



CITY OF STANTON
STANTON CITY HALL, 7800 KATELLA AVENUE, STANTON, CA
PLANNING COMMISSION REGULAR MEETING
WEDNESDAY, AUGUST 19, 2020 - 6:30 P.M.

AGENDA

SAFETY ALERT – NOTICE REGARDING COVID-19

The President, Governor, and the City of Stanton have declared a State of Emergency as a result of the threat of COVID-19 (aka the "Coronavirus"). The Governor also issued Executive Order N-25-20 that directs Californians to follow public health directives including cancelling all large gatherings. Governor Newsom also issued Executive Order N-29-20 which lifts the strict adherence to the Brown Act regarding teleconferencing requirements and allows local legislative bodies to hold their meetings without complying with the normal requirements of in-person public participation. Pursuant to the provisions of the Governor's Executive Orders N-25-20 and N-29-20 the August 19, 2020, Regular Planning Commission Meeting will be held telephonically.

The health and well-being of our residents is the top priority for the City of Stanton and you are urged to take all appropriate health safety precautions. To that end, out of an abundance of caution the City of Stanton is eliminating in-person public participation. Members of the public wishing to access the meeting will be able to do so telephonically.

In order to join the meeting via telephone please follow the steps below:

1. Dial the following phone number **+1 (669) 900-9128** US (San Jose).
2. Dial in the following **Meeting ID: 898 3044 3029#** to be connected to the meeting.

ANY MEMBER OF THE PUBLIC WISHING TO PROVIDE PUBLIC COMMENT ON PUBLIC HEARING ITEMS 7A, 7B OR 7C ON THE AGENDA MAY DO SO AS FOLLOWS:

- E-mail a request to speak to CommunityDevelopment@ci.stanton.ca.us with the subject line "REQUEST TO SPEAK - ITEM #" (*insert the item number relevant to your comment*) no later than 5:00 p.m. before the meeting (*Wednesday, August 19, 2020*) and, at the time of the requested public hearing item, the Clerk will place a phone call to the commenter and allow them to speak to the Commission via speaker phone during the live meeting. Please indicate the Agenda Item you wish to address and provide your name and phone number in your e-mail.
- E-Mail Comments: Your e-mailed comments will be compiled, provided to the Commission and made available to the public before the start of the meeting. Staff will not read e-mail comments out loud during the meeting but the official record will include all e-mail comments received by 5:00 p.m. before the meeting (*Wednesday, August 19, 2020*).

ANY MEMBER OF THE PUBLIC WISHING TO PROVIDE PUBLIC COMMENT FOR ALL OTHER ITEMS ON THE AGENDA MAY DO SO AS FOLLOWS:

E-Mail your comments to CommunityDevelopment@ci.stanton.ca.us with the subject line "PUBLIC COMMENT ITEM #" (*insert the item number relevant to your comment*) no later than 5:00 p.m. before the meeting (*Wednesday, August 19, 2020*). Please identify the Agenda Item you wish to address in your comments. Staff will not read e-mailed comments at the meeting. However, the official record will include all e-mailed comments received until the close of the meeting.

The Stanton Planning Commission and staff thank you for your continued patience and cooperation during these unprecedented times. Should you have any questions related to participation in the Planning Commission Meeting, please contact the Community Development Department at (714) 890-4243.

In compliance with the American Disabilities Act, if you need special assistance to participate in this meeting, you should contact the Community Development Department at (714) 379-9222. Notification by noon on the Monday prior to the Commission meeting will enable the City to make the reasonable arrangements to assure accessibility to this meeting.

1. **CALL TO ORDER**

2. **PLEDGE OF ALLEGIANCE**

3. **ROLL CALL**

Chair Frazier
Vice Chair Grand
Commissioner Marques
Commissioner Ash
Vacant

4. **SPECIAL PRESENTATION**

Recognition of former Senior Planner, Ms. Rose Rivera.

5. **APPROVAL OF MINUTES**

None.

6. **PUBLIC COMMENTS**

At this time members of the public may address the Planning Commission regarding any items within the subject matter jurisdiction of the Planning Commission, for a maximum of three (3) minutes, provided that **NO** action may be taken on non-agenda items.

Members of the public wishing to address the Planning Commission during Public Comments or on a particular item may do so by submitting their comments via e-mail to CommunityDevelopment@ci.stanton.ca.us with the subject line "PUBLIC COMMENT ITEM #" (insert the item number relevant to your comment) or "PUBLIC COMMENT NON-AGENDA ITEM". Comments received by 5:00 p.m. before the meeting (Wednesday, August 19, 2020) will be compiled, provided to the Planning Commission, and made available to the public before the start of the meeting. Staff will not read e-mailed comments at the meeting. However, the official record will include all e-mailed comments received until the close of the meeting.

7. PUBLIC HEARINGS

ANY MEMBER OF THE PUBLIC WISHING TO PROVIDE PUBLIC COMMENT ON PUBLIC HEARING ITEMS 7A, 7B OR 7C ON THE AGENDA MAY DO SO AS FOLLOWS:

- E-mail a request to speak to CommunityDevelopment@ci.stanton.ca.us with the subject line "REQUEST TO SPEAK - ITEM #" (insert the item number relevant to your comment) no later than 5:00 p.m. before the meeting (Wednesday, August 19, 2020) and, at the time of the requested public hearing item, the Clerk will place a phone call to the commenter and allow them to speak to the Commission via speaker phone during the live meeting. Please indicate the Agenda Item you wish to address and provide your name and phone number in your e-mail.
- E-Mail Comments: Your e-mailed comments will be compiled, provided to the Commission and made available to the public before the start of the meeting. Staff will not read e-mail comments out loud during the meeting but the official record will include all e-mail comments received by 5:00 p.m. before the meeting (Wednesday, August 19, 2020).

7A. PUBLIC HEARING TO CONSIDER CONDITIONAL USE PERMIT C19-06 TO ALLOW FOR A HEAVY INTENSITY MANUFACTURING AND WAREHOUSING FACILITY LOCATED AT 8350 CERRITOS AVENUE IN THE IG (INDUSTRIAL GENERAL) ZONE.

RECOMMENDED ACTION

That the Planning Commission:

- Conduct a public hearing;
- Find the proposed project is Categorically Exempt per California Environmental Quality Act (CEQA), Public Resource Code Section 15301, Class 1 (Existing Facility); and
- Adopt Resolution No. 2519 approving Conditional Use Permit C19-06.

7B. PUBLIC HEARING TO CONSIDER SITE PLAN AND DESIGN REVIEW SPDR-802 TO ALLOW THE CONSTRUCTION OF TWO (2) SINGLE-FAMILY DETACHED DWELLING UNITS INCLUDING A SHARED COMMON DRIVEWAY WITH THE PROPERTY LOCATED AT 10672 LEXINGTON STREET AND TENTATIVE PARCEL MAP TM 19-03 TO SUBDIVIDE A LEGAL PARCEL (0.22 ACRES) FOR CONDOMINIUM PURPOSES, FOR THE PROPERTY LOCATED AT 10572 LEXINGTON STREET IN THE RM (MEDIUM DENSITY RESIDENTIAL) ZONE.

RECOMMENDED ACTION

That the Planning Commission:

- Conduct a public hearing;
- Find the proposed project is Categorically Exempt per California Environmental Quality Act (CEQA), Public Resource Code Section 15332, Class 32 (In-fill Development);
- Adopt Resolution No. 2512 approving Site Plan and Design Review SPDR-802; and
- Adopt Resolution No. 2517 approving Tentative Parcel Map TM19-03.

7C. PUBLIC HEARING TO CONSIDER ZONING CODE AMENDMENT ZCA 20-01, DEVELOPMENT AGREEMENT DA 20-03, PLANNED DEVELOPMENT PERMIT PDP 20-04, AND SITE PLAN AND DESIGN REVIEW SPDR-807 FOR A NEW 321-UNIT MULTI-FAMILY APARTMENT COMMUNITY FOR PROPERTIES LOCATED AT 12331-12435 BEACH BOULEVARD LOCATED IN THE COMMERCIAL GENERAL (CG) AND SOUTH GATEWAY MIXED-USE (SGMX) OVERLAY ZONE.

RECOMMENDED ACTION

That the Planning Commission:

- Conduct a public hearing;
- Find the proposed project is Categorical Exempt per California Environmental Quality Act, Public Resource Code Section 15332, Class 32 (Infill Development);
- Adopt Resolution No. 2525 recommending the City Council approve Zoning Code Amendment ZCA 20-01 amending Section 20.030.050.B, Table 2-12 to increase the maximum density to 90 dwelling units per acre;.
- Adopt Resolution No. 2526 recommending the City Council approve a Development Agreement between the City of Stanton and Life Illuminated, LLC for certain real properties located at 12331-12435 Beach Boulevard, pursuant to California Government Code Section 65864 et seq; and
- Adopt Resolution No. 2527 recommending the City Council approve Planned Development Permit PDP 20-04 and Site Plan and Design Review SPDR-807 to develop a new 321-unit apartment community, parking garage and associated improvements.

8. NEW BUSINESS

None.

9. OLD BUSINESS

None.

10. PLANNING COMMISSION COMMENTS

At this time Commissioners may report on items not specifically described in the agenda which are of interest to the Commission provided no discussion or action may be taken except to provide staff direction to report back or to place the item on a future agenda.

11. PLANNER'S REPORT

12. **ADJOURNMENT**

I hereby certify under penalty of perjury under the laws of the State of California, the foregoing agenda was posted at the Post Office, Stanton Community Services Center and City Hall, not less than 72 hours prior to the meeting. Dated this 13th day of August, 2020.

s/ Jennifer Lilley

Jennifer A. Lilley, AICP
Community & Economic Development Director



CITY OF STANTON REPORT TO THE PLANNING COMMISSION

TO: Chairperson and Members of the Planning Commission

DATE: August 19, 2020

SUBJECT: PUBLIC HEARING TO CONSIDER CONDITIONAL USE PERMIT C19-06 TO ALLOW FOR A HEAVY INTENSITY MANUFACTURING AND WAREHOUSING FACILITY LOCATED AT 8350 CERRITOS AVENUE IN THE IG (INDUSTRIAL GENERAL) ZONE.

RECOMMENDED ACTION

That the Planning Commission:

- Conduct a public hearing;
- Find the proposed project is Categorical Exempt per California Environmental Quality Act (CEQA), Public Resource Code Section 15301, Class 1 (Existing Facilities); and
- Adopt Resolution No. 2519 approving Conditional Use Permit C19-06.

BACKGROUND

The applicant, Richard Wynn, representing TWV International, Inc., is proposing manufacturing and warehousing of cosmetics. Several of the products and processes involve the use of chemicals, petroleum or other materials classified as hazardous. The manufacturing and warehousing of any materials considered hazardous classify the use as Heavy-Intensity Industrial and requires the consideration and approval of a Conditional Use Permit.

ANALYSIS/JUSTIFICATION

The subject site is a 0.57-acre parcel located on Cerritos Avenue between Dale Street and Beach Boulevard in the Industrial General (IG) zone with a General Plan designation of Industrial. Surrounding zoning and uses are as follows:

Surrounding Land Use Designation

North	Single-Family Residence (78 feet from proposed project)	High Density Residential (RH) Zone
South	TS Cosmetics Labs (C16-01: Heavy Intensity Manufacturing)	Industrial General (IG) Zone
East	Newcomb Spring California (Light-Intensity Manufacturing)	Industrial General (IG) Zone
West	Mugambi, LLC. (Real Estate Lessors)	Industrial General (IG) Zone

The property is developed with 9,768 square-foot, tilt-up, single-story industrial building originally constructed in 1976. No changes to the site or the building are proposed. The project is consistent with all development standards including setbacks, lot coverage and provides all of the required parking on site in the existing parking lot.

The business will operate Monday through Friday 7:30 a.m. to 4:00 p.m. They will have 10 to 18 employees at the facility. All business is conducted within the building and there is no proposed outdoor storage. The business is a cosmetic manufacturing and warehousing establishment and they use a wide range of materials including products, referenced in Attachment D. They sell directly to wholesalers through LTL "Less Than Truckload" shipment. These delivery trucks are scheduled for the hours of 7:30 a.m. to 4:00 p.m. Monday through Friday.

The business is located in an appropriate zone for this type of use. Adjacent uses are similar in nature. The business operations plan considers appropriate storage, use and practices to comply with all local, state and federal standards for the proper handling and disposal of materials.

The Orange County Fire Authority has reviewed the business request as well as the project materials and conditions have been included in the attached Resolution to ensure all required permits from outside agencies are obtained prior to the initiation of the use and storage of the hazardous materials on the property.

ENVIRONMENTAL IMPACT

In accordance with the requirements of the California Environmental Quality Act (CEQA) this project has been determined to be Categorically Exempt under Section 15301, Class 1 (Existing Facilities).

PUBLIC NOTIFICATION

Notice of Public Hearing was mailed to all property owners within a five hundred-foot radius of the subject property, posted at three public places, and made public through the agenda-posting process.

Prepared by,

s/ Jennifer Ash

Jennifer Ash
Planning Technician

Approved by,

s/ Jennifer Lilley

Jennifer A. Lilley, AICP
Community and Economic
Development Director

ATTACHMENTS

- A. Resolution No. 2519
- B. Vicinity Map
- C. Site and Floor Plans
- D. List of Materials

RESOLUTION NO. 2519

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF STANTON APPROVING CONDITIONAL USE PERMIT C19-06 TO ALLOW FOR A HEAVY INTENSITY MANUFACTURING AND WAREHOUSING FACILITY LOCATED AT 8350 CERRITOS AVENUE IN THE IG (INDUSTRIAL GENERAL) ZONE.

A. RECITALS

- 1. WHEREAS**, on August 19, 2020, the Planning Commission of the City of Stanton conducted a duly noticed public hearing concerning the request to approve Conditional Use Permit C19-06 to allow for a heavy intensity manufacturing and warehousing facility located at 8350 Cerritos Avenue in the IG (Industrial General) zone; and
- 2. WHEREAS**, the subject property is located at 8350 Cerritos Avenue in the City of Stanton and legally described as a portion of Book 126, Page 45, Block 452, Parcel 10 as shown in the latest rolls of the County of Orange Tax Assessor; and
- 3. WHEREAS**, the property owner is Nop Mac Dang at 8452 Beach Circle, Cypress CA 90630; and
- 4. WHEREAS**, the property is zoned IG, Industrial General and has a General Plan land use designation of Industrial; and
- 5. WHEREAS**, all legal prerequisites have occurred prior to the adoption of this Resolution.

B. NOW THEREFORE, THE PLANNING COMMISSION OF THE CITY OF STANTON DOES HEREBY FIND:

1. In all respects as set forth in Recitals, Part A of this Resolution.
2. The project identified above is categorically exempt from the requirements of the California Environmental Quality Act (CEQA), as amended and the Guidelines promulgated there under pursuant to Section 15301, Class 1 (Existing Facilities).
3. The applications for the location set forth are authorized by Section 20.220.020 Industrial Zone Land Uses and Permits Requirements.
4. The Planning Commission further finds in consideration of Conditional Use Permit No C19-06 as follows:

1. Finding: The proposed use is consistent with the General Plan.

Fact: The business is located in the appropriate zone with the proper General Plan designation to allow for this type of use. Heavy Intensity uses are necessary to

provide for the manufacturing and warehousing of goods and supplies to support local businesses and diversify the City's tax base and create jobs.

2. Finding: The proposed use is allowed within the applicable zone and complies with all other provisions of this Zoning Code and the Municipal Code.

Fact: The Industrial General (IG) zone permits High Intensity Manufacturing Uses, which use hazardous materials, as a conditionally permitted use.

3. The design, location, size, and operating characteristics of the proposed activity will be compatible with the existing and future land uses in the vicinity.

Fact: The property is located in the IG (Industrial General) zone and is adjacent to other manufacturing and automotive repair businesses. The operations would be conducted completely indoors and would not include any outdoor storage. Based on the proposed operations, building design, and existing surrounding uses, the proposed use would be considered compatible with existing and future anticipated land uses.

4. Finding: The site is physically suitable in terms of its design, location, shape, size, and operating characteristics of the proposed use; the provision of public and emergency vehicle access; public protection services; the provision of utilities; and served by highways and streets adequate in width and improvement to carry the kind and quantity of traffic the proposed use would likely generate.

Fact: The site provides sufficient parking to accommodate the use and is consistent with all the requirements of the Municipal Code. The use of hazardous materials in the manufacturing process will allow an expanded range of products but will not result in a significant change in the operating characteristics of the site. The site will be serviced by all required utilities and public protection services.

5. Finding: The site's suitability ensures that the type, density, and intensity of use being proposed will not adversely affect the public convenience, health, interest, safety, or general welfare, constitute a nuisance, or be materially detrimental to the improvements, persons, property, or uses in the vicinity and zone in which the property is located.

Fact: All work is conducted indoors, within a fully enclosed building. The proposed use and storage of the hazardous material is regulated by the California Occupational Health and Safety Agency, California Department of Toxic Substances Control and the Orange County Fire Authority, insuring the chemicals are used in a manner that is safe to employees and members of the public.

5. Based upon the above findings, the Planning Commission hereby approves Conditional Use Permit C19-06 subject to the following Conditions:

1. The applicant(s)/owner(s) shall comply with all requirements of the City of Stanton Municipal Code, as it pertains to the application for this proposed project, and such requirements shall be made a condition of permit approval.

2. The proposed project will be constructed, developed, used, operated and permanently maintained in accordance with the terms of the application, plans, drawings submitted, and conditions imposed in this Resolution of Approval.
3. The applicant(s)/owner(s) shall agree and consent in writing within 30 days to the conditions of approval as adopted by the Planning Commission. In addition, the applicant(s)/owner(s) shall record the conditions of approval in the Office of the Orange County Clerk Recorders. Proof of recordation shall be provided to the Planning Division.
4. All business related activities shall occur fully within the enclosed building. Outdoor work is expressly prohibited.
5. The outdoor storage of hazardous materials is strictly prohibited. Outdoor storage of other business materials may be permitted in compliance with Section 20.400.250 (Outdoor Storage and Activities) of the Stanton Municipal Code, to the satisfaction of the Community Development Director.
6. Loading and unloading of trucks and parking and storage of vehicles used in connection with the business shall be prohibited on adjoining streets and alleys.
7. This Conditional Use Permit allows heavy intensity manufacturing and warehousing of a variety products. The applicant shall comply with all applicable regulations, licensing, permitting and certification requirements for the use, storage, transportation and disposal of hazardous materials as required by the California Department of Toxic Substance Control, the California Occupational Health and Safety Administration, Orange County Fire Authority and all other County, State or Federal agencies exercising authority over hazardous materials.
8. Orange County Fire Authority will require the applicant to submit a report by licensed FPE regarding occupancy classification, chemical classification, inside rack storage and outside haz mat storage-- stating that the use will be able to meet required safe storage and handling for the proposed business.
9. The hazardous materials shall be properly stored and removed from the premises in a timely manner. Storage, use, and removal of toxic substances, solid waste pollution, and flammable liquids, shall conform to all applicable Federal, State, and local regulations before issuance of a certificate of occupancy.
10. Approval for modifications of the proposed use shall be obtained from the Planning Commission, subject to an amended Conditional Use Permit.
11. Graffiti on the property shall be removed at the property owner's expense within 24 hours.
12. In accordance with policies adopted by the City, the applicant(s)/owner(s) shall be responsible for any cost incurred as a result of local law enforcement or code enforcement investigations/inspections, which result in a finding of violation of any

applicable laws and/or conditions of approval. The applicant/owner shall have 30 days from the date of receipt of invoices to make payment to the City of Stanton.

