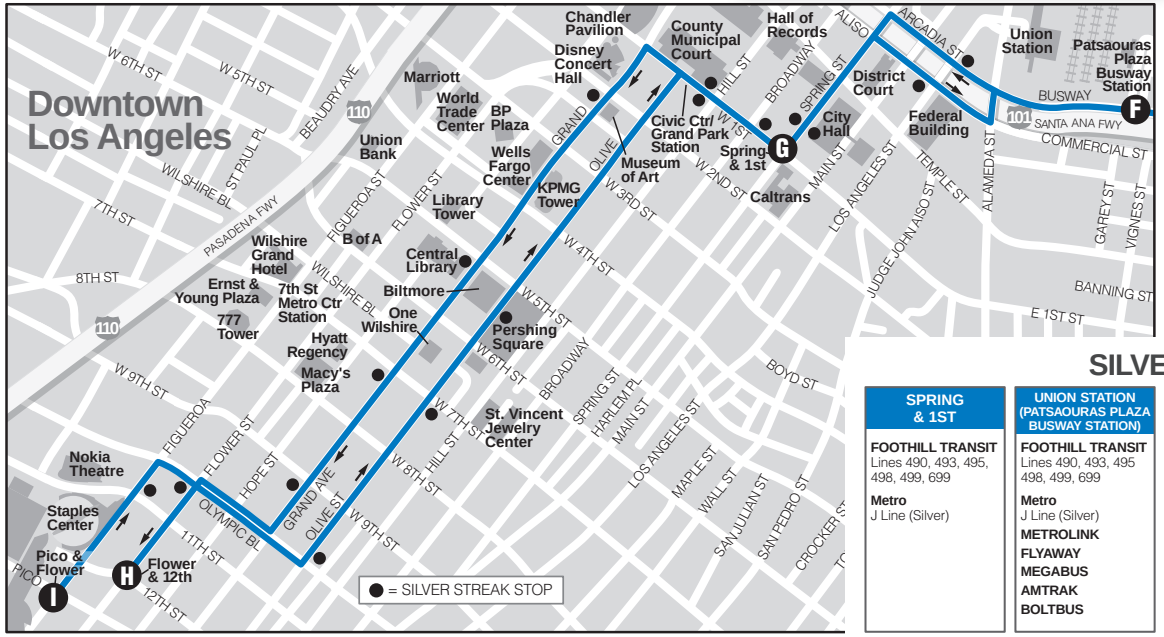
	Without Project	With Project & Tier 1-3 VMT Reductions	With Project & All VMT Reductions
Project Generated Vehicle Miles Traveled (VMT) Rate	36.4	null	null
Low VMT Screening Analysis	No (Fail)	null	null



ATTACHMENT B

SILVER STREAK BUS SCHEDULE





SILVER STREAK CONNECTIONS

SPRING & 1ST	UNION STATION (PATSAOURAS PLAZA BUSWAY STATION)	EL MONTE STATION	PLAZA WEST COVINA	POMONA TRANSIT CENTER	MONTCLAIR TRANSIT CENTER
FOOTHILL TRANSIT Lines 490, 493, 495, 498, 499, 699	**FOOTHILL TRANSIT** Lines 490, 493, 495 498, 499, 699	**FOOTHILL TRANSIT** Lines 178, 190, 194, 269, 270, 282, 486, 488, 492	**FOOTHILL TRANSIT** Lines 178, 185, 272, 281, 480, 488	**FOOTHILL TRANSIT** Lines 195, 197, 286 291, 292, 480, 482,	**FOOTHILL TRANSIT** Lines 188, 197, 480, 492, 699
Metro J Line (Silver)	**Metro** J Line (Silver)	**Metro** Lines 70, 76, 267, 268, 487, 577, 770, J Line (Silver)	**WEST COVINA SHUTTLE**	**OMNITRANS** Line 61	**OMNITRANS** Lines 66, 84, 85, 88, 290
	METROLINK	**EL MONTE TROLLEY**		**METROLINK**	**RIVERSIDE TRANSIT** Line 204
	FLYAWAY	**NORWALK TRANSIT** Line 7			**METROLINK**
	MEGABUS	**ROSEMEAD EXPLORER**			
	AMTRAK				
	BOLTBUS				

Line-Línea

Silver Streak

WESTBOUND/EN DIRECCíON OESTE

MONTCLAIR TO LOS ANGELES
MONTCLAIR HACIA LOS ANGELES

WEEKDAY
ENTRE SEMANA

Montclair Transit Center (A)	Pomona Transit Center (B)	Cal Poly Pomona (C)	W. Covina Pkwy. & California Ave. (D)	El Monte Station (E)	Union Station (Patsaouras Plaza Busway Station) (F)	Flower St. & 12th St. (LA Convention Ctr) (H)
12:00	12:17	.....	12:37	12:53	1:08	1:25
1:00	1:13	.....	1:31	1:45	2:00	2:14
2:00	2:13	.....	2:31	2:45	3:00	3:14
3:00	3:13	.....	3:31	3:45	4:00	4:14
4:00	4:13	.....	4:33	4:48	5:03	5:19
4:30	4:43	.....	5:04	5:21	5:36	5:52
4:55	5:10	.....	5:36	5:53	6:09	6:28
5:10	5:26	.....	5:52	6:10	6:27	6:46
5:25	5:41	.....	6:08	6:27	6:44	7:03
5:45	6:01	.....	6:29	6:48	7:06	7:25
6:05	6:22	.....	6:50	7:10	7:31	7:50
6:19	6:36	6:51	7:10	7:31	7:52	8:11
6:33	6:50	7:05	7:25	7:46	8:07	8:26
6:48	7:05	7:20	7:40	8:01	8:22	8:41
7:03	7:20	7:35	7:55	8:16	8:37	8:56
7:18	7:35	7:50	8:10	8:31	8:52	9:11
7:32	7:49	8:04	8:24	8:45	9:06	9:25
7:47	8:04	8:19	8:39	9:00	9:21	9:40
8:01	8:18	8:33	8:53	9:13	9:34	9:53
8:16	8:33	8:48	9:08	9:28	9:49	10:08
8:31	8:48	9:03	9:23	9:43	10:03	10:22
8:46	9:03	9:18	9:38	9:58	10:14	10:33
9:01	9:18	9:33	9:53	10:12	10:28	10:47
9:16	9:33	9:48	10:07	10:25	10:41	11:00
9:31	9:48	10:03	10:21	10:39	10:55	11:14
9:46	10:03	10:18	10:36	10:54	11:10	11:29
10:01	10:18	10:33	10:51	11:09	11:25	11:44
10:16	10:33	10:48	11:06	11:24	11:40	11:59
10:31	10:48	11:03	11:21	11:39	11:55	**12:14**
10:46	11:03	11:18	11:36	11:54	**12:10**	**12:29**
11:01	11:18	11:33	11:51	**12:09**	**12:25**	**12:44**
11:16	11:33	11:48	**12:06**	**12:24**	**12:40**	**12:59**
11:31	11:48	**12:03**	**12:21**	**12:39**	**12:55**	**1:14**
11:46	**12:03**	**12:18**	**12:36**	**12:54**	**1:10**	**1:29**
12:01	**12:18**	**12:33**	**12:51**	**1:09**	**1:25**	**1:44**
12:16	**12:33**	**12:48**	**1:06**	**1:24**	**1:40**	**1:59**
12:31	**12:48**	**1:03**	**1:21**	**1:39**	**1:55**	**2:14**
12:46	**1:03**	**1:18**	**1:36**	**1:54**	**2:10**	**2:29**
1:01	**1:18**	**1:33**	**1:51**	**2:09**	**2:25**	**2:44**
1:16	**1:33**	**1:48**	**2:06**	**2:24**	**2:40**	**2:59**
1:31	**1:48**	**2:03**	**2:21**	**2:39**	**2:55**	**3:14**
1:46	**2:03**	**2:18**	**2:36**	**2:54**	**3:10**	**3:29**
2:01	**2:18**	**2:33**	**2:51**	**3:09**	**3:25**	**3:44**
2:16	**2:33**	**2:48**	**3:06**	**3:24**	**3:40**	**3:59**
2:31	**2:48**	**3:03**	**3:21**	**3:39**	**3:55**	**4:14**
2:46	**3:03**	**3:18**	**3:36**	**3:54**	**4:09**	**4:28**
3:01	**3:18**	**3:33**	**3:51**	**4:09**	**4:24**	**4:43**