13. As a condition of issuance of this approval, the applicant shall agree, at its sole cost and expense, to defend, indemnify, and hold harmless the City, its officers, employees, agents, and consultants, from any claim, action, or proceeding brought by a third-party against the City, its officers, agents, and employees, which seeks to attack, set aside, challenge, void, or annul an approval of the City Council, Planning Agency, or other decision-making body, or staff action concerning this project. The City agrees to promptly notify the applicant of any such claim filed against the City and fully co-operate in the defense of any such action. The City may, at its sole cost and expense, elect to participate in the defense of any such action under this condition.

ADOPTED, SIGNED AND APPROVED by the Planning Commission of the City of Stanton at a regular meeting held on August 19, 2020 by the following vote, to wit:

AYES:	COMMISSIONERS:	_____
NOES:	COMMISSIONERS:	_____
ABSENT:	COMMISSIONERS:	_____
ABSTAIN:	COMMISSIONERS:	_____

Thomas Frazier, Chair
Stanton Planning Commission

Jennifer A. Lilley, AICP
Planning Commission Secretary





FILE NUMBER: C 19-06

October 22, 2019

TVW International, Inc.
Richard Wynn

LOCATION: 8350 Cerritos Ave

BUILDING DIVISION CONDITIONS OF APPROVAL

- Applicant shall furnish, three (3) complete sets of plans (Structural, Mechanical, Electrical, and Plumbing) designed and signed in ink by the required licensed professionals. Said plans submitted shall contain structural calculations. Mechanical plans shall include duct and equipment data. Plumbing plans shall include isometric drawing of drain vents and water system.
- All plans shall meet the 2016 Title 24 Energy Code.
- All plans shall be designed in conformance with the 2016 California Building Code, 2016 California Plumbing Code, 2016 California Mechanical Code, the 2016 California Electrical, the 2016 Green Building Standards, 2016 Title 24 Energy Code and Code as amended by City Ordinance.
- All plans submitted after January 1, 2020 will comply with the 2019 California Codes.

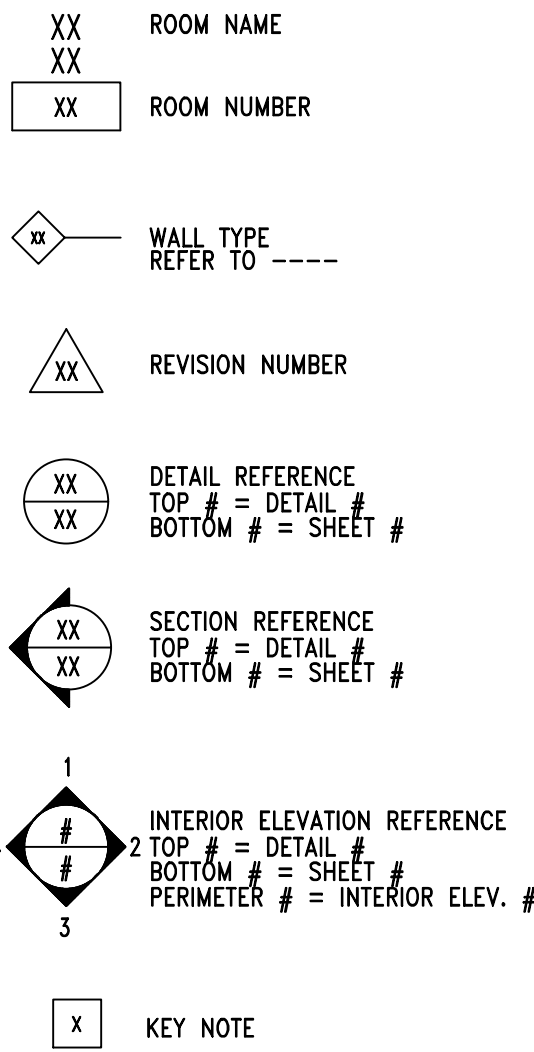
- Electrical plans shall include service, panel schedules and feeder size. Panel schedules and motors shall comply with requirements of the 2016 edition of the California Electrical Codes.
- Provide approval by the Orange County Fire Authority.
- The conditions of approval will be required to be copied on the approved set of plans prior to issuance of building permits. All the conditions must be completed prior to final approval and issuance of the Certificate of Occupancy.
- Applicant will be required to have all the contractors and sub-contractors recycle construction materials to the maximum feasible extent. All recyclable construction materials are to be taken to an approved Transfer Station.
- Applicant will be required to submit a Waste Management plan (WMP) for the demolition and new construction phases of the project. All recyclable construction materials are to be taken to an approved Transfer Station.

Building conditions for approval will include the following OCFA conditions:

- Plans need to show compliance with the 2016 California Building Code (CBC), 2016 California Fire Code (CFC), NFPA standards, and local amendments.

Fernando Zarate, Sr. Inspector
Building Department
City Of Stanton

SYMBOL LEGEND:



ABBREVIATIONS

A.C.	ASPHALT CONCRETE	MAX.	MAXIMUM
A.C.T.	ACOUSTICAL CEILING TILE	MFR.	MANUFACTURER
A.F.F.	ABOVE FINISH FLOOR	MECH.	MECHANICAL
BD.	BOARD	MIN.	MINIMUM
BLDG.	BUILDING	M.O.	MASONRY OPENING
BW.	BEAM	MTD.	MOUNTED
B/-	BOTTOM OF	MTL.	METAL
CARP.	CARPENTRY	(N)	NEW
C.B.C.	CALIFORNIA BUILDING CODE	N.A.	NOT APPLICABLE
C.C.	CENTER TO CENTER	N.A.P.	NOT A PART
C.G.	CORNER GUARD	N.I.C.	NOT IN CONTRACT
C.I.	CAST IRON	N.T.S.	NOT TO SCALE
C.J.	CONTROL JOINT	O.C.	ON CENTER
CLG.	CEILING	O.D.	OUTSIDE DIAMETER
CLR.	CLEAR	O.F.D.	OVER FLOW DRAIN
C.M.U.	CONCRETE MASONRY UNIT	O.H.	OVER HEAD
COL.	COLUMN	OOSP	OUT OF SEQUENCE PARKING
CONC.	CONCRETE	O/-	OVER
C.T.	CERAMIC TILE	PART.	PARTITION
C.W.	COLD WATER	PL.	PLATE
DIA.	DIAMETER	PROP.	PROPERTY
DIM.	DIMENSION	P-LAM.	PLASTIC LAMINATE
DN.	DOWN	PLYWD.	PLYWOOD
D.S.	DOWN SPOUT	PT.	PAINT
DWG.	DRAWING	PR.	PAIR
D.T.	DRIVE-THRU	P.O.C.	POINT OF CONNECTION
		P.S.F.	POUNDS PER SQUARE FOOT
		P.S.I.	POUNDS PER SQUARE INCH
		QTY.	QUANTITY
E.J.	EXPANSION JOINT	R.	RISER
ELEC.	ELECTRIC(AL)	RAD.	RADIUS
ELEV.	ELEVATION	R.C.P.	REFLECTED CEILING PLAN
EQ.	EQUAL	R.D.	ROOF DRAIN
EQUIP.	EQUIPMENT	REF.	REFERENCE
(E)	EXISTING	R.I.	ROUGH IN
EXT.	EXTERIOR	R.O.	ROUGH OPENING
		RM.	ROOM
F.D.	FLOOR DRAIN	SSBB	SELF SERVICE BEVERAGE BAR
F.E.	FIRE EXTINGUISHER	SCHED.	SCHEDULE
F.E.C.	FIRE EXTINGUISHER CABINET	SHT.	SHEET
FIXT.	FIXTURE	SIM.	SIMILAR
F.G.	FINISH GRADE	SPEC.	SPECIFICATION
F.O.M.	FACE OF MASONRY	SQ.	SQUARE
F.O.S.	FACE OF STUD	S.S.	STAINLESS STEEL
F.P.	FIRE PROOF	S.T.C.	SOUND TRANSMISSION COEFFICIENT
F.S.	FLOOR SINK	STL.	STEEL
FT.	FOOT (FEET)	STRUCT.	STRUCTURAL
FTG.	FOOTING	SUSP.	SUSPENDED
		S.V.	SHEET VINYL
GA.	GAUGE	T24	TITLE 24
GALV.	GALVANIZED	T.	TREAD
GYP. BD.	GYP. BOARD	TEMP.	TEMPORARY
G.C.	GENERAL CONTRACTOR	T.J.	TOOLED JOINT
		TYP.	TYPICAL
H.B.	HOSE BIB	T/-	TOP OF ...
H.M.	HOLLOW METAL	U.N.O.	UNLESS NOTED OTHERWISE
HORZ.	HORIZONTAL	V.	VENT
HWWR.	HARDWARE	V.C.T.	VINYL COMPOSITION TILE
HT.	HEIGHT	VERT.	VERTICAL
HVAC	HEATING VENTILATING AND COOLING	V.I.F.	VERIFY IN FIELD
H.W.	HOT WATER	V.B.	VINYL BASE
I.D.	INSIDE DIAMETER	W/	WITH
INT.	INTERIOR	W.C.	WATER CLOSET
J-BOX	JUNCTION BOX	WD.	WOOD
JT.	JOINT	W.H.	WATER HEATER
LAV.	LAVATORY	W.P.	WATER PROOF
LTG.	LIGHTING	W.I.	WROUGHT IRON
		W.W.F.	WELDED WIRE FABRIC

LEGAL DESCRIPTION

STREET ADDRESS: 8350 W. CERRITOS AVE, STANTON, CA

APN: 126-452-10

AREA BREAKDOWN: NO CHANGE TO BUILDING FOOTPRINT
NO ADDITION AREA

ZONING: G-C "GENERAL COMMERCIAL"

EXISTING LAND USE: COMMERCIAL

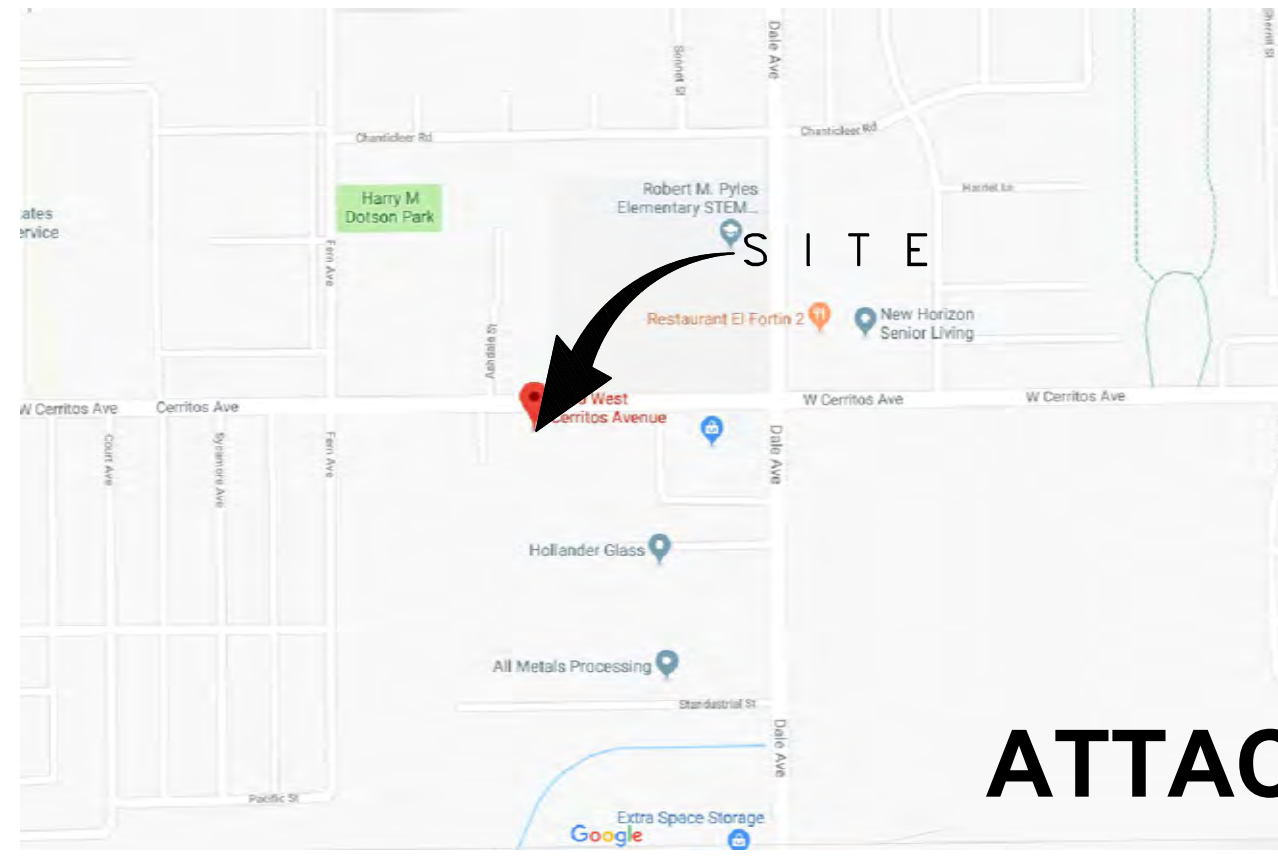
SCOPE OF WORK

- TENANT IMPROVEMENT
- NEW PRODUCTION EQUIPMENT
- REMODEL OFFICE SPACE
- ADA UPGRADES TO SITE; NEW VAN ACCESSIBLE PARKING, SIGNAGE, ACCESSIBLE
- PATH OF TRAVEL,
- NEW EXTERIOR PAINT
- NEW PATIO COVER

DEFERRED SUBMITTAL

- FIRE SPRINKLERS
- RACK STORAGE
- CHEMICAL CLASSIFICATION PACKAGE

VICINITY MAP



ATTACHMENT C

TWV INTERNATIONAL

JOB SITE:

STREET ADDRESS: 8350 W. CERRITOS AVE, STANTON, CA 90680

STRUCTURE:

LOAD BEARING WALLS, WOOD ROOF FRAMING

BUILDING CODE:

BUILDING CODE EDITION:	2019 CALIFORNIA BUILDING CODE
MECHANICAL CODE EDITION:	2019 CALIFORNIA MECHANICAL CODE
ELECTRICAL CODE EDITION:	2019 CALIFORNIA ELECTRICAL CODE
PLUMBING CODE EDITION:	2019 CALIFORNIA PLUMBING CODE
ADDITIONAL CODE EDITION:	2019 T24 ENERGY STANDARDS 2019 CALIFORNIA GREEN BUILDING CODE 2019 CALIFORNIA FIRE CODE NFPA STANDARDS CITY OF STANTON ORDINANCES

BUILDING DATA:

EXISTING OCCUPANCY:	F1/B/S1
PROPOSED OCCUPANCY:	F1/B/S1
STORY OF BUILDING:	SINGLE STORY
USE:	LIGHT INDUSTRIAL/OFFICE
CONSTRUCTION TYPE:	V-B (EXISTING NON-SPRINKLERED)
LOT SIZE:	.57 ACRES
BUILDING AREA:	9,768 SQ FT
SPRINKLERS:	PROPOSE NEW SPRINKLERS NPFA 13

ALLOWABLE AREA CALCULATION:

F1- 8,392 SQ FT
B- 1,376 SQ FT

A_o = 34,000 + (8,500 x .22)

A_o = 35,870

LIFE SAFETY SYSTEM:

EMERGENCY LIGHTING:	___ YES	___X NO
EXIT SIGNS:	___X YES	___ NO
FIRE ALARM AND SMOKE DETECTION SYSTEM:	___ YES	___X NO
PANIC HARDWARE:	___X YES	___ NO
FIRE SPRINKLERS:	___X YES	___ NO

PARKING ANALYSIS:

EXISTING STANDARD PARKING SPACES:	9 SPACES
ACCESSIBLE PARKING SPACES PROVIDED:	1 VAN ACCESSIBLE
TOTAL PARKING SPACES:	10 SPACES

PLAN CHECK NOTES

- ALL IMPROVEMENTS WHICH HAVE INSTALLED OR ARE EXISTING WITHOUT A PERMIT SHALL EITHER BE REMOVED OR PERMITTED WITH THE BUILDING PLANS SUBMITTED FOR REVIEW BY THE CITY AND THE OCFA

REVISIONS

	DISC.	DATE

DRAWING INDEX

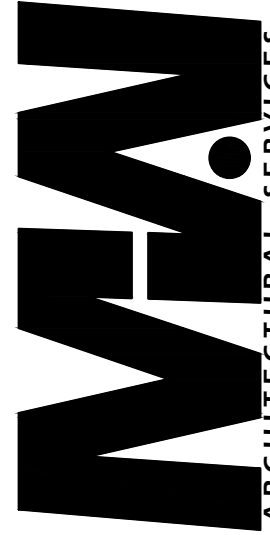
CS COVER SHEET

ARCHITECTURAL

A1	SITE PLAN
A2	FLOOR PLAN
A4	ELEVATIONS
A5	PHOTOS

MIDWAY ARCS

16912 GOTHARD ST. UNIT "M"
HUNTINGTON BEACH, CA 92647
(714) 251-2490



BY

REVISIONS

PROJECT: 8350 W. CERRITOS AVE
STANTON, CA 90680

ATTACHMENT C

SHEET TITLE

COVER SHEET

DESIGNER

SIGNATURE
CONSULTANT

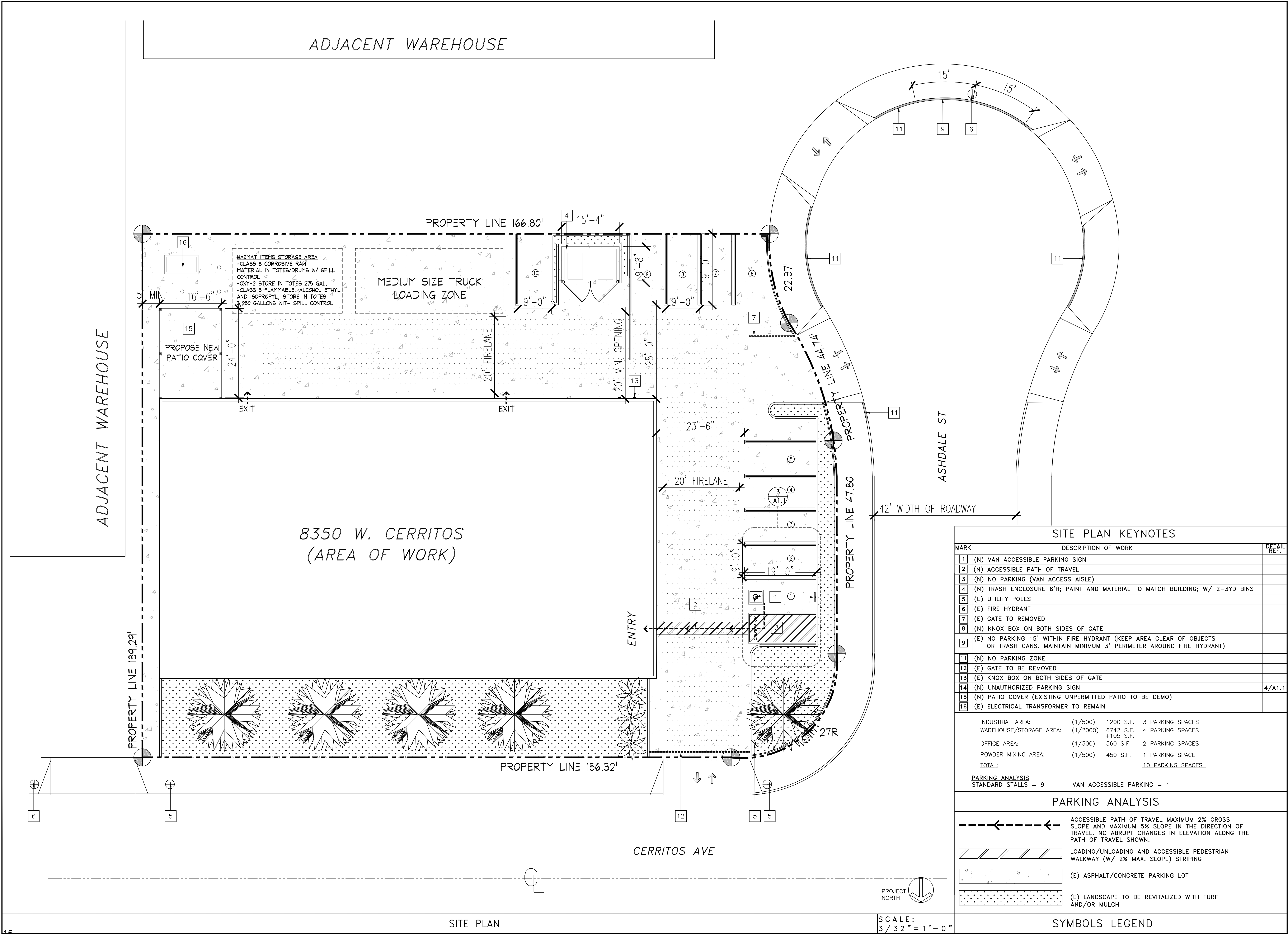
DATE

JOB NO.