Continued

Line-Línea

Silver Streak

Continued

WESTBOUND/EN DIRECCíON OESTE

CONTINUED MONTCLAIR TO LOS ANGELES
MONTCLAIR HACIA LOS ANGELES

Montclair Transit Center Ⓐ	Pomona Transit Center Ⓑ	Cal Poly Pomona Ⓒ	W. Covina Pkwy. & California Ave. Ⓓ	El Monte Station Ⓔ	Union Station (Patsaouras Plaza Busway Station) Ⓕ	Flower St. & 12th St. (LA Convention Ctr) Ⓗ
3:16	3:33	3:48	4:06	4:24	4:39	4:58
3:31	3:48	4:03	4:21	4:39	4:54	5:13
3:46	4:03	4:18	4:36	4:54	5:09	5:28
4:01	4:18	4:33	4:51	5:10	5:25	5:44
4:16	4:33	4:48	5:06	5:25	5:40	5:59
4:31	4:48	5:03	5:21	5:40	5:55	6:14
4:46	5:03	5:18	5:36	5:55	6:11	6:30
5:01	5:18	5:33	5:51	6:10	6:26	6:45
5:15	5:32	5:47	6:05	6:24	6:40	6:59
5:30	5:47	6:02	6:20	6:39	6:55	7:13
5:45	6:02	6:17	6:35	6:54	7:10	7:27
6:00	6:17	6:32	6:50	7:09	7:25	7:42
6:15	6:32	6:47	7:05	7:23	7:39	7:56
6:30	6:47	7:02	7:20	7:38	7:54	8:11
6:45	7:02	7:17	7:35	7:53	8:08	8:25
7:13	7:30	.....	7:52	8:09	8:24	8:41
7:30	7:47	.....	8:09	8:25	8:40	8:57
8:00	8:17	.....	8:39	8:55	9:10	9:27
8:30	8:47	.....	9:09	9:25	9:40	9:57
9:00	9:17	.....	9:38	9:54	10:09	10:26
9:30	9:47	.....	10:08	10:24	10:39	10:56
10:00	10:17	.....	10:38	10:54	11:09	11:26
11:00	11:17	.....	11:37	11:53	12:08	12:25

Line-Línea

Silver Streak

WEEKDAY
ENTRE SEMANA

EASTBOUND/EN DIRECCíON ESTE

LOS ANGELES TO MONTCLAIR
LOS ANGELES HACIA MONTCLAIR

Pico Blvd. & Flower St. (LA Convention Ctr) I	Spring St. & 1st St. G	Union Station (Patsaouras Plaza Busway Station) F	El Monte Station E	W. Covina Pkwy. & California Ave. D	Cal Poly Pomona C	Pomona Transit Center B	Montclair Transit Center A
12:00	12:16	12:22	12:40	12:56	.....	1:18	1:36
1:10	1:24	1:29	1:47	2:02	.....	2:20	2:37
2:00	2:14	2:19	2:37	2:52	.....	3:10	3:27
3:00	3:14	3:19	3:37	3:52	.....	4:10	4:27
4:00	4:14	4:19	4:37	4:52	.....	5:10	5:28
4:30	4:44	4:49	5:07	5:22	.....	5:40	5:58
5:00	5:14	5:19	5:37	5:52	.....	6:11	6:29
5:40	5:54	5:59	6:17	6:32	.....	6:51	7:09
6:10	6:24	6:30	6:48	7:03	7:18	7:33	7:51
6:40	6:54	7:00	7:19	7:35	7:50	8:05	8:24
7:10	7:24	7:30	7:49	8:06	8:21	8:36	8:55
7:25	7:39	7:45	8:04	8:22	8:37	8:52	9:10
7:40	7:54	8:00	8:18	8:36	8:51	9:06	9:24
7:55	8:10	8:16	8:34	8:52	9:07	9:22	9:40
8:10	8:25	8:31	8:49	9:06	9:21	9:36	9:54
8:25	8:40	8:46	9:04	9:20	9:35	9:50	10:08
8:40	8:55	9:01	9:19	9:35	9:50	10:05	10:23
8:55	9:10	9:16	9:34	9:50	10:05	10:20	10:38
9:10	9:25	9:31	9:49	10:05	10:20	10:35	10:53
9:25	9:40	9:46	10:04	10:20	10:35	10:50	11:09
9:40	9:55	10:01	10:19	10:35	10:50	11:05	11:25
9:55	10:10	10:16	10:34	10:50	11:05	11:20	11:40
10:10	10:25	10:31	10:49	11:05	11:20	11:35	11:55
10:25	10:40	10:46	11:04	11:20	11:35	11:50	**12:11**
10:40	10:55	11:01	11:20	11:36	11:51	**12:06**	**12:28**
10:55	11:10	11:17	11:36	11:52	**12:07**	**12:22**	**12:44**
11:10	11:25	11:32	11:51	**12:07**	**12:22**	**12:37**	**12:59**
11:25	11:40	11:47	**12:06**	**12:23**	**12:38**	**12:53**	**1:15**
11:40	11:55	**12:02**	**12:21**	**12:38**	**12:53**	**1:08**	**1:30**
11:55	**12:10**	**12:17**	**12:36**	**12:53**	**1:08**	**1:23**	**1:45**
12:10	**12:25**	**12:32**	**12:51**	**1:09**	**1:24**	**1:39**	**2:01**
12:25	**12:40**	**12:47**	**1:06**	**1:25**	**1:40**	**1:55**	**2:17**
12:40	**12:55**	**1:02**	**1:21**	**1:40**	**1:55**	**2:10**	**2:32**
12:55	**1:10**	**1:17**	**1:36**	**1:55**	**2:13**	**2:28**	**2:50**
1:10	**1:25**	**1:32**	**1:51**	**2:13**	**2:33**	**2:48**	**3:10**
1:27	**1:42**	**1:49**	**2:08**	**2:32**	**2:52**	**3:07**	**3:30**
1:44	**1:59**	**2:06**	**2:25**	**2:49**	**3:09**	**3:24**	**3:47**
2:01	**2:16**	**2:23**	**2:42**	**3:07**	**3:27**	**3:42**	**4:05**
2:16	**2:31**	**2:38**	**2:57**	**3:25**	**3:45**	**4:00**	**4:23**
2:31	**2:46**	**2:53**	**3:11**	**3:40**	**4:00**	**4:15**	**4:38**

Continued

LIGHT TYPE = AM
BOLD TYPE = PM

Line-Línea

Silver Streak

WEEKDAY
ENTRE SEMANA

Continued

EASTBOUND/EN DIRECCíON ESTE

CONTINUED LOS ANGELES TO MONTCLAIR
LOS ANGELES HACIA MONTCLAIR

Pico Blvd. & Flower St. (LA Convention Ctr)	Spring St. & 1st St.	Union Station (Patsaouras Plaza Busway Station)	El Monte Station	W. Covina Pkwy. & California Ave.	Cal Poly Pomona	Pomona Transit Center	Montclair Transit Center
I	G	F	E	D	C	B	A
2:46	3:01	3:08	3:26	3:55	4:15	4:30	4:53
3:01	3:16	3:23	3:41	4:10	4:30	4:45	5:08
3:16	3:31	3:38	3:56	4:25	4:45	5:00	5:23
3:31	3:46	3:53	4:11	4:40	5:00	5:15	5:38
3:46	4:01	4:08	4:26	4:55	5:15	5:30	5:53
4:01	4:16	4:23	4:41	5:10	5:30	5:45	6:07
4:16	4:31	4:38	4:56	5:25	5:45	6:00	6:20
4:31	4:46	4:53	5:11	5:40	6:00	6:15	6:35
4:46	5:01	5:09	5:27	5:56	6:16	6:31	6:51
5:01	5:18	5:26	5:44	6:13	6:33	6:48	7:08
5:16	5:33	5:41	5:59	6:28	6:48	7:03	7:22
5:31	5:48	5:56	6:14	6:43	7:02	7:17	7:36
5:47	6:05	6:12	6:30	6:59	7:14	7:29	7:48
6:05	6:25	6:32	6:50	7:16	.....	7:42	8:01
6:25	6:45	6:52	7:10	7:34	.....	8:00	8:18
6:45	7:05	7:12	7:30	7:54	.....	8:18	8:36
7:05	7:23	7:30	7:48	8:10	.....	8:33	8:51
7:32	7:50	7:57	8:15	8:34	.....	8:57	9:15
8:01	8:18	8:24	8:42	9:01	.....	9:23	9:41
8:30	8:47	8:53	9:11	9:27	.....	9:49	10:07
9:00	9:16	9:22	9:40	9:56	.....	10:18	10:36
9:30	9:46	9:52	10:10	10:26	.....	10:48	11:06
10:00	10:16	10:22	10:40	10:56	.....	11:18	11:36
11:00	11:16	11:22	11:40	11:56	.....	12:18	12:36

LIGHT TYPE = AM
BOLD TYPE = PM

Line-Línea

Silver Streak

WEEKEND/HOLIDAY
FIN DE SEMANA Y DÍA FESTIVO

WESTBOUND/EN DIRECCíON OESTE

MONTCLAIR TO LOS ANGELES
MONTCLAIR HACIA LOS ANGELES

Montclair Transit Center Ⓐ	Pomona Transit Center Ⓑ	W. Covina Pkwy. & California Ave. Ⓓ	El Monte Station Ⓔ	Union Station (Patsaouras Plaza Busway Station) Ⓕ	Flower St. & 12th St. (LA Convention Ctr) Ⓗ
12:00	12:16	12:36	12:53	1:10	1:29
1:00	1:16	1:36	1:53	2:12	2:31
2:00	2:16	2:36	2:53	3:12	3:31
3:00	3:16	3:36	3:53	4:12	4:31
4:00	4:16	4:36	4:53	5:12	5:32
5:00	5:16	5:36	5:53	6:12	6:32
6:00	6:16	6:36	6:53	7:12	7:31
7:00	7:16	7:36	7:53	8:12	8:31
7:30	7:46	8:06	8:23	8:42	9:01
8:00	8:16	8:36	8:53	9:12	9:31
8:30	8:46	9:06	9:24	9:43	10:02
9:00	9:16	9:36	9:54	10:12	10:31
9:30	9:46	10:06	10:25	10:43	11:02
10:00	10:16	10:36	10:55	11:13	11:34
10:30	10:46	11:06	11:25	11:43	**12:04**
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Cal Land Engineering & Associates, Inc.