SHEET

CS

OF X SHEETS



SITE PLAN KEYNOTES

MARK	DESCRIPTION OF WORK	DETAIL REF.
1	(N) VAN ACCESSIBLE PARKING SIGN	
2	(N) ACCESSIBLE PATH OF TRAVEL	
3	(N) NO PARKING (VAN ACCESS AISLE)	
4	(N) TRASH ENCLOSURE 6'H; PAINT AND MATERIAL TO MATCH BUILDING; W/ 2-3YD BINS	
5	(E) UTILITY POLES	
6	(E) FIRE HYDRANT	
7	(E) GATE TO BE REMOVED	
8	(N) KNOX BOX ON BOTH SIDES OF GATE	
9	(E) NO PARKING 15' WITHIN FIRE HYDRANT (KEEP AREA CLEAR OF OBJECTS OR TRASH CANS. MAINTAIN MINIMUM 3' PERIMETER AROUND FIRE HYDRANT)	
11	(N) NO PARKING ZONE	
12	(E) GATE TO BE REMOVED	
13	(E) KNOX BOX ON BOTH SIDES OF GATE	
14	(N) UNAUTHORIZED PARKING SIGN	4/A1.1
15	(N) PATIO COVER (EXISTING UNPERMITTED PATIO TO BE DEMO)	
16	(E) ELECTRICAL TRANSFORMER TO REMAIN	

INDUSTRIAL AREA:	(1/500)	1200 S.F.	3 PARKING SPACES
WAREHOUSE/STORAGE AREA:	(1/2000)	6742 S.F. +105 S.F.	4 PARKING SPACES
OFFICE AREA:	(1/300)	560 S.F.	2 PARKING SPACES
POWER MIXING AREA:	(1/500)	450 S.F.	1 PARKING SPACE
TOTAL:			10 PARKING SPACES

PARKING ANALYSIS
STANDARD STALLS = 9 VAN ACCESSIBLE PARKING = 1

ACCESSIBLE PATH OF TRAVEL MAXIMUM 2% CROSS SLOPE AND MAXIMUM 5% SLOPE IN THE DIRECTION OF TRAVEL. NO ABRUPT CHANGES IN ELEVATION ALONG THE PATH OF TRAVEL SHOWN.

LOADING/UNLOADING AND ACCESSIBLE PEDESTRIAN WALKWAY (W/ 2% MAX. SLOPE) STRIPING

(E) ASPHALT/CONCRETE PARKING LOT

(E) LANDSCAPE TO BE REVITALIZED WITH TURF AND/OR MULCH

SYMBOLS LEGEND

MIDWAY ARCS
16912 GOTHARD ST. UNIT "M"
HUNTINGTON BEACH, CA 92647
(714) 251-2490

ARCHITECTURAL SERVICES

BY

REVISIONS

PROJECT: 8350 W. CERRITOS AVE
STANTON, CA 90680

SHEET TITLE: SITE PLAN

DESIGNER

SIGNATURE

CONSULTANT

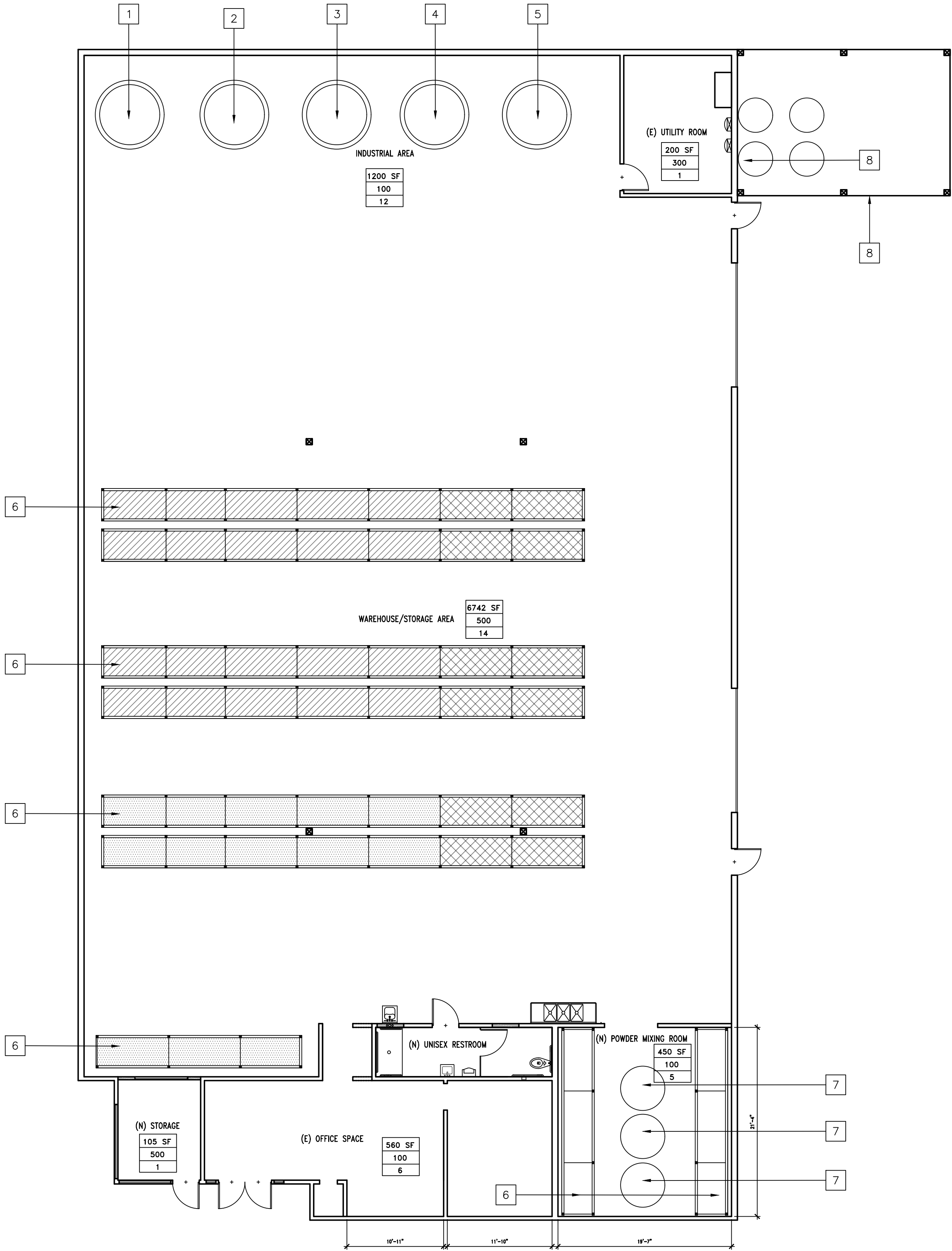
DATE

JOB NO.

SHEET

A1

OF X SHEETS



- 1 PLASTIC MART 1500 GALLON MIXING TANK
- 2 PLASTIC MART 1000 GALLON MIXING TANK
- 3 PLASTIC MART 500 GALLON MIXING TANK
- 4 2000 GALLONS KETTLE TANK
- 5 1000 GALLONS KETTLE TANK
- 6 DOUBLE REACH RACK SYSTEM, +12'H (DEFERRED SUBMITTAL)
- 7 POWDER MIXING UNITS
- 8 AIR COMPRESSOR UNITS
- 9 (N) PATIO COVER

- STORAGE RACKS CONTAINING:
-LAUNDRY LIQUID BREAK
-LAUNDRY SOURS REMOVER
-LAUNDRY BLEACHES
-LAUNDRY DETERGENTS
-LAUNDRY SOFTENER
- STORAGE RACKS CONTAINING:
-LOTION CREAM
-MASSAGE CREAM
-HONEY SUGAR SCRUB
-MINT GEL SCRUB
- STORAGE RACKS CONTAINING:
-TOP COAT ABD BASE COAT FOR NAIL POLISH
-GEL NAIL
-POLISH REMOVER
-ACRYLIC & DIPPING POWDER
-ALCOHOL 70%
-CUTICLE SOFTENER
-MASSAGE OIL

FLOOR PLAN KEYNOTES

TABLE 1014.3
COMMON PATH OF TRAVEL W/ SPRINKLER SYSTEM

OCCUPANCY	<30	OCCUPANT LOAD	>30
B	100'	75'	75'
F	75'		75'

TABLE 1016.2
EXIT ACCESS TRAVEL DISTANCE W/ SPRINKLER SYSTEM

OCCUPANCY	
B	300'
F	250'

MAX. TRAVEL OF DISTANCE: 250'

TABLE 1021.1
NUMBER OF EXIT REQUIREMENT - 2

SECTION 1005.3.2
EXIT WIDTH = OCCUPANT LOAD X 0.2 = 47 x .2= 9.4"
2 EXITS 9.4/2 = 4.7"
EXIT WIDTH PROVIDED AT EACH DOOR = 36"

ALLOWABLE EXIT TRAVEL DISTANCE MAX. ACTUAL

REQUIRED NUMBER OF EXIT: 2
PROVIDED NUMBER OF EXIT: 3

REQUIRED EXIT WIDTH: 4.7"
PROVIDED EXIT WIDTH: 36"

SF	ROOM/AREA (SF.)
XX	OCCUPANT LOAD FACTOR (PER CBC TABLE 1004.1.1) AND CFC
XXXX	OCCUPANT COUNT

MAXIMUM
OCCUPANT LOAD
= XXX PEOPLE

OCCUPANT LOAD SIGN
LETTER SHALL BE OF A CONTRASTING COLOR
FROM THE BACKGROUND SURFACE.

LOCATE AS SPECIFIED ON PLANS - ADJACENT
TO MAIN ENTRANCE REQUIREMENT.

EGRESS REQUIREMENTS

INDUSTRIAL AREA:	(1/100)	1200 S.F.	12 OCCUPANTS
WAREHOUSE AREA:	(1/500)	6742 S.F.	14 OCCUPANTS
UTILITY ROOM:	(1/300)	200 S.F.	1 OCCUPANTS
OFFICE AREA:	(1/100)	560 S.F.	6 OCCUPANTS
STORAGE:	(1/500)	105 S.F.	1 OCCUPANTS
POWDER MIXING AREA:	(1/100)	450 S.F.	5 OCCUPANTS
TOTAL:			42 OCCUPANTS

OCCUPANT LOAD CALCULATIONS

DOOR #	MATERIAL	SIZE	N/E	TYPE	SPECIFICATION
1	HOLLOW METAL	3'-0"x7'-0"x1 3/4"	NEW	SWING	(N) PANIC HARDWARE
2	ALUM. GATE	3'-0"x7'-0"x1 3/4"	NEW	SWING	(N) PANIC HARDWARE
3	WOOD	3'-0"x7'-0"x1 3/4"	NEW	SWING	(N) LEVER HANDLE

**MAXIMUM EFFORT TO OPERATE DOORS SHALL NOT EXCEED 5 LBS FOR EXTERIOR DOORS AND INTERIOR DOORS, SUCH PULL OR PUSH EFFORT BEING APPLIED AT RIGHT ANGLES TO HINGED DOORS AND AT THE CENTER PLACE OF SLIDING OR FOLDING DOORS. COMPENSATING DEVICES OR AUTOMATIC DOOR OPERATORS MAY BE UTILIZED TO MEET THE ABOVE STANDARDS

DOOR SCHEDULE

- (E) WALL TO REMAIN
- (E) WALLS TO BE DEMO
- (N) WALL
- PATH OF TRAVEL
- (N)(E)

ILLUMINATED EXIT SIGN W/ EMERGENCY LIGHTING
HARDWIRED W/ 90' MIN. BACK UP BATTERY
- (N)(E)

ILLUMINATED DIRECTIONAL EXIT SIGN
HARDWIRED W/ 90' MIN. BACK UP BATTERY

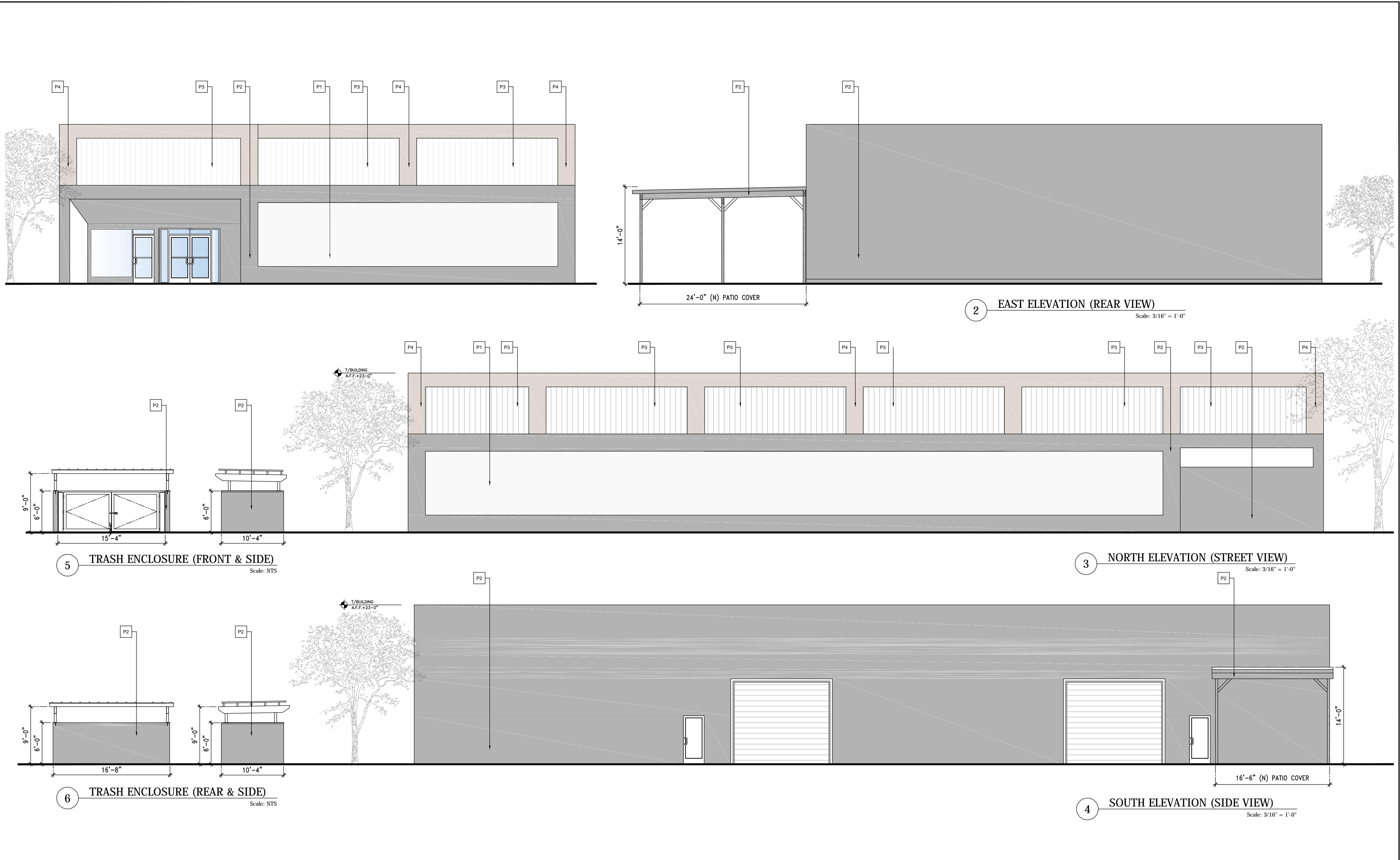
SYMBOL LEGEND

BY	DATE	REVISIONS

PROJECT: 8350 W. CERRITOS AVE
STANTON, CA 90680

SHEET TITLE: FLOOR PLAN





PROPOSED ELEVATIONS

SCALE: NTS

P1

DUNN EDWARDS "WHISPER WHITE" DEW340

P2

DUNN EDWARDS "METAL FRINGE" DET626

P3

DUNN EDWARDS "PEWTER PATTERN" DET627

P4

DUNN EDWARDS "BISON BEIGE" DEC750

Whisper

DEW340

Metal Fringe

DET626

Pewter Pattern

DET627

Bison Beige

DEC750

PAINT COLORS

1

SCALE: NTS

MIDWAY ARCS

16912 GOTHARD ST. UNIT "M"
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(714) 251-2490

BY

REVISIONS

PROJECT:

8350 W. CERRITOS AVE
STANTON, CA 90680

SHEET TITLE

ELEVATION

DESIGNER

SIGNATURE

CONSULTANT

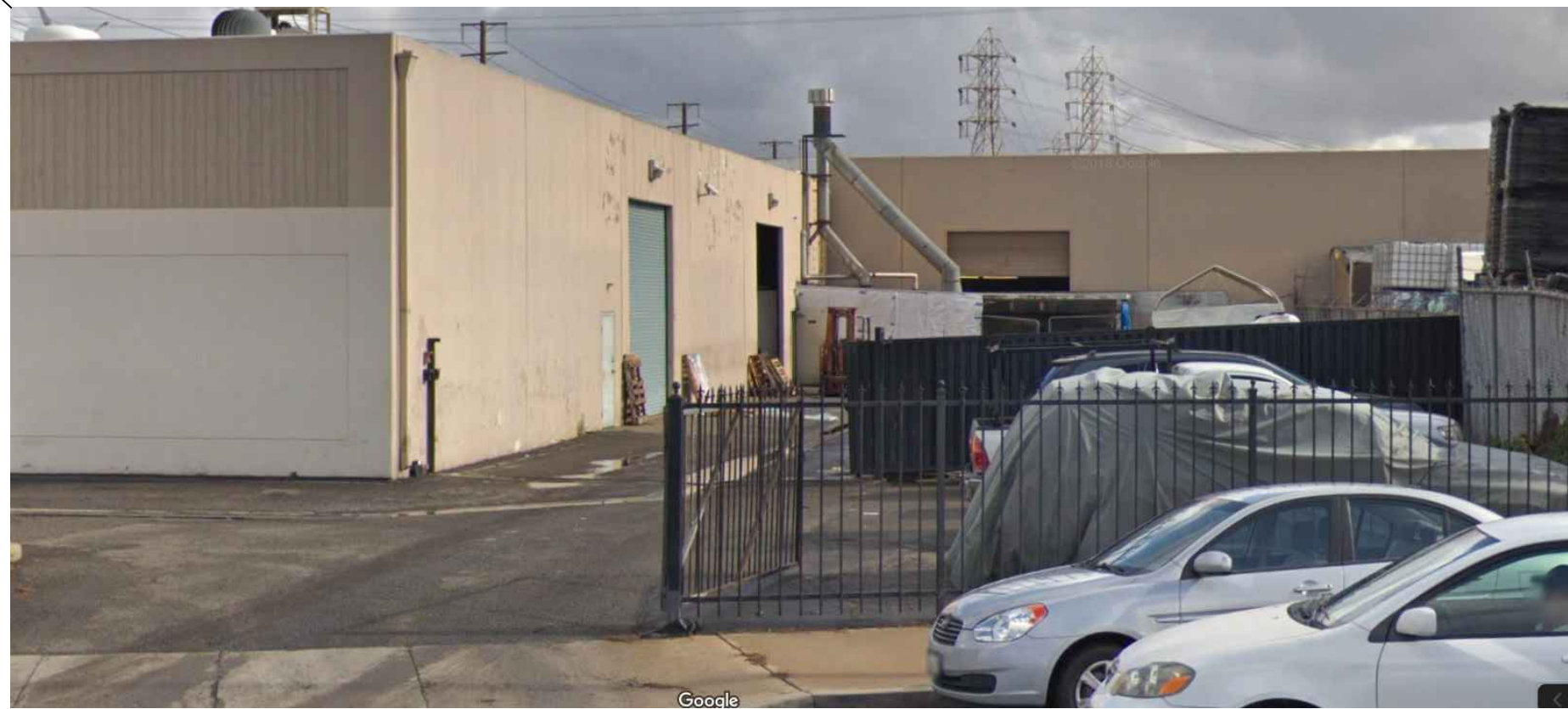
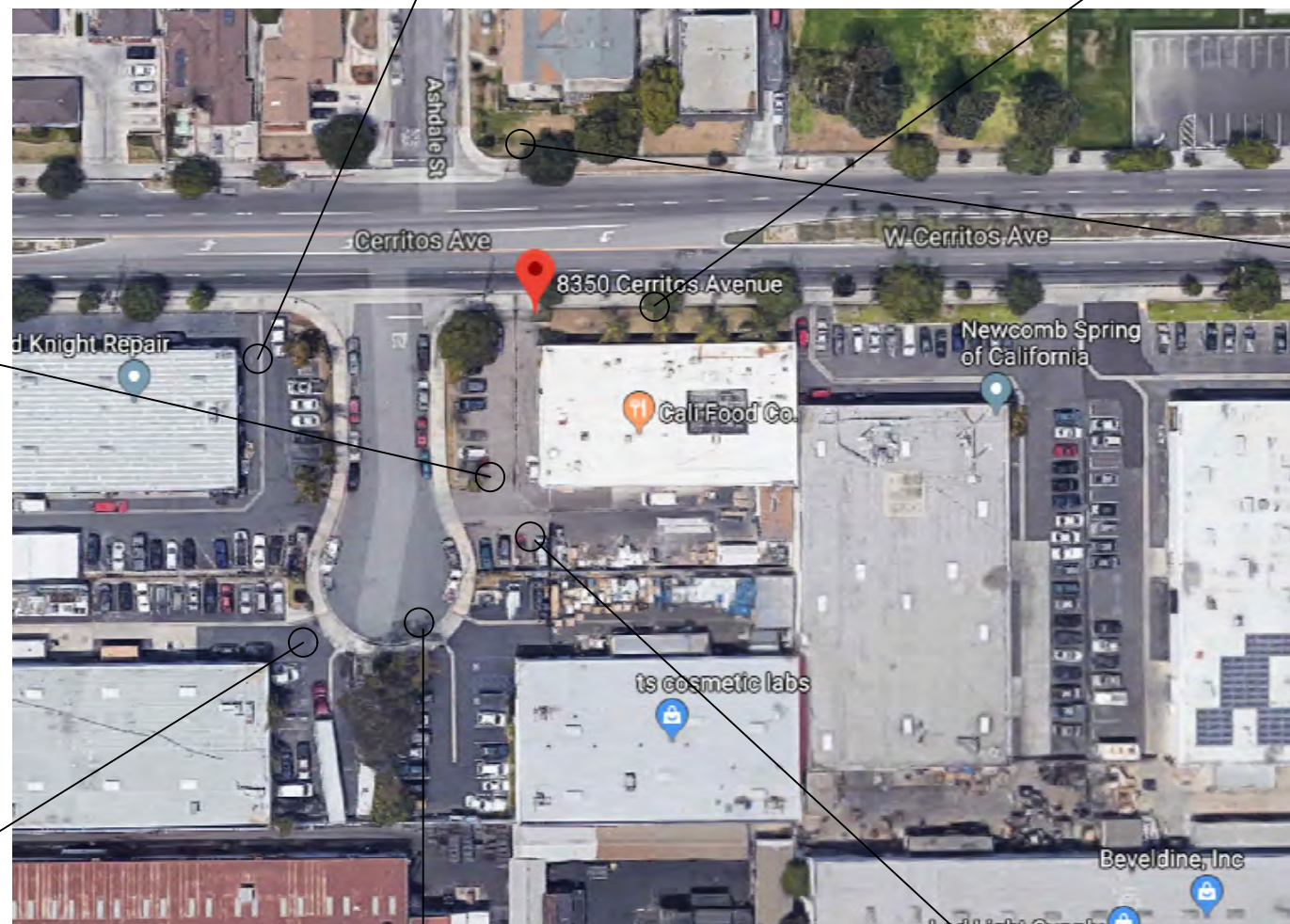
DATE

JOB NO.

SHEET

A4

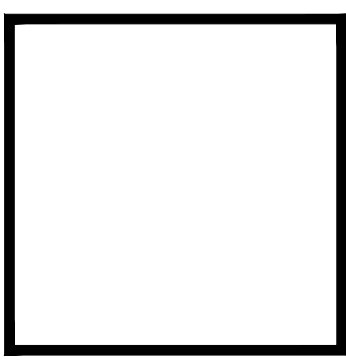
OF X SHEETS



BY	REVISIONS

PROJECT: 8350 W. CERRITOS AVE
STANTON, CA 90680

SHEET TITLE: *PHOTOGRAPHS*



DESIGNER
SIGNATURE
CONSULTANT
DATE
JOB NO.
SHEET
A5
OF X SHEETS

TWV INTERNATIONAL, INC.

8350 Cerritos Avenue, Stanton, CA 90680

(714) 252-1185

August 25, 2019

City of Stanton
7800 Katella Avenue
Stanton, CA 90680

My name is Richard Wynn and I am the Chief Executive Officer and In-House Counsel for TWV International, Inc.

TWV International, Inc. would like to apply for a Business License for the location at 8350 Cerritos Avenue, Stanton, CA 90680.

We are manufacturer of Commercial Laundry Cleaning Products and Nails/Spa products. Below is a list what TWV International will be manufacture at this location:

- 1) Laundry Detergent
- 2) Laundry Softener
- 3) Laundry Bleaches
- 4) Laundry Buffer Solution
- 5) Laundry Rust Stain Remover
- 6) Top Coat and Base coat for nails Polish
- 7) Gel - Nail
- 8) Acrylic and Dipping Powder
- 9) Lotion Cream
- 10) Massage Cream
- 11) Honey Sugar Scrub
- 12) Mint Gel Scrub
- 13) Massage Oil
- 14) Polish Remover
- 15) Alcohol 70%
- 16) Cuticle Softener

We list in detail how we use and mix each product category listed above:

- 1) **Laundry Detergent**: This is Water base formula, 74% water, 2.5% trisodium phosphate, 2.5% Sodium Tripolyphosphate, 20% surfactant NP9, 1% fragrance. We use Plastic Mart 500 – 1000 - 1500 gallons tanks to mix this product. Finish products are filled into 5 gallons bucket, and we use an automated machine for filling and sealing the lid.
- 2) **Laundry Softener**: This a Water base formula, 83.5 % water, 16% Accosoft 501, and 0.5% fragrance. We use Plastic Mart 500 – 1000 - 1500 gallons tanks to mix this product. Finish products are filled into 5 gallons bucket, and we use an automated machine for filling and sealing the lid.
- 3) **Laundry Bleaches**: This a Water base formula for standard bleach product and oxybleach product. Standard bleach product is 15.5 % water, 75% bleach (at 12.5% concentration), and 10% of caustic soda. OxyBleach is 86 % water and 14% hydrogen peroxide (at 50% concentration). We use Plastic Mart 500 – 1000 - 1500 gallons tanks to mix this product. Finish products are filled into 5 gallons bucket, and we use an automated machine for filling and sealing the lid.
- 4) **Laundry Buffer Solution**: This a Water base formula, 69.5 % water, 27% Sodium Hydroxide caustic acid (at 50% concentration), and 3.5 % potassium hydroxide (at 50% concentration). We use Plastic Mart 500 – 1000- 1500 gallons tanks to mix this product. Finish products are filled into 5 gallons bucket, and we use an automated machine for filling and sealing the lid.
- 5) **Laundry Rust Stain Remover**: This a Water base formula, 80.5 % water, 16% phosphoric acid (at 75% concentration), and 3.5% oxalic acid. We use Plastic Mart 500 - 1000 - 1500 gallons tanks to mix this product. Finish products are filled into 5 gallons bucket, and we use an automated machine for filling and sealing the lid.
- 6) **Top Coat & Base Coat**: this is liquid form formula, we bought this raw base from Coatmetic Coating Inc, they come in 55 gallons drum, and we just refill to small bottle size from 128oz to 8oz. we do not mix anything else in this Top coat and base coat.

- 7) **Gel UV**: This is liquid form formula, we purchase this raw base from various manufacturer that customized our color selection. They raw base comes in 1 liter to 5 gallons container. We then refill into 0.5oz glass bottles.
- 8) **Acrylic/Dipping Powder**: this is powder form formula, we bought this powder base from Kesytone Inc, or other Manufacturers, The Powder come in 200 pounds drum, depend on customer order which color, we will remix with dye color in ribbon blender for many colors. We then fill in small glass jar or plastic jar.
- 9) **Lotion Cream**: this is Water base formula, 95% is water, 2% mineral Oil, 2% thickener and 1% fragrance and colors. We use Kettle 600 gallon to mix this product. And filling to 128oz bottle, we use single nozzle piston filler machine.
- 10) **Massage Cream**: this is Water base formula, 85% is water, 4% thickener, 10% soybean oil and 1% fragrance and colors. We use Kettle 1000 gallon to mix this product. And filling to 128oz bottle, we use single nozzle piston filler machine.
- 11) **Honey Sugar Scrub**: this is oil base formula, 64% Glycerine, 4% thickener, 30% C&H sugar and 2% fragrance and colors. We use Kettle 1000 gallon to mix this product. And filling to 128oz bottle, we use single nozzle piston filler machine.
- 12) **Mint Gel Scrub**: this is water base formula, 95% Water, 3% thickener, and 2% fragrance and colors. We use Kettle 500 gallon to mix this product. And filling to 128oz bottle, we use single nozzle piston filler machine.
- 13) **Massage Oil**: this is oil base formula, 98% Soybean Oil, and 2% fragrance and colors. We use 265 gallon IBC tote to mix this product, this oil base when we bought it come in 265 IBC tote, we just add fragrance and colors. And filling to 128oz bottle, we use single nozzle piston filler machine.
- 14) **Polish Remover**: this is Acetone base formula, we bought acetone from Nexeo Inc, they come in 330 Gallons Stainless Steel tote, we just add 2% fragrance and colors in tote and filling to U.N bottle 128oz. This filling we use 6 nozzle over flow filler,

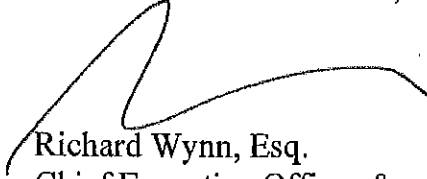
15)Alcohol 70%: this is Alcohol base formula, we bought Alcohol 99% from Nexeo inc, they come in 330 Gallons Stainless Steel tote, we just add 30% Water in tote and filling to U.N bottle 128oz. This filling we use 6 nozzle over flow filler,

16)Cuticle Softener: this is water base formula, 93% Water, 3% thickener, 2% Soybean Oil and 2% fragrance and colors. We use Kettle 500 gallon to mix this product. And filling to 128oz bottle, we use single nozzle piston filler machine.

At this facility, we are looking to employ between 10 to 18 factory employees and 6 to 8 sales and office staff, depending on the demand growth of our products.

Please review our products and application. We appreciate your prompt attention and review, and I can be reached at directly on my cell phone at (714) 944-8106. TWV International Inc. needs help form City of Stanton to open this business as we look forward to be a permanent part of Stanton and its community.

Sincerely yours,
TWV INTERNATIONAL, INC.



Richard Wynn, Esq.
Chief Executive Officer &
In-House Counsel



CITY OF STANTON

SPDR REPORT TO THE PLANNING COMMISSION

TO: Chairperson and Members of the Planning Commission

DATE: August 19, 2020

SUBJECT: PUBLIC HEARING TO CONSIDER SITE PLAN AND DESIGN REVIEW SPDR-802 TO ALLOW THE CONSTRUCTION OF TWO (2) SINGLE-FAMILY DETACHED DWELLING UNITS INCLUDING A SHARED COMMON DRIVEWAY WITH THE PROPERTY LOCATED AT 10672 LEXINGTON STREET AND TENTATIVE PARCEL MAP TM 19-03 TO SUBDIVIDE A LEGAL PARCEL (0.22 ACRES) FOR CONDOMINIUM PURPOSES, FOR THE PROPERTY LOCATED AT 10572 LEXINGTON STREET IN THE RM (MEDIUM DENSITY RESIDENTIAL) ZONE.

RECOMMENDED ACTION

That the Planning Commission:

- Conduct a public hearing;
- Find the proposed project is Categorically Exempt per California Environmental Quality Act (CEQA), Public Resource Code Section 15332, Class 32 (In-fill Development);
- Adopt Resolution No. 2512 approving Site Plan and Design Review SPDR-802; and
- Adopt Resolution No. 2517 approving Tentative Parcel Map TM19-03.

BACKGROUND

The applicant, Liem Nguyen, is proposing to construct two, single-family residential homes on a single lot located at 10572 Lexington Street. To accommodate this proposed project, the Applicant has requested the following Planning entitlements:

- Site Plan and Design Review SPDR-802 - 20.530.020 of the Stanton Municipal Code (SMC) requires this review for the construction of two or more new dwelling units on a lot.

- Tentative Parcel Map TM 19-03 – A Parcel Map is required to subdivide four (4) or fewer dwelling units.

ANALYSIS/JUSTIFICATION

The 0.22 acre parcel is located on the east side of Lexington Street, south of Cerritos Avenue and is currently developed with a single-family home. The zoning for the property is Medium Density Residential (RM) and has a General Plan designation of Medium Density Residential. Surrounding zoning and uses are as follows:

Surrounding Land Use Designation

North	Single-Family Residences	Medium Density Residential (RM) Zone
South	Single-Family Residences	Medium Density Residential (RM) Zone
East	Multi-Family Residences	Medium Density Residential (RM) Zone
West	Single-Family Residences	Medium Density Residential (RM) Zone

The Applicant is proposing to construct two, new single-family residential units on an existing 0.22-acre site (Assessor's Parcel Number 079-313-06). The applicant proposes to demolish the existing single-family dwelling, subdivide the parcel for condominium purposes and construct two, detached, single-family dwelling units. The site will include combining the proposed driveway with the adjacent parcel to provide a 25-foot, shared driveway, see Attachment D.

DENSITY –The RM, Medium Density Residential zone allows for a density range of 6.1 to 11 dwelling units per acre (du/ac). The proposed density is 9.0 dwelling units per acre, consistent with the Municipal Code. Section 20.210.040 of the SMC requires projects with a proposed density above the minimum threshold of 6.1 du/ac to provide additional amenities. The Applicant is proposing the following:

- Landscaping areas exceeding minimum requirements by fifteen percent (15%);
- Sound insulation and dual-glazed windows; and
- Public transportation within a ¼ mile.

FLOOR PLANS, DESIGN AND ARCHITECTURE – The first unit, Plan A, is a 3,242 square foot, two-story, single family home, with an attached, two-car garage. This unit is located on the front (west side) of the parcel, with the front door facing Lexington Street. The second unit, Plan B, is a 3,443 square foot, two-story, single family residence with an attached, three-car garage located at the rear (east side) of the parcel with the front door facing the shared motor court. The floor plans for the units provide an entry, living room, kitchen, one bedroom, one powder room, one bathroom, and an attached garage on the first floor. The second floor includes three bedrooms, laundry area and three full baths. The plans differ slightly with Plan A providing a family room on the second floor while Plan B provides a family room on the first floor and the addition of an office/den on the second floor. The homes have a Tuscan architectural style and include stucco

walls, decorative wrought iron, windows in recessed arches and gabled roofs with decorative terra cotta pipe attic venting.

Each unit is provided a private rear yard and the property proposes trees, shrubs and groundcover as well as paving materials to compliment the shared spaces. Conditions have been included to address responsibility for maintaining and replacement of landscaping as well as trees.

CIRCULATION/PARKING – Access to the site is provided by a 25-foot wide shared driveway. The property adds 14-feet to the driveway on the adjacent property located at 10672 Lexington Street. The driveway ends in a shared motor court located in the central portion of the parcel. The driveway width and motor court design allows vehicles to turn around on site and exit the property without the need to back onto Lexington Street.

The Code requires both units to have two enclosed parking spaces and two additional spaces on site. Plan A provides an enclosed two-car garage and two open parking spaces and Plan B provides a three-car enclosed garage and one open space. The required open parking spaces for both units are located in the side setback areas of the parcel.

TENTATIVE PARCEL MAP – The subject property is not large enough to be subdivided into two individual parcels. The lot is large enough to accommodate two dwelling units based on density, lot coverage and all other development standards. The California Subdivision Map Act allows for properties to subdivide for condominium purposes this maintains the minimum required lot size while allowing the property to be improved with two individual units. The design of Tentative Parcel Map 2017-160, as conditioned, conforms to the design guidelines and standards of the Stanton General Plan and Municipal Code.

ENVIRONMENTAL IMPACT

The proposed project is Categorically Exempt from the requirements to prepare additional environmental documentation per California Environmental Quality Act (CEQA) Guidelines, Section 15332, Class 32 (In-fill Development). Class 32, projects characterized as infill development meeting the conditions described in Section 15332. These conditions include that the proposed project is (a) consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations, (b) occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses, (c) the project site has no value as habitat for endangered, rare or threatened species, (d) approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality, and (e) the site can be adequately served by all required utilities and public services.

None of the exceptions to the Class 32 categorical exemption identified in State CEQA Guidelines section 15300.2 apply because: (1) the project will not result in a cumulative impact from successive projects of the same type in the same place, over time; (2) there

are no unusual circumstances surrounding the project that result in a reasonably possibility of a significant effect on the environment; (3) the project will not damage scenic resources, including trees, historic buildings, rock outcroppings, or similar resources; (4) the project does not include any hazardous waste sites; (5) and the project will not cause a substantial adverse change in the significance of a historical resource.

PUBLIC NOTIFICATION

Notice of Public Hearing was mailed to all property owners within a five hundred-foot radius of the subject property, posted at three public places, and made public through the agenda-posting process.

Prepared by,

s/ Jennifer Ash

Jennifer Ash
Planning Technician

Approved by,

s/ Jennifer Lilley

Jennifer A. Lilley, AICP
Community and Economic
Development Director

ATTACHMENTS

- A. PC Resolution No. 2512
- B. PC Resolution No. 2517
- C. Vicinity Map
- D. Tentative Parcel Map
- E. Site and Architectural Plans

RESOLUTION NO. 2512

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF STANTON, CALIFORNIA APPROVING SITE PLAN AND DESIGN REVIEW SPDR-802 FOR THE CONSTRUCTION OF TWO (2) SINGLE-FAMILY RESIDENTIAL DWELLING UNITS AT 10572 LEXINGTON STREET IN THE RM (MEDIUM DENSITY RESIDENTIAL) ZONE.