Land Surveying, Geotechnical, Environmental, and Civil Engineering

September 8, 2022

Mr. Jay Patel
18543 Yorba Linda Blvd, #328
Yorba Linda, CA 92886

Subject: Report of Geotechnical Engineering Investigation, Proposed Residential Development, 14624 Dalewood Street, APN 8463-001-014 and 015, Baldwin Park, California; CLE Project No.: 22-001-016GE

Dear Mr. Patel:

In accordance with your request, Cal Land Engineering (CLE) is pleased to submit this Geotechnical Engineering Report for the subject site. The purpose of this report was to evaluate the subsurface conditions and provide recommendations for foundation designs and other relevant parameters of the proposed construction.

Based on the findings and observations during our investigation, the proposed construction of the subject site for the intended use is considered feasible from the geotechnical engineering viewpoints, provided that specific recommendations set forth herein are followed.

This opportunity to be of service is sincerely appreciated. If you have any questions pertaining to this report, please call the undersigned.

Respectfully submitted,
Cal Land Engineering & Associates, Inc. (CLE)

Jack C. Lee, GE 2153
Principal Engineer

Abe Kazemzadeh
Project Engineer

Dist: (4) Addressee

REPORT OF GEOTECHNICAL ENGINEERING INVESTIGATION

Proposed Residential Development

At

14624 Dalewood Street,
APN: 8463-001-014 and 015
Baldwin Park, California

Prepared by
CALLAND ENGINEERING (CLE)
Project No.: 22-001-016
September 8, 2022

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1.0 INTRODUCTION

1.1 Purpose

This report presents a summary of our preliminary geotechnical engineering investigation for the proposed construction at the subject site. The purposes of this investigation were to evaluate the subsurface conditions at the area of proposed construction and to provide recommendations foundation design and other relevant parameters of the development.

1.2 Scope of Services

Our scope of services included:

- Review of available soil engineering data of the area.
- Subsurface exploration consisting of logging and sampling of two 6-inch diameter hand auger borings to a maximum depth of 18.0 feet below the existing grade at the subject site. The exploration was logged by a CLE engineer. Boring logs are presented in Appendix A.
- Laboratory testing of representative samples to establish engineering characteristics of the on-site soil. The laboratory test results are presented in Appendices A and B.
- Engineering analyses of the geotechnical data obtained from our background studies, field investigation, and laboratory testing.
- Preparation of this report presenting our findings, conclusions, and recommendations for the proposed construction.

1.3 Proposed Construction

The proposed buildings are anticipated to be backfilling existing swimming pool, constructing new lobby with concrete slab-on-grade and 62 parking stalls layout. Column loads are unknown at this time, but are expected to be light to medium. Minor cut and fill grading operation is anticipated to reach the desired grades.

1.4 Site Location

The site is located on the south side of Dalewood Street, a relatively short distance west of W. Merced Avenue, in the existing developed commercial area in the City of Baldwin Park, California. The site is currently occupied by a hotel and associated improvements. The site is relatively flat with difference in elevation less than 2 feet. No major surface erosions were observed during our subsurface exploration.

2.0 SUBSURFACE EXPLORATION AND LABORATORY TESTING

2.1 Subsurface Exploration

Our subsurface exploration consisted of drilling two 6-inch diameter hand auger borings to a maximum depth of 18.0 feet at the locations shown on the attached Site Plan, Figure 2. The excavation of the boring was supervised and logged by a CLE engineer. Relatively undisturbed and bulk samples were collected for laboratory testing. Boring logs are presented in Appendix A.

2.2 Laboratory Testing

Representative samples were tested for the following parameters: in-situ moisture content and density, consolidation, direct shear strength, percent of fine, and corrosion potential. Results of our laboratory testing along with a summary of the testing procedures are presented in Appendix B. In-situ moisture and density test results are presented on the boring logs in Appendix A.

3.0 SUMMARY OF GEOTECHNICAL CONDITIONS

3.1 Soil Conditions

The onsite near surface soils consist predominantly of silty sand (SM). In general, these soils exist in the loose to medium dense and slightly moist conditions. Underlying the surface soils, gravelly medium to coarse grained sand and silty sand mixtures (SP-SM) and poorly graded sand (SP) were disclosed in the borings to the depths explored (18.0 feet below the existing ground surface). These soils exist in medium dense to dense and dry to slightly moist conditions. In general, the soils become denser as depth increases.

3.2 Groundwater

No groundwater or seepage was encountered in the test borings to the depths explored. Based on our review of the “Historically Highest Ground Water Contours and Borehole Log Data Locations, Baldwin Park Quadrangle”, by CGS (previously CDMG), it is estimated that the historically highest ground water level is approximately 100 feet below the existing grade. Groundwater is not expected during the proposed near surface construction

4.0 SEISMICITY

4.1 Faulting and Seismicity

The subject site, like the rest of Southern California, is located within a seismically active region as a result of being located near the active margin between the North American and Pacific tectonic plates. The principal source of seismic activity is movement along the northwest-trending regional faults such as the San Andreas, San Jacinto and Elsinore fault zones. These fault systems produce approximately 5 to 35 millimeters per year of slip between the plates.

We consider the most significant geologic hazard to be the potential for moderate to strong seismic shaking that is likely to occur at the subject site. The subject site is located in the highly seismic Southern California region within the influence of several faults that are considered to be Holocene-active or pre-Holocene faults. A Holocene-active fault is defined by the State of California as a fault that has exhibited surface displacement within the Holocene time (about the last 11,700 years). A pre-Holocene fault is defined by the State as a fault whose history of past movement is older than 11,700 years ago and does not meet the criteria for a Holocene-active fault.

These Holocene-active and pre-Holocene faults are capable of producing potentially damaging seismic shaking at the site. It is anticipated that the subject site will periodically experience ground acceleration as the result of small to moderate magnitude earthquakes. Other active faults without surface expression (blind faults) or other potentially active seismic sources that are not currently zoned and may be capable of generating an earthquake are known to be present under in the region.

The subject site is not included within any Earthquake Fault Zones as created by the Alquist-Priolo Earthquake Fault Zoning Act (CGS, 2018). Our review of geologic literature pertaining to the site area indicates that there are no known active or potentially active faults located within or immediately adjacent to the subject property.

As indicated in Table 1, the San Jose Fault is considered to have the most significant effect to the site from a design standpoint.

TABLE 1

Characteristics and Estimated Earthquakes for Regional Faults

Fault Name	Approximate Distance to the Site (mile)	Maximum Magnitude Earthquake (Mmax)
San Jose	5.0	6.7
Sierra Madre Connected	5.7	7.3
Sierra Madre	5.7	7.2
Raymond	6.7	6.8
Elsinore;W+GI+T+J+CM	6.9	7.8
Clamshell-Sawpit	7.8	6.7
Elysian Park (Upper)	8.1	6.7
Puente Hills (Santa Fe Springs)	10.1	6.7
Puente Hills (LA)	11.9	7.0
Verdugo	12.0	6.9
Chino, alt 2	12.4	6.8
Chino, alt 1	12.5	6.7
Puente Hills (Coyote Hills)	12.9	6.9
Cucamonga	13.7	6.7
Hollywood	16.0	6.7
Santa Monica Connected alt 2	18.9	7.4

Reference: 2008 National Seismic Hazard Maps-Source Parameters

4.2 Estimated Earthquake Ground Motions

In order to estimate the seismic ground motions at the subject site, QCI has utilized the seismic hazard map published by California Geological Survey. According to this report, the peak ground alluvium acceleration at the subject site for a 2% and 10% probability of exceedance in 50 years is about 0.733g and 0.469g, respectively (2008 USGS Deaggregation of Seismic Hazards). Site modified peak ground acceleration (PGA_M), corresponding to USGS Design Map Summary Report, ASCE 7-16 Standard is 0.855g.

4.3 Seismic Design Criteria

Based on our studies on seismicity, there are no known active faults crossing the property. However, the subject site is located in southern California, which is a tectonically active area. Based on ASCE 7-16 Standard, CBC 2019, the following seismic related values may be used:

Seismic Parameters (Latitude: 34.0694318 , Longitude: -117.9591772)	Site Class" D"
Mapped 0.2 Sec Period Spectral Acceleration **Ss**	1.681g
Mapped 1.0 Sec Period Spectral Acceleration **S1**	0.614g
Site Coefficient for Site Class "D", **Fa**	1.2
Site Coefficient for Site Class "D", **Fv**	1.7
Maximum Considered Earthquake Spectral Response Acceleration Parameter at 0.2 Second, **SMS**	2.017g
Maximum Considered Earthquake Spectral Response Acceleration Parameter at 1.0 Second, **SM1**	1.044g
Design Spectral Response Acceleration Parameters for 0.2 sec, **SDS**	1.345g
Design Spectral Response Acceleration Parameters for 1.0 Sec, **SD1**	0.696g

The Project Structural Engineer should be aware of the information provided above to determine if any additional structural strengthening is warranted.