A. RECITALS

1. **WHEREAS**, the Planning Commission of the City of Stanton has heretofore held a duly noticed public hearing on August 19, 2020, as required by law, concerning Site Plan and Design Review SPDR-802, a request to construct two (2) single-family residential dwelling units at 10572 Lexington Street in the RM (Medium Density Residential) zone; and
2. **WHEREAS**, the subject property is located at 10572 Lexington Street in the City of Stanton and legally described as a portion of Book 079, Page 31, Block 313, Parcel 06, as shown in the latest rolls of the County of Orange Tax Assessor; and
3. **WHEREAS**, the property owner is Nop Mac Dang located at 8452 Beach Circle, Cypress, CA 90630; and
4. **WHEREAS**, the property is zoned RM, Medium Density Residential and has a General Plan land use designation of Medium Density Residential.
5. **WHEREAS**, all legal prerequisites have occurred prior to the adoption of this Resolution.

B. RESOLUTION.

NOW THEREFORE, BE IT FOUND, DETERMINED, AND RESOLVED, BY THE PLANNING COMMISSION OF THE CITY OF STANTON AS FOLLOWS:

1. In all respects as set forth in Recitals, Part A of this Resolution.
2. The Planning Commission hereby finds and determined the project identified above is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) of 1970, as amended and the Guidelines promulgated there under, pursuant to Section 15332, Class 32, Infill Development Project of said Act.
3. The applications for the location set forth are authorized by Section 20.530.020 of the Stanton Municipal Code (SMC), as amended.

4. The Planning Commission further finds in consideration of Site Plan and Design Review No. SPDR-802 as follows:

1. Finding: Allowed within the subject zone:

Fact: Detached, single family dwellings are permitted by right in the RM (Medium Density Residential) zone. The project meets all applicable development standards including setbacks, lot size, parking and open space.

2. Finding: Designed so that:

- a. The project will not be detrimental to the public health, safety or general welfare and not detrimental to adjacent property.

Fact: The development is appropriate for the zone and neighborhood and follows the development pattern. New improvements include a four (4) foot wide sidewalk improving the path of travel for pedestrians. Sufficient buffers between the project and adjacent properties are designed to ensure for the health and safety of adjacent properties. Conditions of approval are included to minimize any potential construction impacts. The project includes all parking onsite so neighboring properties are not impacted.

- b. Architectural design and functional plan of the structure(s) and related improvements are of reasonable aesthetic quality and compatible with adjacent developments

Fact: The development includes quality design and materials. The size and scale of the project is similar to surrounding single family homes and small apartment buildings in the neighborhood. The design improves the appearance of the existing property and compliments adjacent properties.

- c. Structure(s) and related improvements are suitable for the proposed use of the property and provide adequate consideration of the existing and contemplated uses of land and orderly development in the general area of the subject site.

Fact: The development meets or exceeds all standards including density for this zone. The subdivision and development follows the existing development pattern of the existing neighborhood and is consistent with adjacent single and multi-family residential homes.

- d. The project's site plan and design is consistent with the City's Design Stands and Guidelines.

Fact: There are no established design guidelines that apply to the project. However, the site configuration and architectural design is consistent with the existing neighborhood and surrounding community.

3. Finding: Designed to: a) be compliant with the Zoning Code and all other applicable City regulations and policies; b) efficient site layout and design; c) adequate yards, space, walls and fences, parking, loading and landscaping that fit in with the neighboring properties and development; d) relationship to streets and highways are adequate in width and pavement type to carry the quantity and kind of traffic generated by the proposed development; e) compatible and appropriate scale to neighboring properties and developments; f) efficient and safe public access (both pedestrian and vehicular) and parking; g) appropriate and harmonious arrangement and relationship of proposed structures and signs to one another and to other development in the vicinity, based on good standard of design; h) appropriate relationship to land use and development of adjacent properties including topographic and other physical characteristics of the land; i) proper site utilization and the establishment of a physical and architectural relationship to existing and proposed structures on the site; j) compatible architectural style with the character of the surrounding area, both to avoid repetition of identical design where not desired and to ensure compatibility in design where desired; k) harmonious relationship with existing and proposed developments and the avoidance of both excessive variety and monotonous repetition; l) compatible in color, material and composition of the exterior elevations to neighboring visible structures; m) appropriate exterior lighting that provides for public safety and is not of a nature that will constitute a hazard or nuisance to adjacent properties; n) compatible in scale and aesthetic treatment of proposed structure with public areas; o) appropriate open space and use of water efficient landscaping; and p) consistent with the General Plan and any applicable Specific Plan.

Fact: The proposed development is designed with efficient placement of structures, circulation areas and private outdoor space. Adequate yards, spaces, walls, and fences, parking, loading and landscaping that fit in with neighboring properties and developments. The property maximizes usable private outdoor space and landscape areas. Ample parking is provided on site with a two and three-car garage and three open parking spaces. This design allows vehicles to exit the site in a forward direction thereby improving safety, and minimizes curb cuts.

The project's architecture and design is compatible and appropriately scaled with the surrounding uses. The design includes colors, materials, and composition compatible to the exterior elevations of the neighboring properties complimenting the overall quality of design and harmonious with the general design of the neighborhood. The project safely accommodates pedestrians and provides adequate parking. The project includes appropriate exterior lighting providing visibility and safety for the public and the residents without creating a hazard or nuisance to adjacent properties.

5. Based upon the above findings, the Planning Commission approves Site Plan and Design Review SPDR-802 subject to the following Conditions:

Resolution No. 2512
August 19, 2020
Page 3

- a. Site Plan and Design Review SPDR-802 shall become effective only at such time as the Final Map for Tentative Parcel Map (TM19-03) is filed.
- b. The project/use shall occur in substantial conformance with the site plan, floor plan, elevations, landscaping, material board and all other material submitted to the Planning Commission and dated on August 19, 2020, on-file with the Planning Division, the conditions contained herein and all applicable Federal, State, and City regulations. Any minor modification to the approved project requires the review and approval of the City Planner prior to alteration.
- c. The Applicant(s)/Owner(s) shall apply for an address change for each unit before issuance of any building permit.
- d. Final Landscape and Irrigation Plans shall be submitted in compliance with the Water Efficient Landscape Ordinance and in accordance with Chapter 20.315 of the Stanton Municipal Code for the review and approval of the Public Works Department prior to issuance of any building permit. Low-water use landscaping and automatic irrigation shall be installed and permanently maintained in a neat and orderly manner in the areas indicated on the approved Site Plan and Landscape Plan subject to review and approval by the Community Development Director prior to the issuance of final building permit/occupancy.
- e. The property owners for the proposed units are required to continuously maintain the trees installed and identified on the approved Landscape Plan. At any time, should a tree be removed or become sick or diseased, the property owners shall be responsible to replace the tree, within 30 days, with a tree of a similar specie and size, at the time of removal, subject to the review and approval of the Community Development Director.
- f. The project shall install dual-glazed windows.
- g. The north and south facing second-story windows of each residence shall be redesigned subject to the review and approval of the Community Development Director prior to issuance of building permit to including, frosted or textured treatments, size or placement options; or other strategies to obscure view onto adjacent properties while permitting natural light to enter the interior of the proposed homes.
- h. The project shall include construction of a four-foot wide sidewalk for the review and approval of the Community Development Director to be installed along Lexington Street.
- i. City public works encroachment permit shall be taken out for all work in the public right-of-way prior to start of work. All work shall be done in accordance with Orange County RDMD or APWA and City standards and to the satisfaction of the City Inspector and completed before issuance of Certificate of Occupancy.

- j. All existing off-site improvements (sidewalk, curb & gutter, driveways, and street paving) at the development site which are in a damaged condition or demolished due to the proposed work shall be reconstructed to the satisfaction of the City Engineer. When reconstructing, full width sidewalks, curbs & gutters, and driveways shall be fully improved. Structural sections of the street pavement shall be reconstructed per the requirements of an approved pavement rehabilitation report prepared by a Registered Civil Engineer.
- k. All street improvements shall be constructed to the satisfaction of the City Engineer and shall be completed prior to the issuance of occupancy permits.
- l. A final lighting plan shall be submitted for the review and approval of the Community Development Director prior to the issuance of any building permit, showing all exterior lighting placement, size, intensity and techniques to ensure light and glare is directed away from adjacent properties and public streets.
- m. Applicant is required to complete the Water Quality Management Plan (WQMP) Priority Determination Form for New Development and Significant Redevelopment.
- n. Applicants shall identify parties responsible for the long-term maintenance and operation of the structural treatment control BMPs for the life of the project and a funding mechanism for operation and maintenance. This shall be identified prior to approval of the WQMP.
- o. The applicant must provide the City with access rights to the property at least once per year to perform State mandated environmental inspections.
- p. Applicant shall properly maintain all structural treatment control BMPs installed in new developments as listed in the approved WQMP, including requirements for vector control.
- q. All survey monuments destroyed shall be replaced and tied out in conformance with the County of Orange Surveyor's requirements.
- r. The private drive entrance, private drives, and end of private drive turn-around area of the Property shall be approved by the Orange County Fire Authority.
- s. A final wall and fencing plan shall be submitted for the review and approval of the Community Development Director prior to issuance of any building permit. New perimeter walls shall be constructed of decorative split-face block, or other decorative material and improved with anti-graffiti coating. Any dual wall proposed, shall provide a cap. Any perimeter wall damaged at any point in time, shall be repaired or replaced within 30 days of damage by the homeowners.
- t. Residential Site – PR160 – Prior to issuance of a building permit if a grading permit is not required, the Applicant shall submit a fire master plan with completed OCFA Water Availability form.

- u. Automatic Fire Sprinkler Systems – PR400-PR-465 – Prior to the issuance of a building permit and concealing of the interior construction, the Applicant shall submit plans for the required automatic fire sprinkler system in all the structures to the Fire Chief for review and approval. Prior to the issuance of a certificate of use and occupancy, this system shall be operational in a manner meeting the approval of the Fire Chief.
- v. The site plan shall be modified to the review and approval of the Community Development Director, prior to issuance of building permit to include a concrete pad shall be provided in the side yards of each unit for the storage of trash receptacles and a path of travel shall be provided from the side yard pad to the public right-of-way for the placement of the trash receptacles on the street.
- w. The Applicant shall acknowledge these conditions of approval as adopted by the Planning Commission. Such acknowledgment shall be in writing and received by the City within 30 days of approval by the Planning Commission. In addition, the Applicant shall record the Conditions of Approval in the Office of the County Recorder. Proof of recordation shall be provided to the Planning Division prior to Certificate of Occupancy.
- x. If it becomes necessary for the City to take any legal action or commence any administrative proceedings against the Applicant or any successor in interest in order to enforce any of the conditions of approval set forth herein, the City shall recover from the Applicant or successor in interest reasonable Attorney's fees and other reasonable costs incurred in such action or proceeding, provided that the City obtains a judgment in its favor in any portion of such action or proceeding.
- y. The conditions of approval will be required to be copied on the approved set of plans prior to issuance of building permits. All the conditions must be completed prior to final approval and issuance of the Certificate of Occupancy.
- z. The Applicant or successor in interest shall be the real party in interest and shall assume primary responsibility for the defense of any legal action or proceeding commenced against the City to challenge the City's approval of SPDR-802 and/or other City approvals related to SPDR-802. The Applicant or successor in interest shall reimburse the City for all reasonable Attorneys' fees and other reasonable costs incurred by the City in defending such action or proceeding.
- aa. By accepting approval of SPDR-802, subject to the conditions set forth herein, the Applicant or successor in interest shall be deemed to have agreed to the terms and conditions set forth herein and the City shall have the right to enforce in its sole discretion such terms and conditions by pursuing any and all available legal and equitable remedies.
- bb. As a condition of issuance of this approval, the applicant shall agree, at its sole cost and expense, to defend, indemnify, and hold harmless the City, its officers, employees, agents, and consultants, from any claim, action, or

proceeding brought by a third-party against the City, its officers, agents, and employees, which seeks to attack, set aside, challenge, void, or annul an approval of the City Council, Planning Agency, or other decision-making body, or staff action concerning this project. The City agrees to promptly notify the applicant of any such claim filed against the City and fully cooperate in the defense of any such action. The City may, at its sole cost and expense, elect to participate in the defense of any such action under this condition.

ADOPTED, SIGNED AND APPROVED by the Planning Commission of the City of Stanton at a regular meeting held on August 19, 2020 by the following vote, to wit:

AYES:	COMMISSIONERS:	_____
NOES:	COMMISSIONERS:	_____
ABSENT:	COMMISSIONERS:	_____
ABSTAIN:	COMMISSIONERS:	_____

Thomas Frazier, Chair
Stanton Planning Commission

Jennifer A. Lilley, AICP
Planning Commission Secretary

RESOLUTION NO. 2517

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF STANTON, CALIFORNIA APPROVING TENTATIVE PARCEL MAP, TM 19-03, TO SUBDIVIDE A LEGAL PARCEL (0.22 ACRES) INTO TWO (2) RESIDENTIAL LOTS FOR CONDOMINIUM PURPOSES FOR THE PROPERTY LOCATED AT 10572 LEXINGTON STREET IN THE MEDIUM DENSITY RESIDENTIAL (RM) ZONE

A. RECITALS

1. **WHEREAS**, on August 19, 2020 the Planning Commission of the City of Stanton conducted a duly noticed public hearing concerning the request to approve Tentative Parcel Map (TM19-03), to subdivide a legal parcel (0.22 acres) located at 10572 Lexington Street for the development of two (2) single-family detached residential dwelling units; and
2. **WHEREAS**, the subject property is located at 10572 Lexington Street in the City of Stanton and legally described as a portion of Book 079, Page 31, Block 313, Parcel 06 as shown in the latest rolls of the County of Orange Tax Assessor; and
3. **WHEREAS**, the property owner is Nop Mac Dang located at 8452 Beach Circle, Cypress, CA 90630; and
4. **WHEREAS**, the property is zoned RM, Medium Density Residential and has a General Plan land use designation of Medium Density Residential.
5. **WHEREAS**, all legal prerequisites have occurred prior to the adoption of this Resolution.

B. RESOLUTION.

NOW THEREFORE, THE PLANNING COMMISSION OF THE CITY OF STANTON DOES HEREBY FIND:

1. In all respects as set forth in Recitals, Part A of this Resolution.
2. The Commission has carefully considered all pertinent testimony and information contained in the staff report prepared for this application as presented at the public hearing.
3. The project identified above is categorically exempt from the requirements of the California Environmental Quality Act (CEQA), Section 15332, Class 32 (In-fill Development Projects).
4. The applications for the location set forth are authorized by Section 19.10.100 and 19.10.110 of the Stanton Municipal Code (SMC).

5. The Planning Commission further finds in consideration of Tentative Parcel Map, TM 19-03 as follows:

- A. The proposed map and project design are consistent with the City's General Plan.

Fact: The property has a designation of Medium Density Residential and allows for subdivision for residential purposes. The property's zoning is consistent with the City's General Plan. The density allowed by the Code is a maximum of 9.0 dwelling units per acre (du/ac) and the proposed two unit subdivision maintains the maximum density allowed for the RM zone.

- B. The design and improvement of the proposed subdivision is consistent with the City's General Plan.

Fact: The proposed map and project design complies with the RM zone. The Tentative Parcel Map would subdivide a legal parcel (0.22 acres) for condominium purposes, meeting development standards regarding regulations for a single-family development as outlined in the RM zone.

- C. The site is physically suitable for the proposed type and density of development.

Fact: Table 2-3 in Section 20.210.030 of the SMC requires that newly created lots in the RM zone have a minimum lot area of 8,000 square feet. The proposed subdivision is for condominium purposes maintaining the existing lot area of 9,425 square feet while providing two residential units, on-site parking and private open space areas.

- D. The requirements of CEQA have been satisfied.

Fact: The subject property is less than five acres in size, within the City limits and is substantially surrounded by urban uses; the project is consistent with the General Plan and Zoning Code; the project would not result in any significant effects relating to traffic, noise, air quality or water quality; the project site has no value as habitat for endangered, rare or threatened species; and the site can be adequately served by all required utilities and public services. All required documentation has been completed for the project in compliance with CEQA. As such, the project was considered categorically exempt.

- E. The site is physically suitable for the proposed type of density of development; and

- F. The design of the subdivision and the proposed improvements are not likely to cause substantial environmental damage or substantial and avoidable injury to fish or wildlife or their habitat; and

- G. The design of the subdivision and proposed improvements are not likely to cause serious public health problems.

Fact: Design and improvement of the proposed subdivision would not cause substantial environmental damage, serious public health problems or substantial and avoidable injury to fish and game. The project would not cause substantial damage, serious public health problems or substantial unavoidable injury to fish and wildlife. There is no recorded habitat or endangered species in the City, there are no waterways, canals or streams in or within the surrounding area of the project that would affect fish and wildlife, there are no known hazardous materials located within the project site and the site is not registered as a Superfund Site with the Environmental Protection Agency.

- H. The design of the subdivision and the proposed improvements will not conflict with easements of record or established by court judgment, acquired by the public at large for access through or use of property within the proposed subdivision or if such easements exist that alternate easements for access or for use will be provided serious public health problems would not conflict with easements of record or established by court judgment, acquired by the public at-large, for access through or use of the property.

Fact: Upon review of the project by the Engineering Department, there is no known conflict with any easements or rights-of-way as there are no known easements on the property.

6. Based upon the above findings, the Planning Commission approves Tentative Parcel Map TM19-03 subject to the following conditions:
- a. All applicable conditions of approval for SPDR-802 shall be required for Tentative Parcel Map (TM19-03).
 - b. Tentative Parcel Map (TM19-03) must be consistent with the submitted Site Plan for SPDR-802.
 - c. Tentative Parcel Map (TM19-03) shall terminate if Site Plan and Design Review SPDR-802 is denied or is allowed to expire.
 - d. The Final Map, when submitted to the City for approval, shall be prepared by, or under the direction of, a California registered civil engineer licensed to survey or a licensed land surveyor.
 - e. The development and/or use shall be in conformity with all applicable provisions of the Stanton Municipal Code and shall conform to the requirements of the Subdivision Map Act, as applicable.

- f. An on-site grading and drainage plan shall be prepared and submitted to the City Engineer for approval. Plan shall be 24"x36", ink on mylar, with elevations to nearest 0.01 foot, scale 1"-10'. Plan shall be prepared by Registered Civil Engineer. Public works improvements may be shown on this plan. Grading plan check fees must be paid in advance.
- g. Pad certification by the Design Civil Engineer and Soil Engineer is required prior to the issuance of building permit.
- h. Soils Report, Hydrologic and Hydraulic calculations demonstrating adequate site drainage from a 10-year return frequency storm prepared by a Registered Civil Engineer shall be submitted with the Grading Plan.
- i. All grading, drainage, storm drain construction, private street or drive improvements, utility installation, landscaping, irrigation, and all other Subdivision improvements shall meet the City of Stanton Standards.
- j. At the time of filing of the Final Map with the City for approval the Subdivider shall provide a Preliminary Title Report dated not more than 30 days prior to the filing date. In addition to other items the Preliminary Title Report shall show in what name the ownership of the property is held, show all trust deeds including the name of the trustees, show all easements and names of easement holders, show all fee interest holders, and show all interest holders whose interest could result in a fee ownership. The title company account for this title report shall remain open until the Final Map is recorded.
- k. All right-of-way, easements, abandonments, and vacations shall be shown on the Final Map. Public right-of-way shall be dedicated to the City in fee simple absolute. The purpose, use, and holder of the easement rights for all easements shall clearly be stated on the final map.
- l. At the time of filing the Final Map with the City for approval the Subdivider shall also submit for approval of the City a Subdivision Agreement between the Subdivider and the City properly executed by the Subdivider, including appropriate bonds and insurance, which sets forth the requirements and responsibilities of both the City and the Subdivider relative the Subdivision being created.
- m. Pursuant to the regulations of the Subdivision Map Act all required off-site and public improvements shall be completed prior to the recordation of the final map, or in lieu thereof, be financially secured by surety bonds, to be held by the City, issued to ensure that all the improvements will be completed in a timely manner. Bond amounts shall be determined by the City. Subdivider shall provide a 100% Faithfull Performance Bond, a 50% Labor and Materials Bond, a 50% Warranty Bond, and insurance coverage per City requirements.