5.0 CONCLUSIONS

Based on our subsurface investigation, it is our opinion that the proposed construction is feasible from a geotechnical standpoint, provided the recommendations contained herein are incorporated in the design and construction. The following is a summary of the geotechnical design and construction factors that may affect the development of the site:

5.1 Liquefaction

Based on our review of the "Seismic Hazard Zones, Baldwin Park Quadrangle" by the California Geological Services, CGS, (Formerly Department of Conservation, Division of Mines and Geology), it is concluded that the site is not located in the mapped potential liquefaction areas.

Although the property is not located in seismic induced hazard area, the seismic induced hazard may occur at the site. The property owner should be aware of the potential risks associated with the probability of seismic hazard occurrence. It is recommended that the proposed structures be designed and constructed in accordance with the recommendations presented in this report and the current building codes and supported by the strengthened foundation as recommended in this report to reduce the potential of any adverse effect as the results of the potential earthquake.

5.2 Landsliding

A potential for landsliding is often suggested in areas of moderate to steep terrain that is underlain by weak or un-favorably oriented geological conditions. Neither of these conditions exists at the site. Due to the relatively flat nature of the site, it is our opinion that the potential for landslide is remote.

5.3 Lurching

Soil lurching refers to the rolling motion on the surface due to the passage of seismic surface waves. Effects of this nature are not considered significant on the subject site where the thickness of alluvium does not vary appreciably under structures.

5.4 Surface Rupture

Surface rupture is a break in the ground surface during or as a consequence of seismic activity. The potential for surface rupture on the subject site is considered low due to the absence of known active faults at the site.

5.5 Ground Shaking

Throughout southern California, ground shaking, as a result of earthquakes, is a constant potential hazard. The relative potential for damage from this hazard is a function of the type and magnitude of earthquake events and the distance of the subject site from the event. Accordingly, proposed structures should be designed and constructed in accordance with applicable portions of the building code.

5.6 Other Secondary Hazard

5.6.1 Fault Rupture

There are no known active faults crossing the property and the property is not located within the Alquist-Priolo Earthquake Fault Zone. The nearest fault zone is San Jose Fault which is located approximately 5.0 miles from the property. Therefore, the likelihood of a fault surface rupture is considered low.

5.6.2 Seiches and Tsunamis

Seiches are large waves generated in enclosed bodies of water as the results of major ground shaking. The site is located within the residential area in the City of Baldwin Park. No water

retaining structures are located immediately adjacent to site. Earthquake induced flooding, tsunamis and seiches is considered unlikely at the site.

5.6.3 Expansive Soils

Soil expansion is the tendency of the soil to expand when the soil contacts with water. Based on our laboratory test of the onsite soils, it is concluded that onsite soils are very low in expansion potential. Foundation design and construction should be designed in accordance with the current building code report to reduce the potential of any adverse effect as the results of the expansive soils.

5.6.4 Oil Field and Historical Oil Wells

Based on our review of the Munger Map Book of the California Oil and Gas Field, no oil wells are located on the subject property or any adjacent properties. It is our opinion that the potential of the presence of the methane zone at the site is considered low. However, should it be determined that the methane study is required, a qualified consultant should be retained for the study.

5.6.5 Subsidence

Land subsidence occurs when large amounts of groundwater, oil or gas have been withdrawn from fine-grained soils. It is our understanding that large scale extraction of groundwater, oil or gas is not planned at the site. The land subsidence at site appears to be unlikely.

5.7 Excavatability

Based on our subsurface investigation, excavation of the subsurface materials should be able to be accomplished with conventional earthwork equipment.

5.8 Groundwater

Groundwater was not encountered during our field exploration. Groundwater is not anticipated to be encountered during the near surface construction.

5.9 Surficial Soil Removal and Recompaction

Based on our field investigation and laboratory test results, it is concluded that the existing surficial soils may not be suitable for structure support as they presently exist and will require remedial grading as discussed herein.

6.0 RECOMMENDATIONS

Based on the subsurface conditions exposed during field investigation and laboratory testing program, it is recommended that the following recommendations be incorporated in the design and construction phases of the project.

6.1 Grading

6.1.1 Site Preparation

Prior to initiating grading operations, any existing vegetation, organic soil, trash, old foundation, debris, over-sized materials (greater than 8 inches), and other deleterious materials within fill areas should be removed from the site.

6.1.2 Surficial Soil Removals

Based on our field exploration and laboratory data obtained to date, it is recommended that the surficial soils be removed to a depth of 4 feet below existing grade or 2 feet below the bottom of the footing, whichever is deeper. The recommended removal should be extended at least 4 feet beyond building lines or to the limits of the existing building. The existing near surface soils should also be removed at least two feet within the proposed driveway areas.

Locally deeper removals may be necessary to expose competent natural ground. The actual removal depths should be determined in the field as conditions are exposed. Visual inspection and/or testing may be used to define removal requirements. The onsite soils may be used as compacted fill provided they are free of organic materials and debris. Fills should be placed in relatively thin lifts (6 to 8 inches), brought to near optimum moisture content, then compacted to at least 90 percent relative compaction based on ASTM D-1557-12.

6.1.3 Existing Pool Removal

It is our understanding that the existing pool and associated structures will be demolished to exposed competent natural ground. It is recommended that the existing pool shell and associated structures be entirely removed to exposed competent natural ground. The exposed bottom should be inspected by this office prior to filling. Subsequent to the recommended removals, the exposed materials should be scarified to a depth of six inches, brought to recommended moisture content, and then compacted.

The import soils to be used as compacted fill should be approved by the project geotechnical engineer and should be free of organic materials and debris. Fills should be placed in relatively thin lifts and brought to near optimum moisture content, then compacted to obtain at least 90 percent relative compaction based on ASTM D-1557-12.

6.1.4 Treatment of Removal Bottoms

Soils exposed within areas approved for fill placement should be scarified to a depth of 6 inches, conditioned to near optimum moisture content, then compacted in-place to minimum project standards.

6.1.5 Structural Backfill

The onsite soils may be used as compacted fill provided they are free of organic materials and debris. Fills should be placed in relatively thin lifts; brought to near optimum moisture content, then compacted to obtain at least 90 percent relative compaction based on laboratory standard ASTM D1557-12.

6.2 Shallow Foundation Design

6.2.1 Bearing Value

An allowable bearing value of 2000 pounds per square foot (psf) may be used for design of continuous and pad footings with a minimum of 12 and 24 inches in width, respectively. All footings should be a minimum of 24 inches deep. This bearing value may be increased by one third (1/3) when considering short duration seismic or wind loads.

6.2.2 Settlement

Settlement of the footings placed as recommended, and subject to no more than allowable loads is not anticipated to exceed 3/4 inch. Differential settlement between adjacent columns is not anticipated to exceed 1/2 inch.

6.2.3 Lateral Pressures

Passive earth pressure for the residential foundation design may be computed as an equivalent fluid pressure of 300 pounds per cubic foot, with a maximum earth pressure of 2000 pounds per square foot. An allowable coefficient of friction between soil and concrete of 0.30 may be used with the dead load forces. When combining passive pressure and frictional resistance, the passive pressure component should be reduced by one-third.

6.3 Foundation Construction

It is anticipated that the entire structure will be underlain by onsite soils of very low expansion potential. All footings should be founded at a minimum depth of 24 inches below the lowest adjacent grade and below the immediately adjacent existing foundation. All continuous footings should have at least two No. 4 reinforcing bar placed both at the top and two No. 4 reinforcing bar placed at the bottom of the footings.

6.4 Concrete Slab and Flatwork

Concrete slabs and flatworks should be a minimum of 4 inches thick and reinforced with a minimum of No. 4 reinforcing bar spaced 16-inch each way or its equivalent. All slab reinforcement should be supported to ensure proper positioning during placement of concrete.

In order to comply with the requirements of the 2019 CalGreen Section 4.505.2.1 within the moisture sensitive concrete slabs, a minimum of 4-inch thick base of ½ inch or larger clean aggregate should be provided with a vapor barrier in direct contact with concrete. A 10-mil Polyethylene vapor retarder, with joints lapped not less than 6 inches, should be placed above the aggregate and in direct contact with the concrete slab. As an alternate method, 2 inches of sand then 10-mil polyethylene membrane and another 2 inches of sand over the membrane and under the concrete may be used, provided this request for an alternative method is approved by City Building Officials.

6.5 Temporary Trench Excavation and Backfill

All trench excavations should conform to CAL-OSHA and local safety codes. All utility trenches backfill should be brought to near optimum moisture content and then compacted to obtain a minimum relative compaction of 90 percent of ASTM D-1557-12.

7.0 INSPECTION

As a necessary requisite to the use of this report, the following inspection is recommended:

- Temporary excavations.
- Removal of surficial and unsuitable soils.
- Backfill placement and compaction.
- Utility trench backfill.

The geotechnical engineer should be notified at least 1 day in advance of the start of construction. A joint meeting between the client, the contractor, and the geotechnical engineer is recommended prior to the start of construction to discuss specific procedures and scheduling.

8.0 CORROSION POTENTIAL

Chemical laboratory tests were conducted on the existing onsite near surface materials sampled during CLE's field investigation to aid in evaluation of soil corrosion potential and the attack on concrete by sulfate soils. The testing results are presented in Appendix B.