- n. Improvement plans shall include plans for all improvements related to the Subdivision including landscape plans, irrigation plans, and street lighting plans for all public right-of-way areas and all private areas.
- o. Subdivider shall provide easements for public and private utilities as needed and as approved by the City.
- p. Prior to final acceptance of the Subdivision improvements all Subdivision survey monuments shall be set, and Corner Records and center line ties shall be filed with the Orange County Surveyor, and if required by law, the filing and recording of Record of Survey with the Orange County Recorder.
- q. Subdivider shall place a County Surveyor Statement certificate on the final map for the signature of the Orange County Surveyor stating that "I have examined this map and have found that all mapping provisions of the Subdivision Map Act have been complied with and I am satisfied said map is technically correct."
- r. At the time of filing of the Final Map with the City for approval the Subdivider shall provide to the Orange County Surveyor for boundary and technical plan check, all Final Map documents required by the Orange County Surveyor. Subdivider shall notify the City in writing that the required Final Map documents have been submitted to the Orange County Surveyor for boundary and technical plan check and shall also send the City a full copy set of the documents sent to the Orange County Surveyor.
- s. At the time of filing of the Final Map with the City for approval the Subdivider shall provide to the City evidence that all utility providers with recorded title interest in the property have been informed of the of the pending filing of the Final Map with the City for approval, and also provide all utility provider's responses received.
- t. All improvements shall meet the City Flood Management requirements.

ADOPTED, SIGNED AND APPROVED by the Planning Commission of the City of Stanton at a regular meeting held on August 19, 2020 by the following vote, to wit:

AYES:	COMMISSIONERS:	
NOES:	COMMISSIONERS:	
ABSENT:	COMMISSIONERS:	
ABSTAIN:	COMMISSIONERS:	

[SIGNATURES FOR RESOLUTION NO. 2517 ON FOLLOWING PAGE]

Resolution No. 2517
August 19, 2020
Page 5

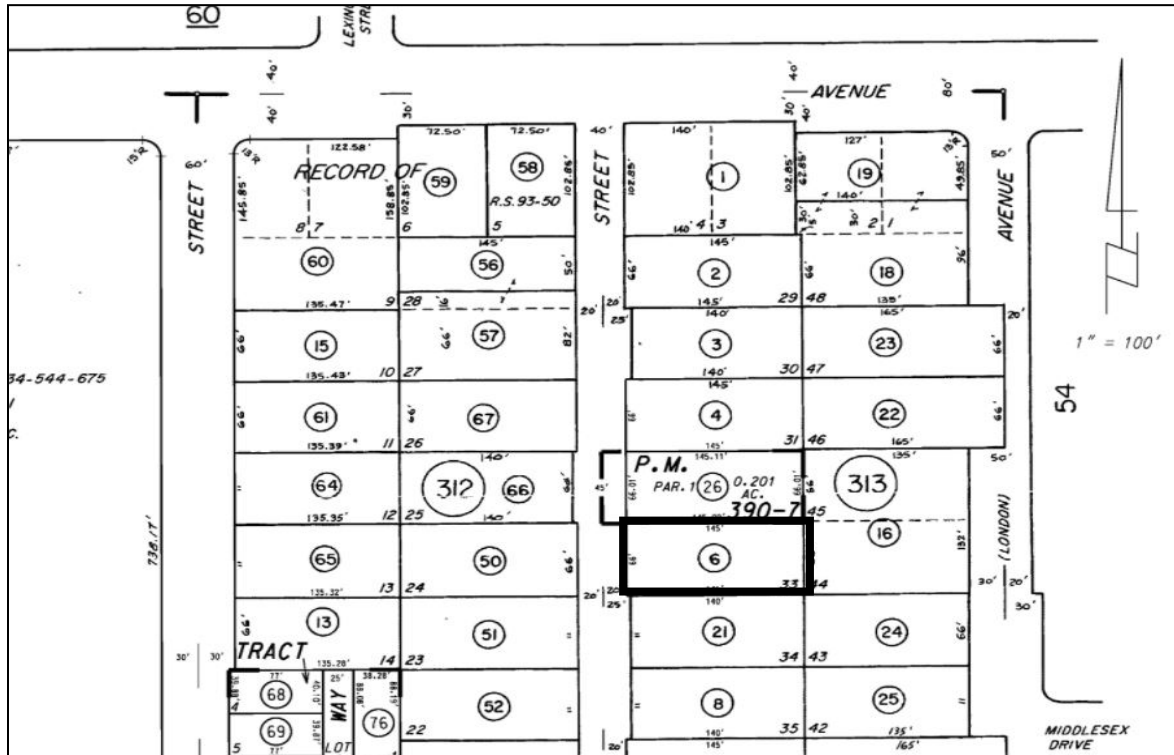
[SIGNATURE PAGE FOR RESOLUTION NO. 2517]

Thomas Frazier, Chair
Stanton Planning Commission

Jennifer A. Lilley, AICP
Planning Commission Secretary

10572 Lexington Street

Project Area



ATTACHMENT C

OWNER:
NOP MAC DANG
8452 BEACH CIR,
CYPRESS, CA 90630

EARTHWORK:
CUT..... 50 CY
FILL..... 50 CY

PREPARED BY:
HANK JONG, PE
EGL ASSOCIATES, INC.
11819 GOLDRING ROAD, UNIT A
ARCADIA, CA 91006
PH: 626-263-3588
FAX: 626-263-3599

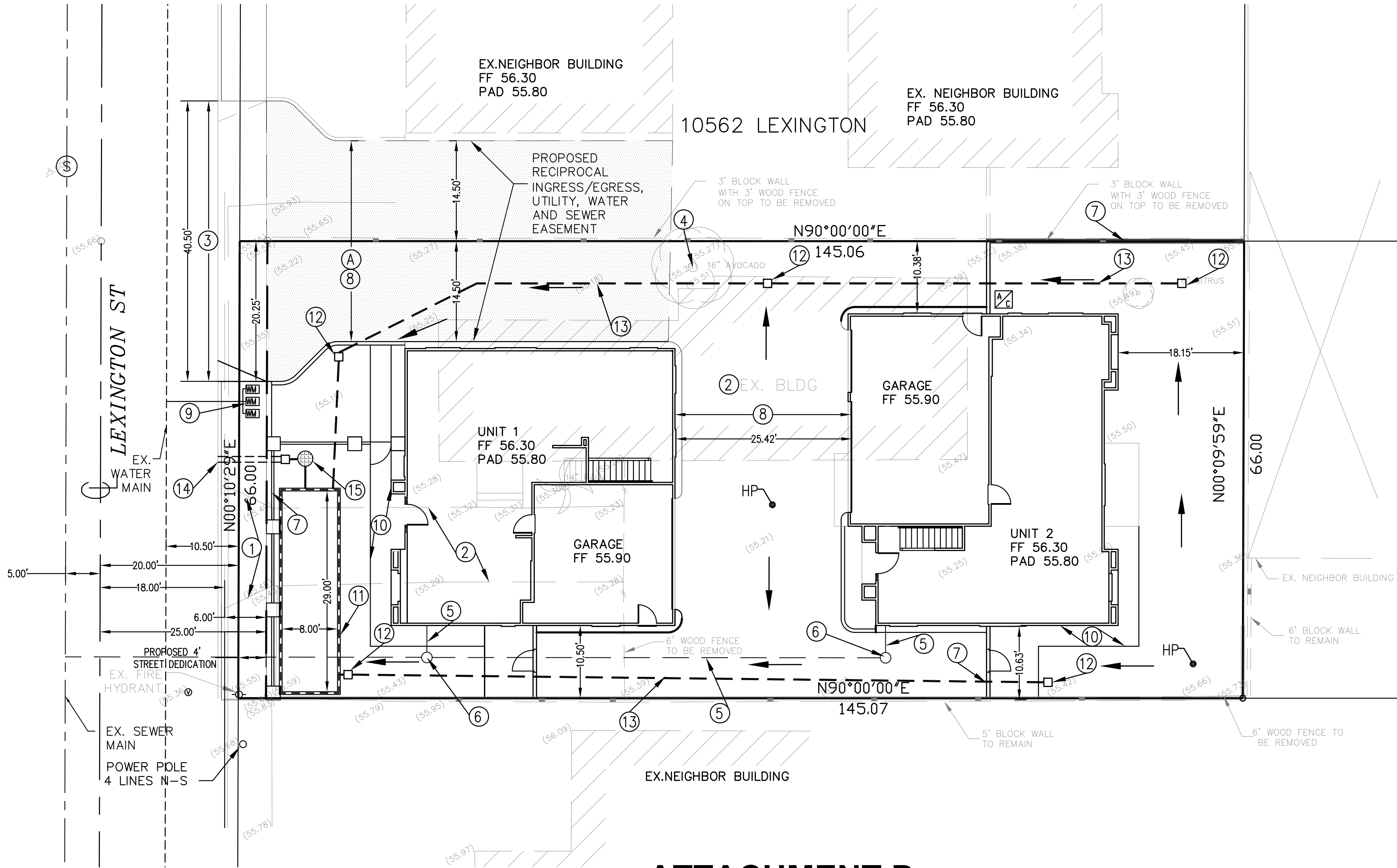
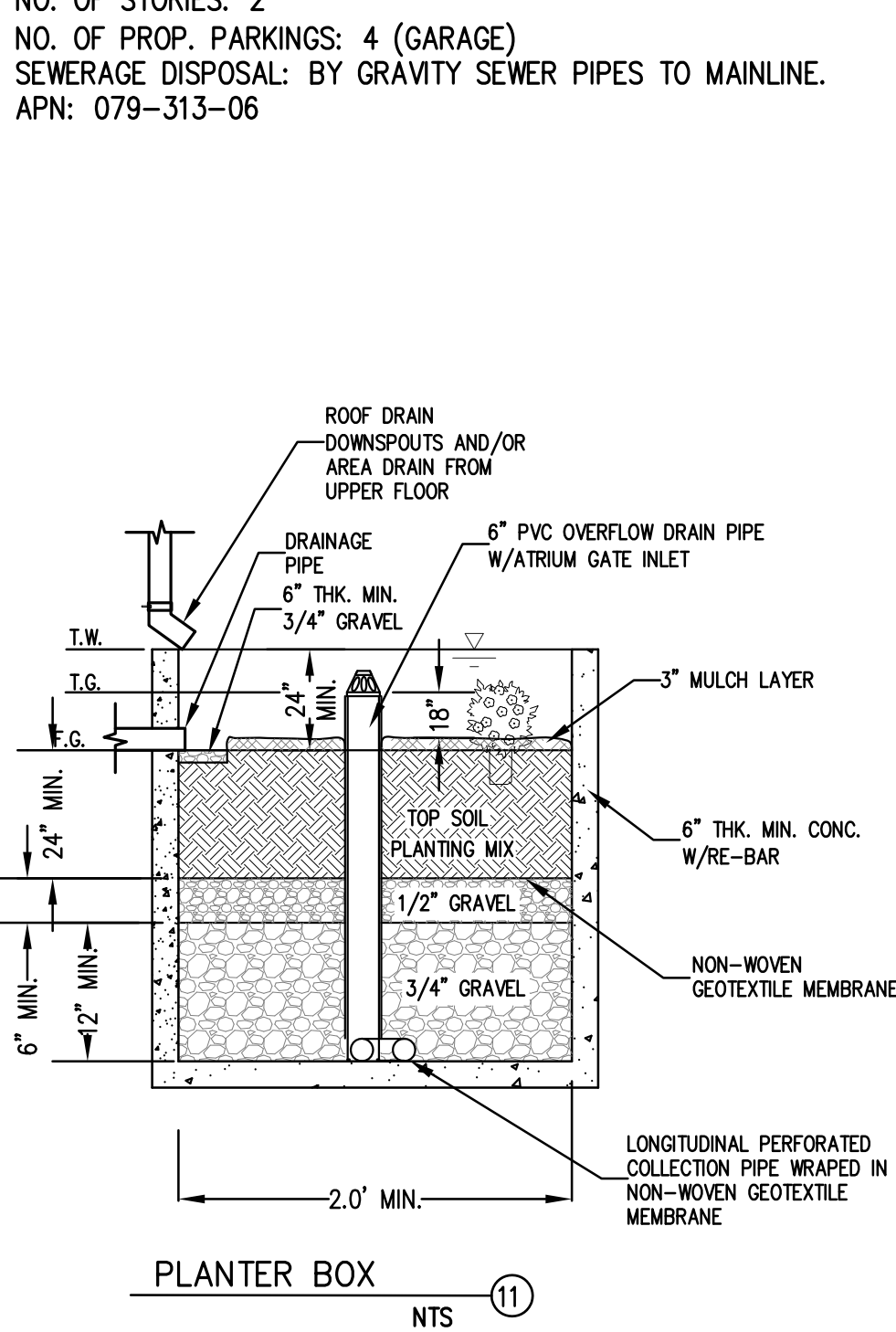
BENCH MARK
ORANGE COUNTY SURVEY BENCHMARK: 1H-119-70

DESCRIBED BY OCS 2002 - FOUND 3 3/4" OCS ALUMINUM BENCHMARK DISK STAMPED "1H-119-70", SET IN THE TOP OF A 6 IN. BY 6 IN. CONCRETE POST. MONUMENT IS LOCATED IN THE SOUTHWESTERLY CORNER OF THE INTERSECTION OF KNOTT AVENUE AND CERRITOS AVENUE, 44.5 FT. SOUTHERLY OF THE CENTERLINE OF CERRITOS AND 78 FT. WESTERLY OF THE CENTERLINE OF KNOTT. MONUMENT IS SET LEVEL WITH THE SIDEWALK.

ELEVATION: 51.765 FEET (NAVD88) YEAR LEVELED 2005

SURVEY WAS CONDUCTED BY AL THELWELL, LS 6999 ON 5/4/2017
MANAGED BY HANK JONG

GENERAL NOTES:
ZONE: RM (PRESENT)
ZONE: RM (PROPOSED)
NO. OF EX. UNITS: 1
NO. OF PROP. UNIT: 2
NO. OF EX. LOT: 1
NO. OF PROP. LOT: 1
AREA OF LOT: 9,570 SQ. FT. (0.22 AC.) (BEFORE DEDICATION)
9,195 SQ.FT. (0.21 AC.) (AFTER DEDICATION)
NO. OF STORIES: 2
NO. OF PROP. PARKINGS: 4 (GARAGE)
SEWERAGE DISPOSAL: BY GRAVITY SEWER PIPES TO MAINLINE.
APN: 079-313-06

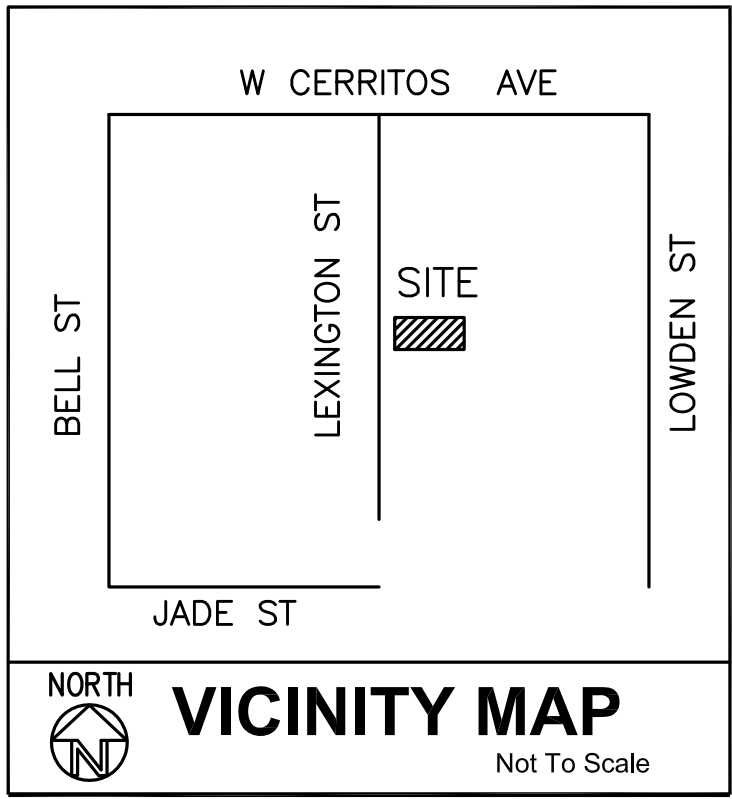
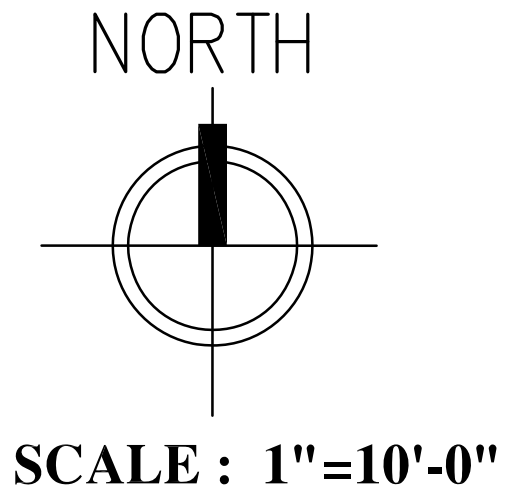


TENTATIVE PARCEL MAP NO. 2017-160

IN THE CITY OF STANTON, COUNTY OF ORANGE
STATE OF CALIFORNIA

BEING A SUBDIVISION OF LOT 33, AS SHOWN ON A MAP OF SURVEY RECORDED IN BOOK
2, PAGE 53 OF SURVEY, IN THE OFFICE OF THE COUNTRY RECORDER OF SAID COUNTRY.

FOR CONDOMINIUM PURPOSES



LEGEND:

- | | |
|---------------------------------|--------------------------|
| (182.63).....EXISTING ELEVATION | BPBOTTOM OF PIT |
| 184.00.....PROPOSED ELEVATION | EXEXISTING |
| ---(185)--- EXISTING CONTOUR | TGTOP GRATE |
|DRAINAGE PATTERN | INV.....INVERT ELEVATION |
|PROPOSED STRUCTURE | FSFINISH SURFACE |
|BOUNDARY LINE | F.L.....FLOW LINE |
|PROPOSED WALL | F.G.....FINISH GRADE |
| *.....EXISTING FENCE | F.F.....FINISH FLOOR |
| WMWATER METER | H.P.....HIGH POINT |
| GMGAS METER | TC.....TOP OF CURB |
|CATCH BASIN | (S)SEWER MANHOLE |
| | LLANDSCAPE |



UTILITY SERVICES:

- | | |
|-------------|--|
| WATER | - CITY OF STANTON |
| SEWER | - CITY OF STANTON & COUNTY SANITATION DISTRICT |
| GAS | - SOUTHERN CALIFORNIA GAS CO. |
| ELECTRICITY | - SOUTHERN CALIFORNIA EDISON CO. |
| TELEPHONE | - AT&T |
| SCHOOL | - STANTON UNIFIED SCHOOL DISTRICT |
| FIRE | - CITY OF STANTON FIRE DEPARTMENT |
| POLICE | - CITY OF STANTON POLICE DEPARTMENT |

CONSTRUCTION NOTES

- 1 REMOVE EX. DRIVEWAY APPROACH.
- 2 EXISTING STRUCTURES TO BE REMOVED.
- 3 PROPOSED NEW SHARED DRIVEWAY APPROACH.
- 4 EXISTING TREES TO BE REMOVED.
- 5 CONSTRUCT NEW SEWER LATERAL CONNECTING TO EXISTING SEWER STUB TO BE FIELD VERIFIED.
- 6 CONSTRUCT SEWER CLEANOUT.
- 7 CONSTRUCT NEW WALL
- 8 CONSTRUCT NEW DRIVEWAY
- 9 CONSTRUCT NEW 3 WATER METERS AND SERVICE.
- 10 CONSTRUCT NEW WALKWAY
- 11 CONSTRUCT PLANTER BOX.
- 12 CONSTRUCT CATCH BASIN.
- 13 CONSTRUCT DRAINAGE PIPE.
- 14 CONSTRUCT PARKWAY DRAIN.
- 15 CONSTRUCT SUMP PUMP.