According to 2019 CBC and ACI 318-19, a "negligible" exposure to sulfate can be expected for concrete placed in contact with the onsite soils. Therefore, Type II cement or its equivalent may be used for this project. Based on the resistivity test results, it is estimated that the subsurface soils are moderately corrosive to buried metal pipe. It is recommended that any underground steel utilities be blasted and given protective coating. Should additional protective measures be warranted, a corrosion specialist should be consulted.

9.0 PRELIMINARY PAVEMENT DESIGN

Preliminary structural asphalt pavement sections are designed according to Caltran Highway Design Manual and an assumed "R"-value of 20. Upon completion of rough grading at the site, laboratory samples may be collected at subgrade level and tested for R-value in order to verify the recommended sections.

Based on the assumed R"-Value of 20 and traffic indices of 4.0 for parking and 5.5 for drive areas, and 6.5 for heavy loads, the following pavement section is recommended:

Location	Traffic index	Assumed Subgrade "R" value	Required Gravel Equivalent (inches)	AC Thickness (inches)	Class 2 Aggregate Base Thickness (inches)
Parking Areas	4.0	20	12.3	3	6
Drive Areas, Light Loads	5.5	20	16.9	3	9
Drive Areas, Heavy Loads	6.5	20	20.0	4	10

The subgrade materials should be brought to near optimum moisture content, and compacted

at least 90 percent of ASTM D-1557-12. The Class 2 aggregate base materials should be brought to near optimum moisture content, and compacted to at least 95 percent of ASTM D-1557-12

Concrete Pavement section for new concrete paving is as follows:
Slab Thickness for new concrete paving; …….. **……...6"/8" (Concrete/Class 2)**

The pavement section is based on the following design criteria:
Modulus of subgrade Reaction of 100 pci may be used for assumed R-Value of subgrade material of 20.

Concrete should have a minimum modulus of rupture of **550 psi. or f'c of about 3000 psi.**

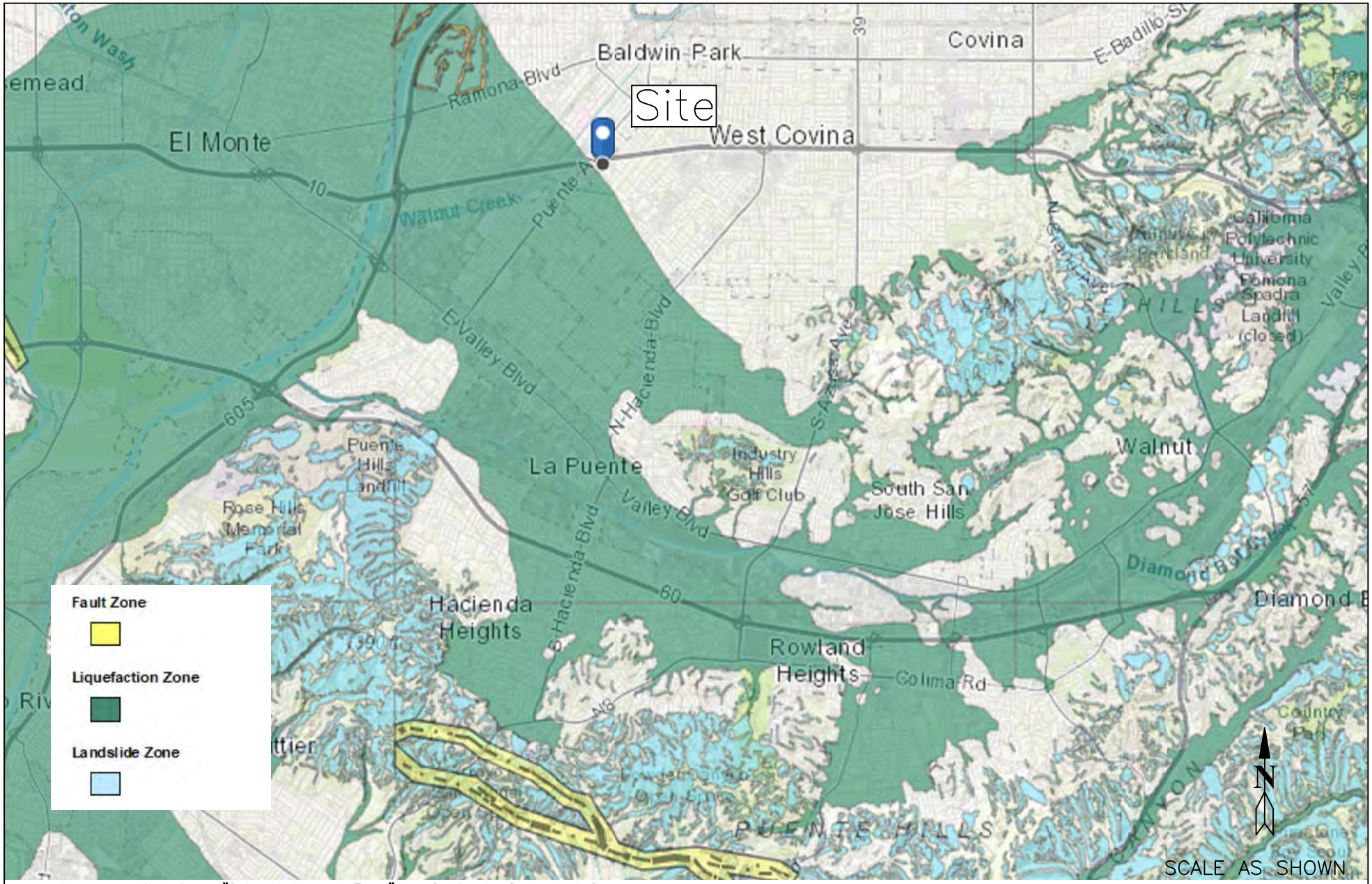
Concrete slab should be reinforced with a minimum of No. 3 reinforcing bar spaced 16-inch each way or its equivalent. The subgrade materials should be brought to near optimum moisture content, then compacted to at least 90 percent of ASTM D-1557-12. The Class 2 aggregate base materials should be brought to near optimum moisture content, then compacted to at least 95 percent of ASTM D-1557-12. Adjacent landscaping should be graded to drain into local area drain and away from the pavement subgrade material.

Upon completion of rough grading at the site, laboratory samples may be collected at sub-grade level and tested for R-value in order to verify the above-recommended concrete section.

10.0 REMARKS

The conclusions and recommendations contained herein are based on the findings and observations at the exploratory locations. However, soil materials may vary in characteristics between locations of the exploratory locations. If conditions are encountered during construction, which appear to be different from those disclosed by the exploratory work, this office should be notified so as to recommend the need for modifications.

This report has been prepared in accordance with generally accepted professional engineering principles and practice. No warranty is expressed or implied. This report is subject to review by controlling public agencies having jurisdiction.



Maps modified from "Seismic Hazard Zone" by California Geological Survey

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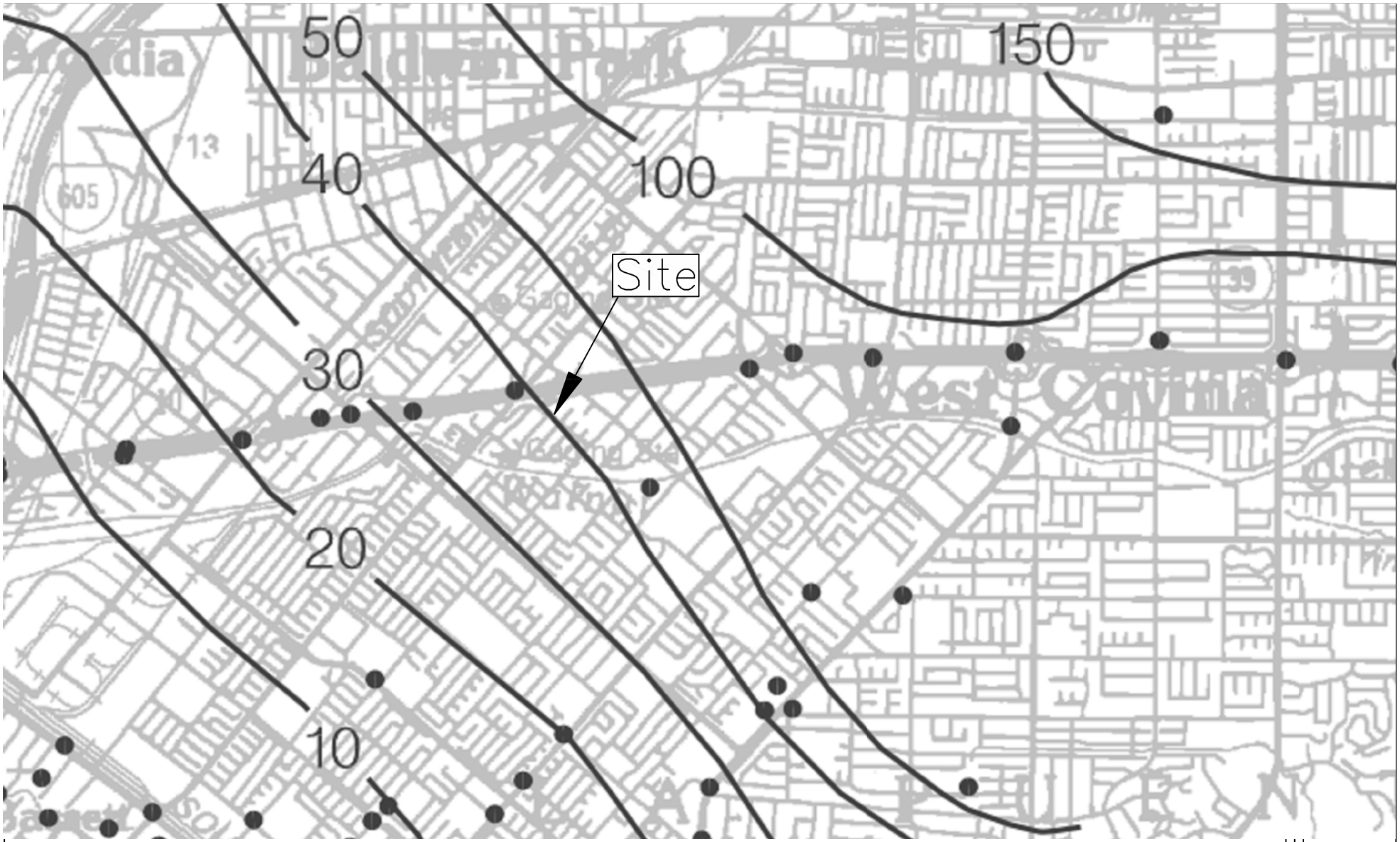
Site Location Map