EASEMENT NOTES

- (A) PROPOSED RECIPROCAL INGRESS/EGRESS,
UTILITY, WATER AND SEWER EASEMENT

PROJECT LOCATION:

2-UNIT CONDOMINIUMS
10572 LEXINGTON ST.,
STANTON, CA 90680

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REVISIONS BY

RELEASED DATE

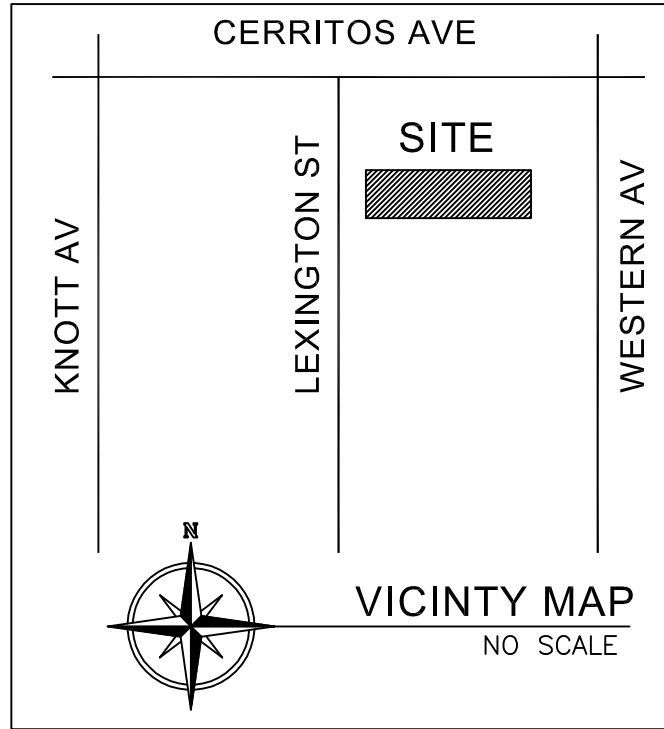
PREPARED FOR:
AMAC PROPERTY INVESTMENT LLC
8452 BEACH CIR,
CYPRESS, CA 90630
ATTACHMENT D

EGL Associates, Inc.
11819 GOLDRING ROAD, UNIT A
ARCADIA, CA 91006
TEL: (626)-263-3588
FAX: (626)-263-3599
E-mail: mail@egl88.com

DRAWN SW
CHECKED HJ
DATE 01/08/2018
JOB NO. 17-294-001
SCALE 1"=10'
FILE 17294001.DWG
DRAWING 1 of 1

T-1

LEXINGTON VILLAS TWO- UNIT CONDOMNIUM
10572 LEXINGTON STREET, STANTON, CA 90680



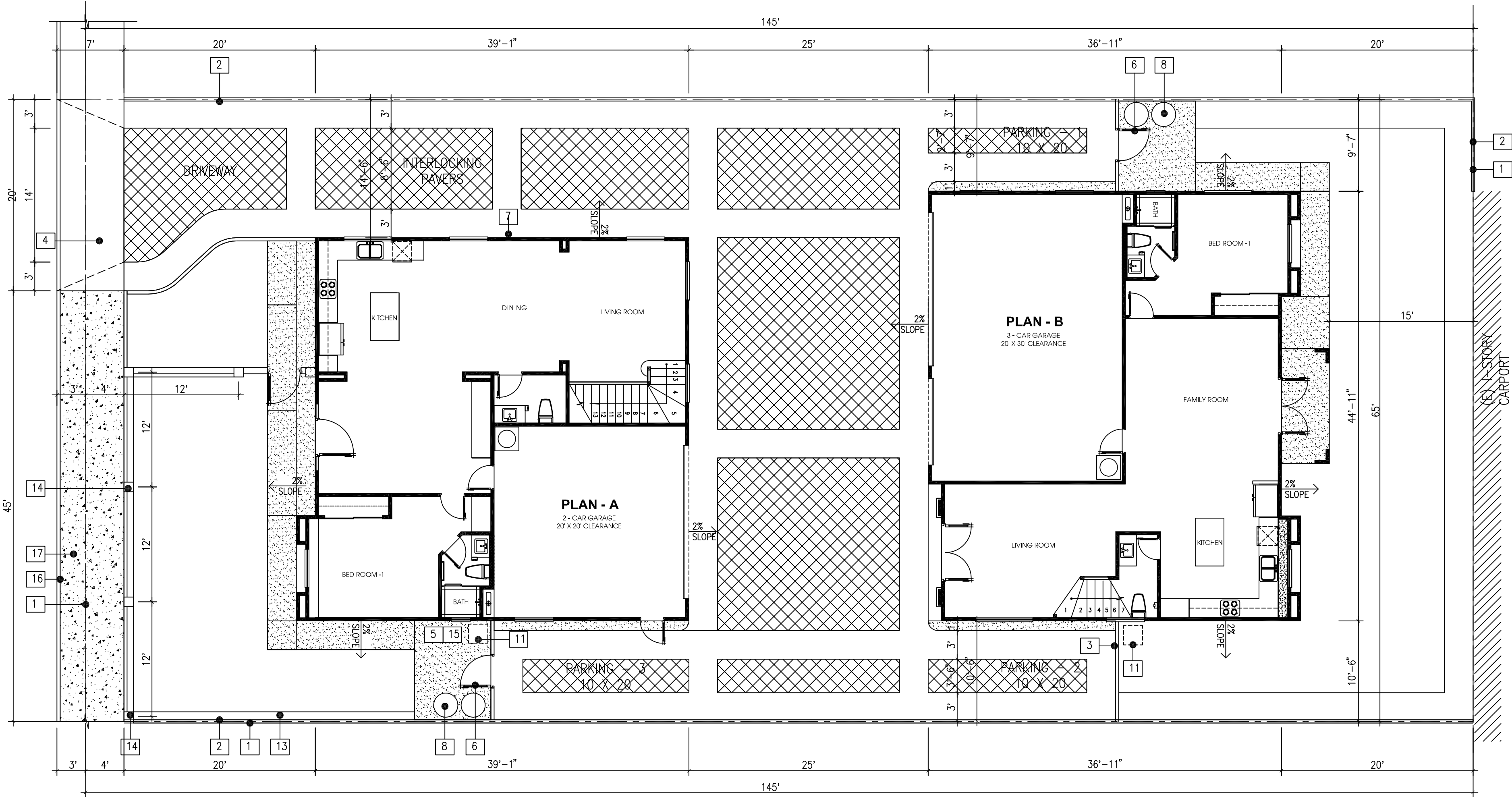
INDEX :	
A- 0	GENERAL NOTES & SPECIFICATIONS
A- 1	SITE PLAN
A- 2	FLOOR PLAN A
A- 3	FLOOR PLAN B
A- 4	ROOF PLAN A & B
A- 5	ELEVATION PLAN - A
A- 6	ELEVATION PLAN - B
A- 7	SECTION
A- 8	ELECTRICAL PLAN - A
A- 9	ELECTRICAL PLAN - B
S- 1	FOUNDATION PLAN A & B
S- 2	PLAN A - FLOOR FRAMING PLAN
S- 3	PLAN B - FLOOR FRAMING PLAN
SD1	STRUCTURAL DETAIL
SD2	STRUCTURAL DETAIL

PLAN NOTES:

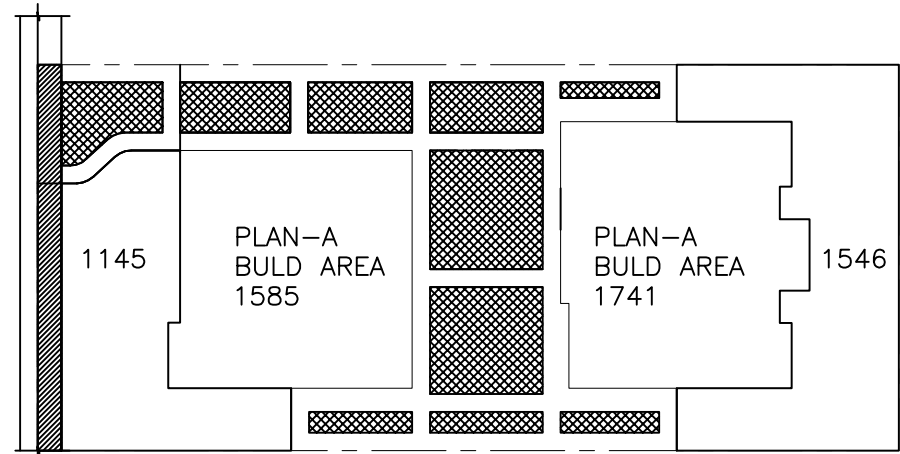
- PROPERTY LINE
- 6" - 0" HIGH CMU WALL - STUCCO FINISH TO MATCH BUILDING COLOR.
- 3" - 0" H.I CMU WALL - STUCCO FINISH TO MATCH BUILDING COLOR.
- NEW DRIVEWAY APPROACH PER STANDARD. SEE CIVIL PLAN
- EDISON METER PER SOUTHERN EDISON
- 3" - 0"X3" - 0" W.I. GATE - PAINTED BLACK
- 6" CURB
- TRASH BINS
- 4" CONCRETE STOOP, BROOM FINISH

- PLANTER - SEE LANDSCAPE PLAN
- A/C CONDENSERF
- COLOR STAMP CONCRETE DRIVEWAY
- TUR - SEE LANDSCAPE PLAN
- 12"X12"X48 H.I. CMU POST STUCCO TO MATCH BUILDING COLOR W/5 FT HEIGHT R.T. FENCE, PAINTED
- GAS METER LOCATION PER GAS COMPANY
- (E) CURB FACE
- (E) CONC. SIDEWALK
- 2ND FLOOR LINE ABOVE 24" PROJECTION

LEGEND	
---	PROPERTY LINE
---	EXTERI WALLS
---	INTERIOR WALLS
---	EXTERIOR DOOR
---	EXTERIOR DOUBLE DOORS
---	EXTERIOR DOOR WITH GLASS WALL IMMEDIATELY
---	INTERIOR DOOR
---	SLIDING GLASS WINDOW
---	DOOR GARAGE



CROSS LOT AREA 9425	SOFTSCAPE AREA 2955	BUILDING AREA 3326	DRIVE WAY CONC. 1349	IMPERVIOUS AREA <5000SF
NETLOT AREA 9409	HARDSCAPE AREA 3215		DRIVE WAY PAVER BLOCK 1795	



SITE AREA CALCULATION

BUILDING CODES DATA

SCOPE OF WORKS: PROPOSE 2-NEW DETACHED SINGLE FAMILY DWELLING
ADDRESS:10572 LEXINGTON STREET,STANTON,CA 90680.
OWNER: NOP MAC DANG

LOT AREA: 9,425 (SQ.FT)
OCCUPANCY CLASSIFICATION: U/R3
TYPE OF CONSTRUCTION: VA
USE OF STRUCTURE: SINGLE FAMILY RESIDENTIAL

BUILDING CODE

CODE AS AN ENEDED BY CITY OF STANTON ORDINANCES
2016 TITLE-24 ENERGY CODE
2016 CALIFORNIA BUILDING CODE
2016 CALIFORNIA MECHANICAL CODE
2016 CALIFORNIA ELECTRICAL CODE
2016 CALIFORNIA GREEN BUILDING STANDARD
2016 CALIFORNIA FIRE CODE, NFPA STANDARDS

TABULATION		PERCENT%
NUMBERS OF UNITS	2	
LOT AREA	9,425 (SQ.FT)	
BUILDING COVERAGE	3,326 (SQ.FT)	35.28%

JOB DESCRIPTION	PLAN-A	PLAN-B	TOTAL
BUILDING HEIGHT	27'-10"	27'-10"	
FIRE SPRINKLER	NO	NO	
GARAGE SPACES	2	3	5
OPEN PARKING SPACES	1	2	3
NUMBER OF BEDROOMS	4	4	
NUMBER OF BATHROOMS	4.5	4.5	
PATIO		60	60
DECK	19	60	79
GARAGE	414	614	1028
FIRST FLOOR	1,585	1,741	3,326
SECOND FLOOR	1,657	1,702	3,359
LIVING AREA	3,242	3,443	6,685



GENERAL NOTES:

- THE DISCHARGE PF POLLUTANTS TO ANY STORM DRAINAGE SYSTEM PROHIBITED. NO SOILD WASTE, PETROLEUM BYPRODUCTS, SOIL PARTICULATE, CONSTRUCTION WASTE MATERIALS, OR WASTEWATE GENERATED ON CONSTRUCTION SITES OR BY CONSTRUCTION ACTIVITES SHALL BE PLACED, CONVEYED OR DISCHARGED INTO THE STREET, GUTTER OR STORM DRAIN SYSTEM.
- AUTOMATIC SPRINKLER SYSTEM IS REQUIRED PER R313 AND INSTALLED PER R313.3 OR NFPA13D. ALTERATIONS OR ADDITIONS TO EXISTING STRCURES WITHOUT AN EXISTING AUTOMATIC SPRINKLER SYSTEM IS EXEMPT UNLESS REQUIRED AS NOTED BELOW. SEE SHEETS A-1, A-8 AND A-9
- CARPORITS WITH HABITABLE SPACE ABOVE AND ATTACHED GARAGES SHALL BE PROTECTED BY RESIDENTIAL FIRE SPRINKLERS PR R309.6 (SEE EXCEPTION FOR ADDITIONS AND ALTERATIONS.)
- ALL NEW CONSTRUCTION, INTERIOR OR EXTERIOR OR EXTERIOR ALTERATIONS,REPAIRS,OR ADDITION REQUIRING A PERMIT AND HAVING A VALUATION IN EXCESS OF \$1000, AND APPROVED CARBON MONOXIDE ALARM SHALL BE INSTALLED IN DWELLING UNITS THAT HAVE ATTACHED GARAGES IN ACCORDANCE DWELLING UNITS OR SLEEPING UNITS FOR WHICH THE PERMIT WAS OBTAINED, THE ALARMS SHALL BE INSTALLED IN THE FOLLOWING LOCATIONS.
A. OUTSIDE EACH SEPARATE DWELLING UNIT SLEEPING AREA IN THE IMMEDIATE VICINITY OF THE BEDROOM(S)
B. ON EVERY LEVEL OF DWELLING UNIT INCLUDING BASEMENTS.
C. WHERE MORE THAN ONE ALARM IS REQUIRED TO BO INSTALLED WITHIN THE DWELLING UNIT OR WITHIN A SLEEPING UNIT THE ALARM SHALL BE INTERCONNECTED IN A MANNER THAT ACTIVATION OF ONE ALARM SHALL BE ACTIVATE ALL THE ALARMS IN THE INDIVIDUAL UNIT.
EXCEPTION: INTERCONNECTION IS NOT REQUIRED IN EXISTING DWELING UNITS WHERE REPAIRS DO NOT RESULT IN THE REMOVAL OF WALL AND CEILING FINISHED, THERE IS NO ACCESS BY MEANS OF ATTIC, BASEMENT OR CRAWSPACE AND NO PREVIOUS METHOD FOR INTERCONNECTION EXISTED.
- OPENING AND PENETRATIONS THROUGH THE WALLS AND CEILING SEPARATING THE DWELLING FROM THE GARAGE SHALL BE IN ACCORDANCE WITH R302.5.2 THROUGH R302.5.3:
A. MINIMUM 1/2-INCH GYPSUM BOARD APPLIED TO THE GARAGE SIDE.
B. GARAGES BENEATH HABITABLE ROOMS SHALL BE SEPARATED FROM THE ROOMS ABOVE BY A MINIMUM OF 5/8-INCH TYPE GYPSUM BOARD APPLIED TO THE GARAGE SIDE.

- EACH KITCHEN IS REQUIRED TO HAVE AN EXHAUST FAN DUCTED TP THE OUTSIDE WITH A MINIMUM VENTILATION RATE OF 100CFM. THE RANGE HOOD OVER THE STOVE MAY USED TO MEET THIS REQUIREMENT BUT THE RANGE HOOD MUST VENT TO THE OUTSIDE, RECIRCULATING RANGE HOODS CANNOT BE USED. THE DUCTING FOR THE EXHAUST FAN SHALL FAN MAY OPERATE CONTINUOUSLY OR INTERMITTENTLY.
- ITERIOR STAIRWAYS AND EXTERIOR STAIRWAYS SERVING A DWELLING UNIT SHALL HAVE AN ILLUMINATION LEVEL ON TREAD RUNS OF NIT LESS THAN 1 FOOT-CANDLE. (R303.6)
- SAFETY GLAZING OR TEMPERED GLASS IS REQUIRED IN HAZARDOUS LOCATIONS PER R308.
- SHOWER COMPARTMENTS AND WALLS ABOVE BATHTUB WITH SHOWER HEADS SHALL BE FINISHED WITH A SMOOTH NONABSORBENT SURFACE TO AHEIGHT NOT LESS THAN 6 FEET ABOVE FLOOR. R307.2
- NET AREA OF SHOWER RECEPTOR SHALL NOT LESS THAN 1,024 SQ.IN. OF FLOOR AREA, AND ENCOMPASS 30 INCH DIAMETER CIRCLE. CRC R307.1 AND 411.7
- PROVIDE A LANDING OR FLOOR OM EACH SIDE OF THE EXTERIOR DOOR. MINIMUM 36" DEEP X WIDTH OF THE DOOR. R311.3
- STAIRWAYS: R311.7
A. MAXIMUM RISE OF 7.75" AND MINIMUM RUN(TREAD) OF 10" AND SHALL BE PROVIDED WITH 0.75" TO 1.25 NOSING WHEN THE TREAD DEPTH IS LESS THAN 11 INCHES.
B. THE TRIANGULAR AREA FORMED BY RISER, TREAD AND BOTTOM OF GUARDRAIL SHALL BE SIZED SO THAT 4" SPHERE CAN NOT PASS THROUGH.
C. MINIMUM WIDTH OF 36"
D. MINIMUM HEADROOM OF 6' - 8"
E. HANDRAIL SHALL BE 34"-38" ABOVE THE NOSING TREADS.
F. HANDGRIP, CROSS-SECTION DIMENSION SHALL BE PER R311.7.7.3

ATTACHMENT E

REVISION

DATE :	BY:

PROPOSE 2 - NEW DETACHED SINGLE FAMILY DWELLING

10572 LEXINGTON STREET, STANTON, CA 90680.

OWNER : NOP MAC DANG

ATTACHMENT E

TITLE :

SITE PLAN



DATE : 07-05-2019

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

DESIGNER :
LIEM NGUYEN
8382 REMBRANDT DR
HUNTINGTON BEACH CA 92647

TEL: 567-801-7777

FILE :

A - 1

DATE:07-05-2019

FLOOR PLAN NOTES:

- 1
- KOHLER BROOKFIELD DROP – IN CAST IRON 22” 4 – HOLE DOUBLE BOWL KITCHEN SINK, WHITE
INSINKERATOR BADGET 500 – 1/2HP CONTINOUS FEED GARBAGE DISPOSAL MODEL# BADGER500
- 2
- WHIRPOOL FRONT CONTROL DISWASHER, STAINLESS STEEL. MODEL# WDF520PADM
- 3
- AMERICAN STANDARD TOP MOUNT CAST IRON 16x20x10 3–HOLE SINGLE BOWL ISLAND SINK
- 4
- WHIRLPOOL 30”W 19.7CF FRENCH DOOR REFRIGERATOR, STAINLESS STEEL. MODEL# WRF560SEYM
OR EQUAL.
- 5
- WHIRLPOOL 30” RADIANT ELECTRIC COOKTOP, MODEL# W5CE3024XB
WHIRLPOOL GOLD 30” CONVERTIBLE RANGE HOOD, STAINLESS STEEL. MODEL# GXW6530DXS
- 6
- WHIRLPOOL 1.7CF OVER THE RANGE MICROWAVE, STAINLESS STEEL, MODEL# WMH31017AS
- 7
- WHIRLPOOL 30” SINGLE ELECTRIC WALL, OVEN, SELF – CLEANING, STAINLESS STEEL
MODEL#WOS51ECOAS
- 8
- GLACIER BAY 1 – PIECE HIGH EFFICIENCY DUAL FLUSH ELONGATED TOILET, WHITE MODEL#N2420
- 9
- FRASER 31”Wx21.5”D VANITY, WHITE WITH SOLID GRANITE VANITY TOP IN GREY.
MODEL#0417710410
- 10
- 60”x36 WATERPROOFING SHOWER FLOOR W/CERAMIC TILE SURROUND TO 72” ABOVE FLOOR
TEMPER GLASS FOR SHOWER DOOR, TYPICAL.
- 11
- 60x32” ARYLIC TUB/ SHOWER WITH INTERGAL SURROUND TO 72” ABOVE FLOOR W/SHOWER
HEAD AT +80” A.F.F. TEMPERED GLASS FOR SHOWER DOOR, TYPICAL.
- 12
- 60x42” ARYLIC TUB WITH 12” HIGH CERAMIC TILE SURROUND AND CERAMIC TILE SKIRT
TEMPER GLASS FOR SHOWER DOOR, TYPICAL.
- 13
- RHEEM ECOSENSE 9.5 GPM NATURAL GAS HIGH EFFICIENCY INDOOR TANKLESS GAS WATER
HEATER MODEL# ECH200DVLN, INSTALL PER MFR’S INSTRUCTION AND LOCAL CODES.