14624 Dalewood Street, Baldwin Park, California

Project No.: 22-001-016

FIGURE 1



Maps modified from "Historically Highest Ground Water Contours and Borehole Log Data Locations, Baldwin Park Quadrangle" by CGS

SCALE AS SHOWN

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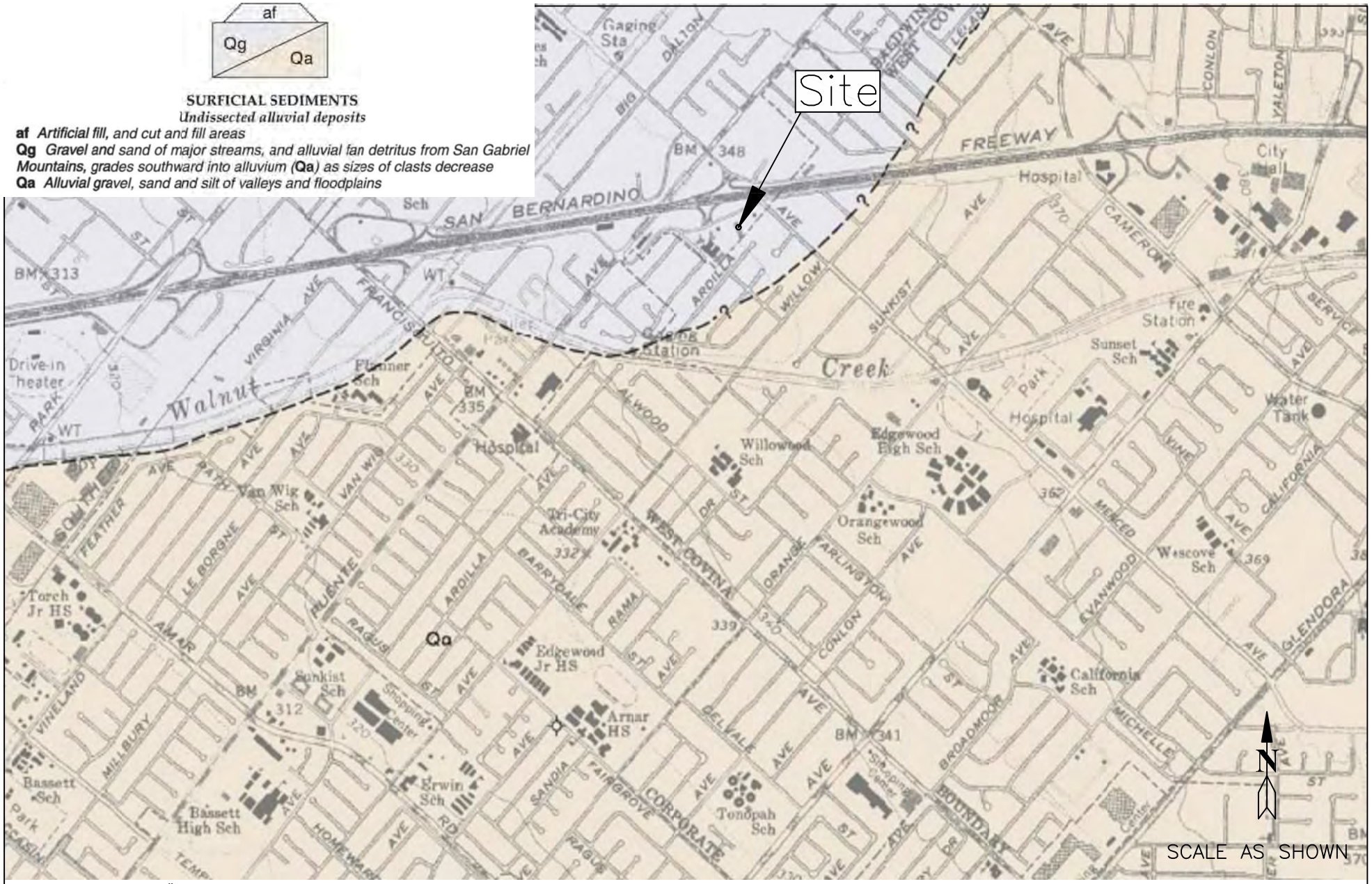
Site Locational Map
Historical Highest Groundwater Level

14624 Dalewood Street, Baldwin Park, California

Project No.: 22-001-016

FIGURE 1a



Maps modified from "Geologic map of the El Monte and Baldwin Park quadrangles, Los Angeles County, California by Dibblee, T.W., and Ehrenspeck, H.E., 1999

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Regional Geology Map

14624 Dalewood Street, Baldwin Park, California

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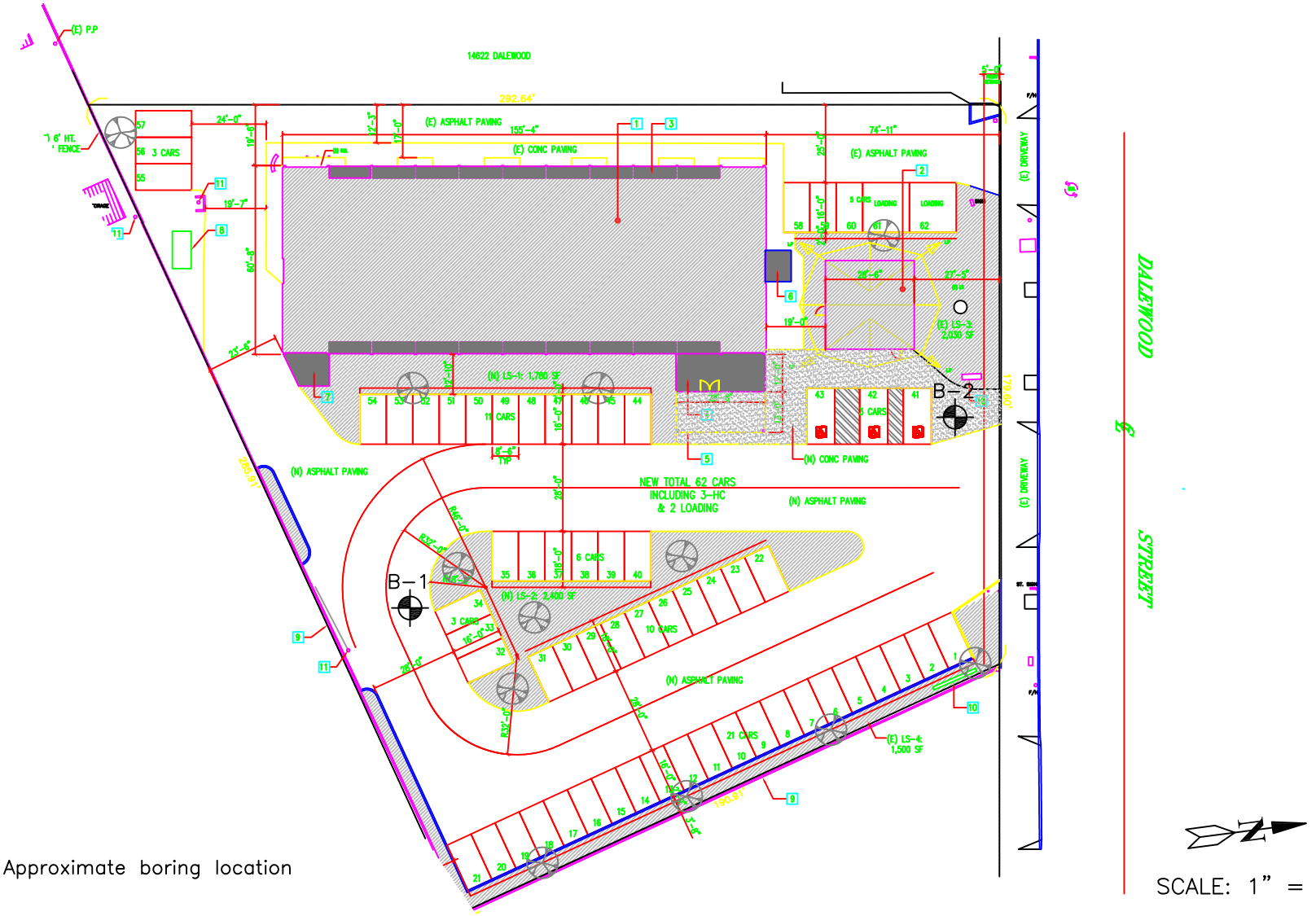
FIGURE 1b



LEGEND

B-1 Approximate boring location

SCALE: 1" = 48'

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SITE PLAN

14624 Dalewood Street, Baldwin Park, California

Project No.: 22-001-016

FIGURE 2

APPENDIX A
FIELD INVESTIGATION

Our subsurface investigation consisted of excavation of logging and sampling of two 6-inch diameter hand auger borings to a maximum depth of 18.0 feet below the existing grade at the subject site at approximate locations shown on the enclosed Site Plan, Figure 2.

The drilling of the borings was performed by a CLE's engineer, who continuously logged the borings and visually classified the soils in accordance with the Unified Soil Classification System. Ring samples were taken at frequent intervals. These samples were obtained by driving a sampler with successive blows of 32-pound hammer dropping from a height of 48 inches.

Representative undisturbed samples of the subsurface soils were retained in a series of brass rings, each having an inside diameter of 2.42 inches and a height of 1.00 inch. All ring samples were transported to our laboratory. Bulk surface soil samples were also collected for additional classification and testing.

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BORING LOG B-1

PROJECT LOCATION: 14624 Dalewood Street, Baldwin Park, California
PROJECT NO.: 22-001-016

DATE DRILLED: 8/18/2022
SAMPLE METHOD: Hand Auger
ELEVATION: N/A
LOGGED BY: HF

B: Bulk Bag
S: Standard Penetration Test
R: Ring Sample

Depth (ft)	Sample: Bulk	Sample: Undisturbed	Sample: Blows/12"	USCS Symbol	Dry Unit Wt. (pcf)	Moisture (%)	Description of Material
	B			SM		9.1	Silty sand, fine grained, medium brown, slightly moist, loose to medium dense Percent of Fines: 46.3
2		R	24	SM	106.6	2.0	Silty sand, fine grained, medium brown, slightly moist, medium
5		R	38	SP/ SM	108.5	2.2	Gravelly sand and silty sand, coarse grained, light brown, dry to slightly moist, medium dense. Percent of fines: 6.3
10		R	58	SP/ SM	120.3	3.2	Sand and silty sand, medium grained, light brown, slightly moist, dense Percent of fines: 5.9
15							Total Depth: 11.0 feet No Groundwater Hole Backfilled Hammer Driving Weight: 32 lbs Hammer Driving Height: 48 inches
20							
25							
30							
35							

CalLand Engineering and Associates, Inc.

BORING LOG B-2

PROJECT LOCATION: 14624 Dalewood Street, Baldwin Park, California
PROJECT NO.: 22-001-016

DATE DRILLED: 8/18/2022
SAMPLE METHOD: Hand Auger
ELEVATION: N/A
LOGGED BY: HF

B: Bulk Bag
S: Standard Penetration Test
R: Ring Sample

Depth (ft)	Sample: Bulk	Sample: Undisturbed	Sample: Blows/12"	USCS Symbol	Dry Unit Wt. (pcf)	Moisture (%)	Description of Material
2		R	27	SM	107.1	7.5	Silty sand, fine grained, medium brown, slightly moist, medium dense
5		R	40	SP/ SM	110.7	1.7	Gravelly sand and silty sand, coarse grained, light brown, dry to slightly moist, medium dense
10		R	51	SP/ SM	118.9	3.3	Sand and silty sand, medium grained, light brown, slightly moist, dense
15	B			SP		1.9	Poorly graded sand, medium grained, light brown, slightly moist, dense
	B			SP		1.8	Poorly graded sand, medium grained, light brown, slightly moist, dense
20							Total Depth: 18.0 feet No Groundwater Hole Backfilled
25							Hammer Driving Weight: 32 lbs Hammer Driving Height: 48 inches
30							
35							

APPENDIX B
LABORATORY TESTING

During the subsurface exploration, CLE personnel collected relatively undisturbed ring samples and bulk samples. The following tests were performed on selected soil samples:

Moisture-Density

The moisture content and dry unit weight were determined for each relatively undisturbed soil sample obtained in the test borings in accordance with ASTM D2937 standard. The results of these tests are shown on the boring logs in Appendix A.

Shear Tests

Shear tests were performed in a direct shear machine of strain-control type in accordance with ASTM D3080 standard. The rate of deformation was 0.010 inch per minute. Selected samples were sheared under varying confining loads in order to determine the Coulomb shear strength parameters: internal friction angle and cohesion. The shear test results are presented in the attached plates.

Consolidation Tests

Consolidation tests were performed on selected undisturbed soil samples in accordance with ASTM D2435 standard. The consolidation apparatus is designed for a one-inch high soil filled brass ring. Loads are applied in several increments in a geometric progression and the resulting deformations are recorded at selected time intervals. Porous stones are placed in contact with the top and bottom of each specimen to permit addition and release of pore fluid. The samples were inundated with water at a load of two kilo-pounds (kips) per square foot, and the test results are shown on the attached Figures.

Corrosion Potential

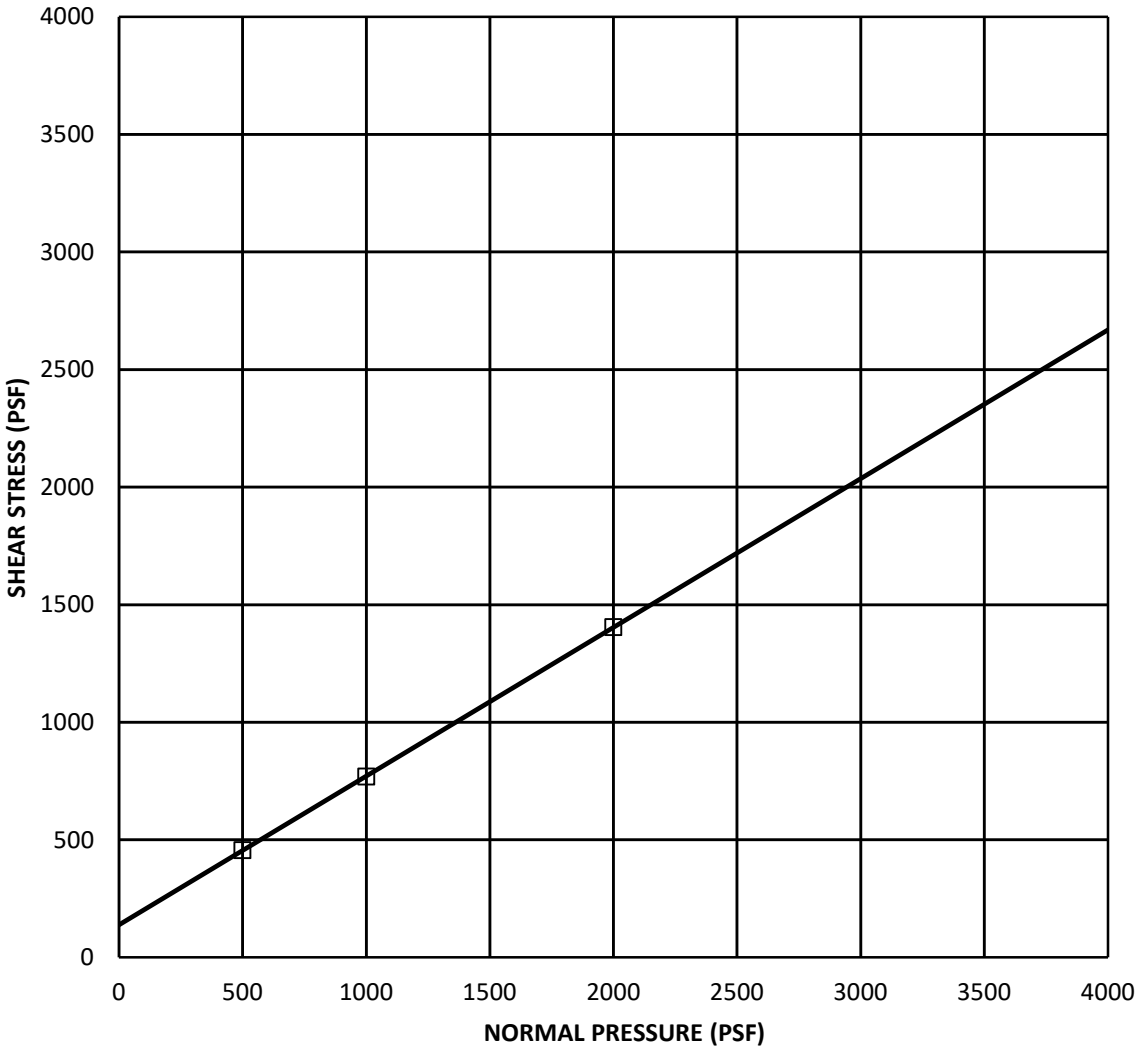
Chemical laboratory tests were conducted on the existing onsite near surface materials sampled during CLE's field investigation to aid in evaluation of soil corrosion potential and the attack on concrete by sulfate soils. These tests are performed in accordance with California Test Method 417, 422, 532, and 643. The testing results are presented below:

Sample Location	pH	Chloride (ppm)	Sulfate (% by weight)	Min. Resistivity (ohm-cm)
B-1 @ 0'-4'	9.58	200	0.0020	7,500

Percent Passing #200 Sieve

Percent of soil passing #200 sieve was determined for selected soil samples in accordance with ASTM D1140 standard. The test results are presented in the following table:

Sample Location	% Passing #200
B-1 @ 0-4’	46.3
B-1 @ 5’	6.3
B-1 @ 10’	5.9



SYMBOL	BORING NO.	SAMPLE NO.	DEPTH (FT)	SAMPLE TYPE	SOIL TYPE	COHESION (PSF)	FRICTION ANGLE (DEG)
□	B-1	N/A	2.0	RING	SM	140	32

Vertical Loads (PSF)	Moisture Content Before Test (%)	Moisture Content After Test (%)
500	2.0	21.2
1000	2.0	20.9
2000	2.0	20.5

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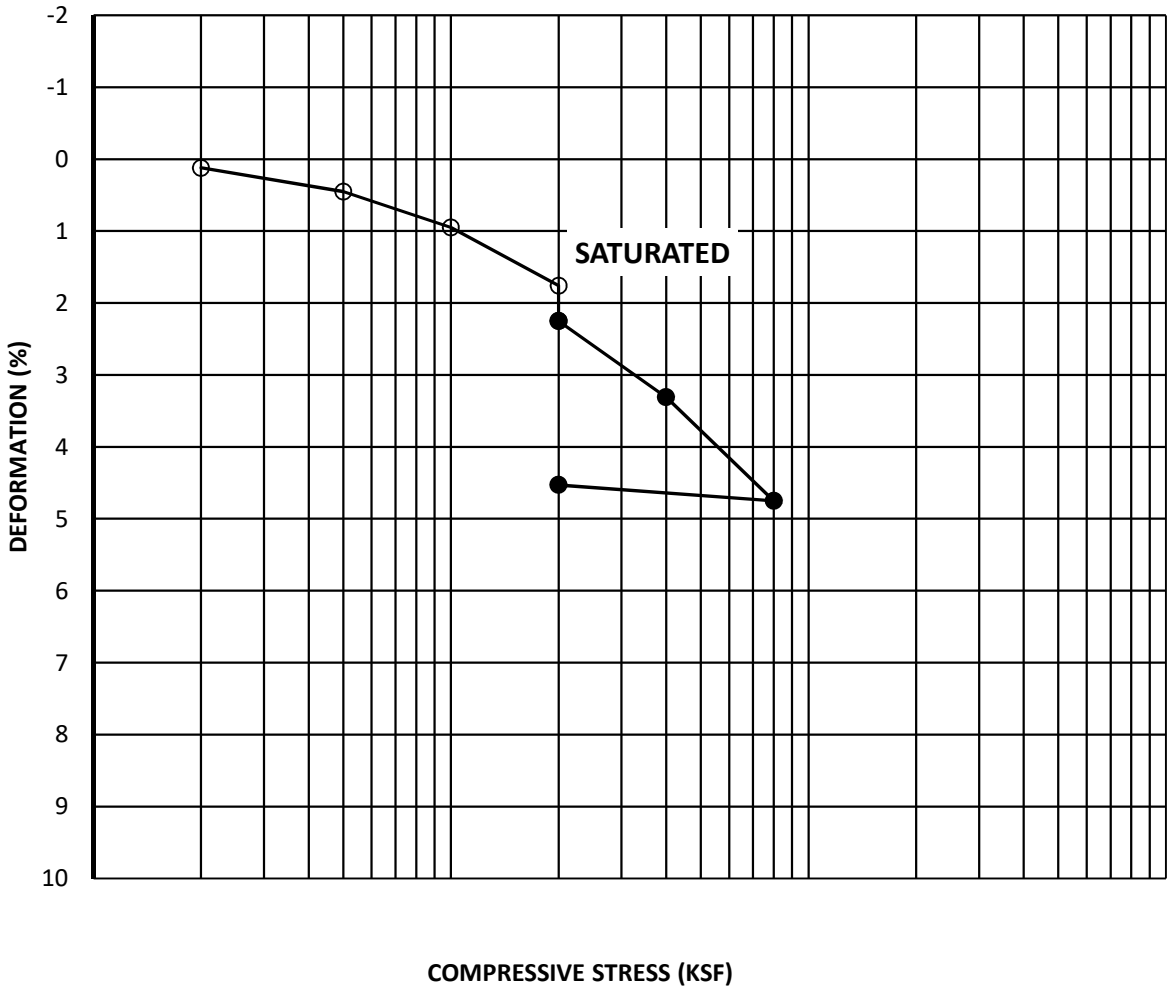
DIRECT SHEAR

(ASTM D3080)

9/22

FIGURE 3



SYMBOL	BORING NO.	SAMPLE NO.	DEPTH (FT)	SOIL TYPE	INIT. MOISTURE CONTENT (%)	INIT. DRY DENSITY (PCF)	INIT. VOID RATIO
○	B-1	N/A	5	SP-SM	2.2	108.5	0.553

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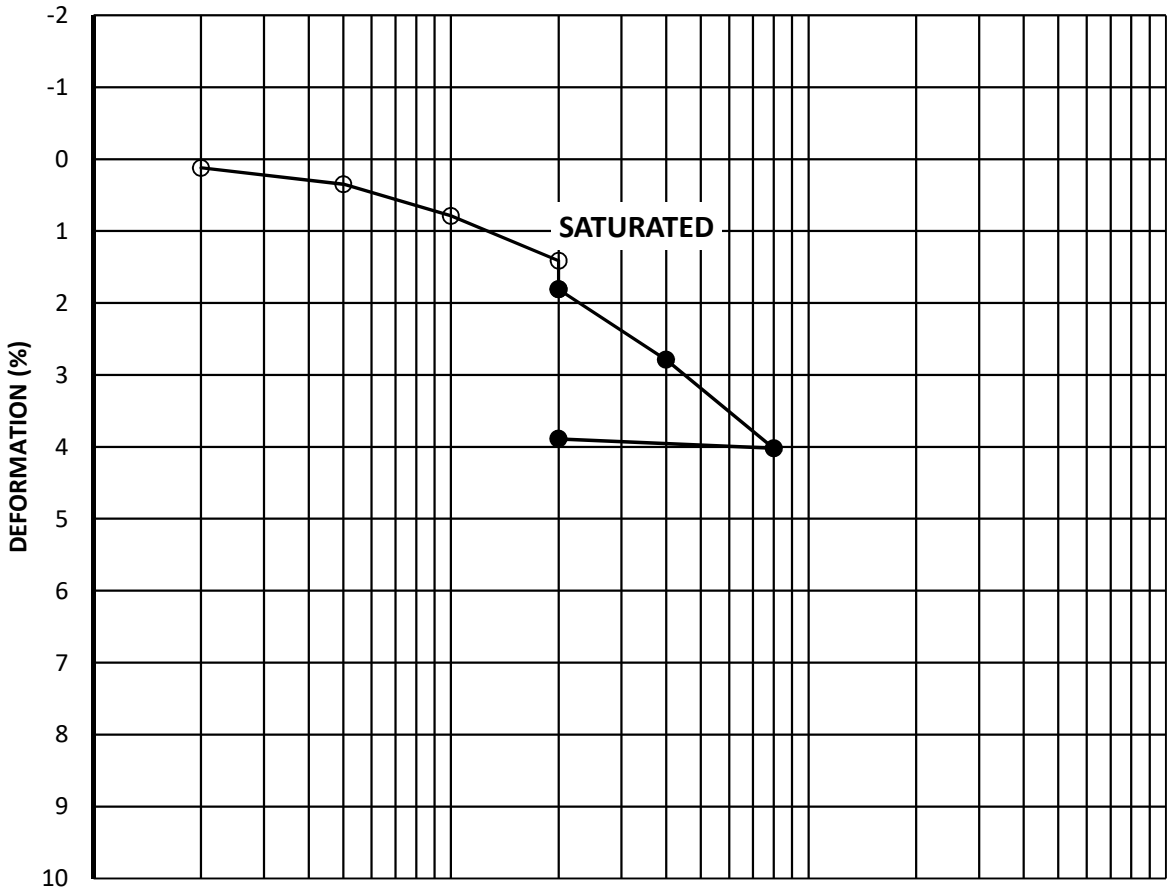
CONSOLIDATION

(ASTM D2435)

9/22

FIGURE 4



SYMBOL	BORING NO.	SAMPLE NO.	DEPTH (FT)	SOIL TYPE	INIT. MOISTURE CONTENT (%)	INIT. DRY DENSITY (PCF)	INIT. VOID RATIO
○	B-1	N/A	10	SP-SM	3.2	120.3	0.400

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CONSOLIDATION

(ASTM D2435)

9/22

FIGURE 5