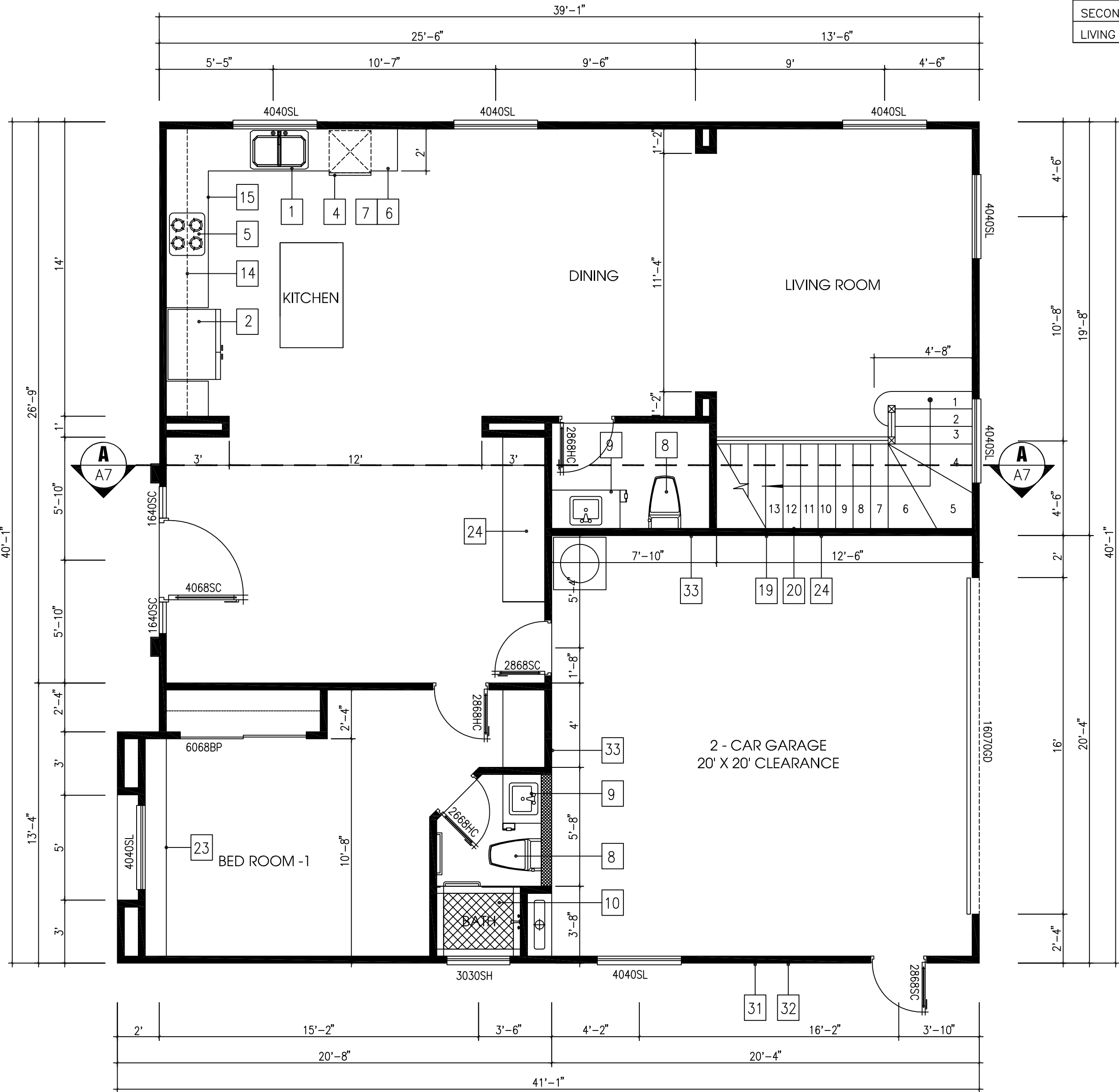
- 14
- PANTRY CABINET, CLEAR FINISHED OAK TO MATCH KITCHEN CABINET
- 15
- 30x34x24 BASE CABINER, CLEAR FINISHED OAK WITH GRANITE COUNTERTOP
- 16
- WHIRLPOOL 4.3CF HIGH EFFICIENCY FRONT LOAD WASHER, WHITE. MODEL#WFW72HEDW
WASHER PAN WITH 2” PVC DRAIN PIPE TO OUTSIDE.
- 17
- WHIRLPOOL DUET 7.3CF GAS DRYER, WHITE. MODEL#WGD72HEDW
4” DIA GALVANIZED DRYER, (VENT TO O.S.A) AND VENT HOOD
- 18
- GLACIER BAY 27.5”Wx21.8”D COMPOSITE LAUNDRY SINK, MODEL#BC2732COM–WH
- 19
- ENCOSD USEABLE SPACE UNDER STAIR SHALL BE PROTECTED WITH $\frac{5}{8}$ ” TYPE “X” GYPSUM BD
- 20
- 32” HIGH HANDRAIL, CLEAR FINISHED OAK
- 21
- 42” HIGH GUARDAIL, CLEAR FINISHED OAK
- 22
- OPTIONAL PRE – FAB METAL FIREPLACE
- 23
- BUILT – IN 24” HIGH WINDOW SEAT
- 24
- LOW WALL 42” HIGH MIN. W/ WIDE WOOD CAP AND FILLED IN BOOK CASES/ STORAGE BELOW
- 25
- FLOOR MATERIAL CHANGE
- 26
- SHELF AND POLE, GLOSS PAINTED WHITE

PLAN-A	
NUMBER OF BEDROOMS	4
NUMBER OF BATHROOMS	4.5
PATIO	
DECK	19
GARAGE	414
FIRST FLOOR	1,585
SECOND FLOOR	1,657
LIVING AREA	3,242

- 27
- 22”x30 ATTIC ACCESS FOR HORIZONTAL, FORCED AIR UNIT IN ATTIC.
- 28
- 42” HIGH PORCH GUARD RAIL, PANTED BLACK
- 29
- CONCRETE STOOP, 3’ – 0” DEEP x 6” BEYOND EACH SIDE OF OPENING, FIELD VERIFICATION
- 30
- DUCT CHASE. FIELD VERIFICATION
- 31
- METER PANEL LOCATION. FIELD VERIFICATION
- 32
- CATV/ COMMUNICATION DISTRIBUTION PANEL FIELD VERIFICATION
- 33
- PROVIDE 5/8” DRYWALL TYPE”X” BETWEEN GARAGE & DWELLING AT WALL & CEILING.
UNDERNEATH STAIRWAY

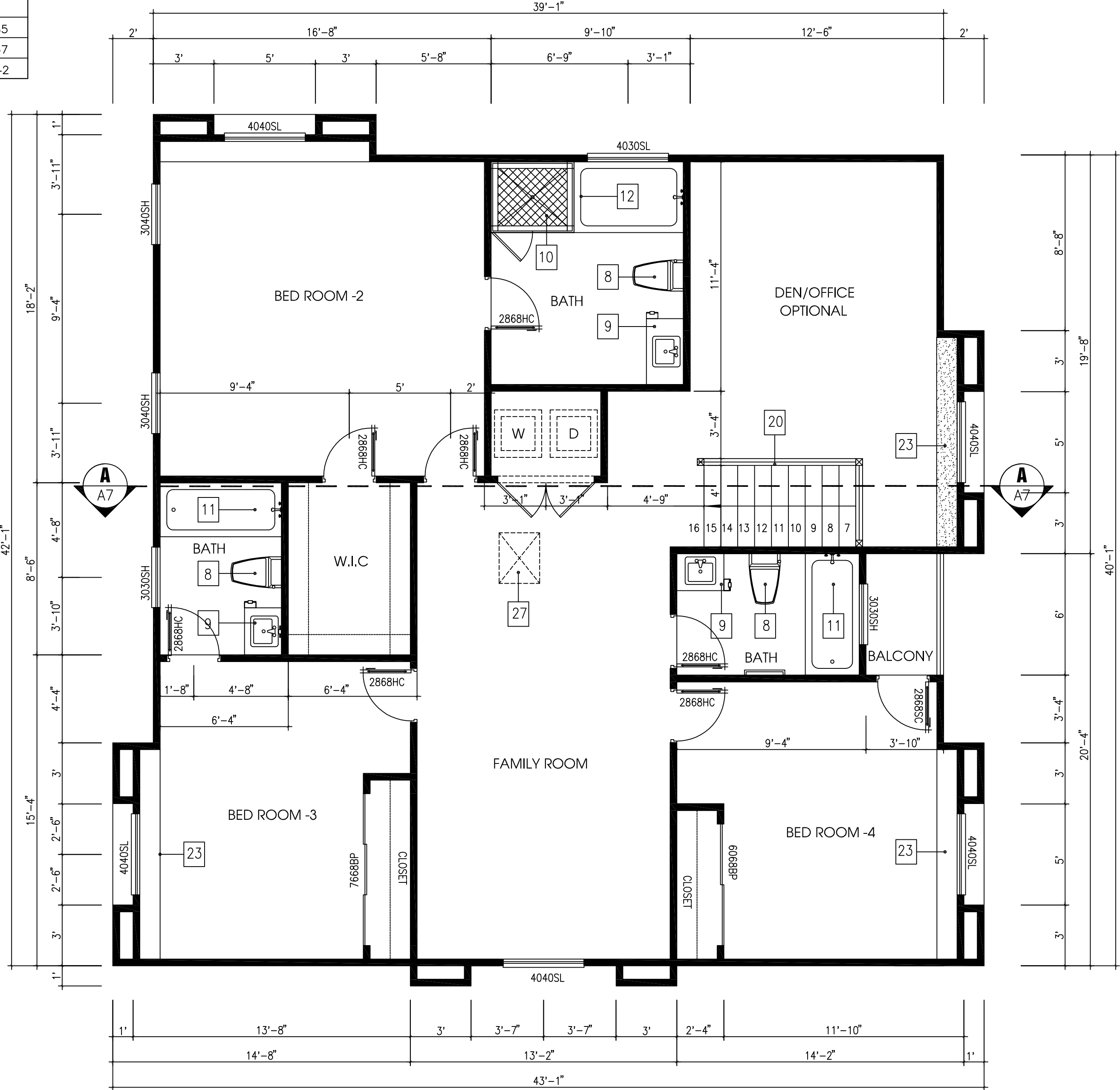
GENERAL PLAN NOTES:

1.
- ALL INTERIOR DOORS TO BE HOLLOW CORE 1 – 3/8” THK. U.N.O SEE FLOOR PLAN
2.
- ALL HOUSE TO GARAGE DOORS TO BE 1–3/4” THK SOLID WOOD CORE SEE FOOR PLAN
3.
- ALL ENTRY DOORS TO BE SOLID CORE 1–3/4” THK SEE FOOR PLAN
4.
- PROVIDE 6”X12” MAKE UP VENT ABOVE LAUDRY ROOMS PER UMC 908.2
5.
- TYPICAL +9’–0” CEILING HEIGHT. ALL SOFFIT SHALL BE 1”–0” BELLOW CEILING U.N.O.
6.
- PROVIDE (2) 14”X18” COMBUSTION AIR VENTS AT GARAGE SIDE WALL SEE FLOOR PLAN
7.
- PROVIDE (2) 14”X18” COMBUSTION AIR VENTS AT GARAGE SIDE WALL SEE FLOOR PLAN



FIRST FLOOR PLAN
SCALE: 1/4"=1'-0"

PLAN A



SECOND FLOOR PLAN
SCALE: 1/4"=1'-0"

PLAN - A

REVISION	
DATE :	BY:

PROPOSE 2 - NEW DETACHED SINGLE FAMILY DWELLING

10572 LEXINGTON STREET, STANTON, CA 90680.

OWNER : NOP MAC DANG

TITLE :

FLOOR PLAN
PLAN - A

REGISTERED PROFESSIONAL ENGINEER
DONALD J. INMAN
C-11888
Exp. 12-31-2019
CIVIL
STATE OF CALIFORNIA

DATE : 07-05-2019

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

DESIGNER :
LIEM NGUYEN
8382 REMBRANDT DR
HUNTINGTON BEACH CA 92647

TEL: 567-801-7777

FILE :

A - 2

DATE:07-05-2019

FLOOR PLAN NOTES:

- 1

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- 14

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30x34x24 BASE CABINER, CLEAR FINISHED OAK WITH GRANITE COUNTERTOP
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- 17

WHIRLPOOL DUET 7.3CF GAS DRYER, WHITE. MODEL#WGD72HEDW
4” DIA GALVANIZED DRYER, (VENT TO O.S.A) AND VENT HOOD
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32” HIGH HANDRAIL, CLEAR FINISHED OAK
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42” HIGH GUARDAIL, CLEAR FINISHED OAK
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OPTIONAL PRE – FAB METAL FIREPLACE
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BUILT – IN 24” HIGH WINDOW SEAT
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LOW WALL 42” HIGH MIN. W/ WIDE WOOD CAP AND FILLED IN BOOK CASES/ STORAGE BELOW
- 25

FLOOR MATERIAL CHANGE
- 26

SHELF AND POLE, GLOSS PAINTED WHITE

- 27

22”x30 ATTIC ACCESS FOR HORIZONTAL, FORCED AIR UNIT IN ATTIC.
- 28

42” HIGH PORCH GUARD RAIL, PANTED BLACK
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CONCRETE STOOP, 3’ – 0” DEEP x 6” BEYOND EACH SIDE OF OPENING, FIELD VERIFICATION
- 30

DUCT CHASE. FIELD VERIFICATION
- 31

METER PANEL LOCATION. FIELD VERIFICATION
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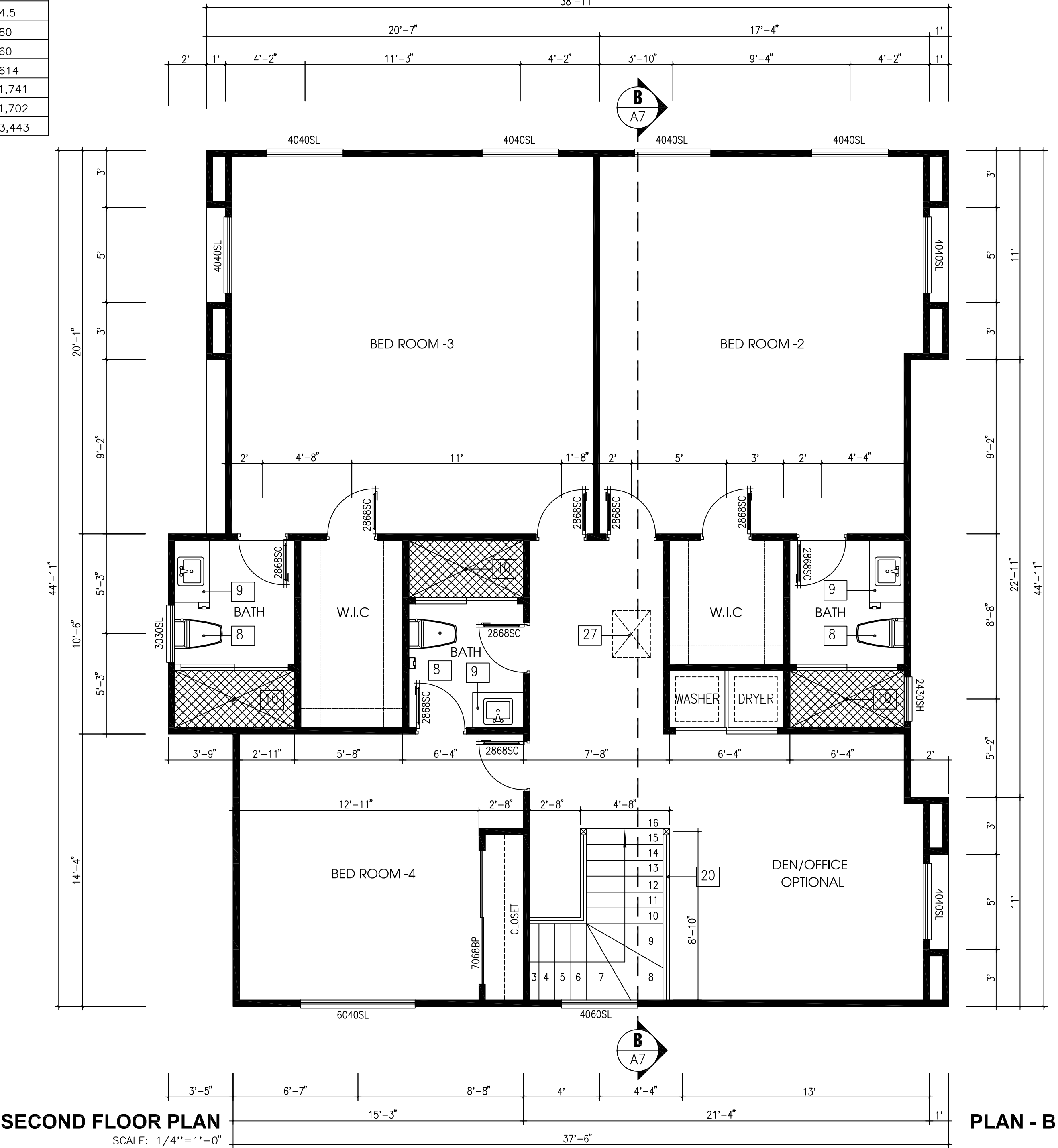
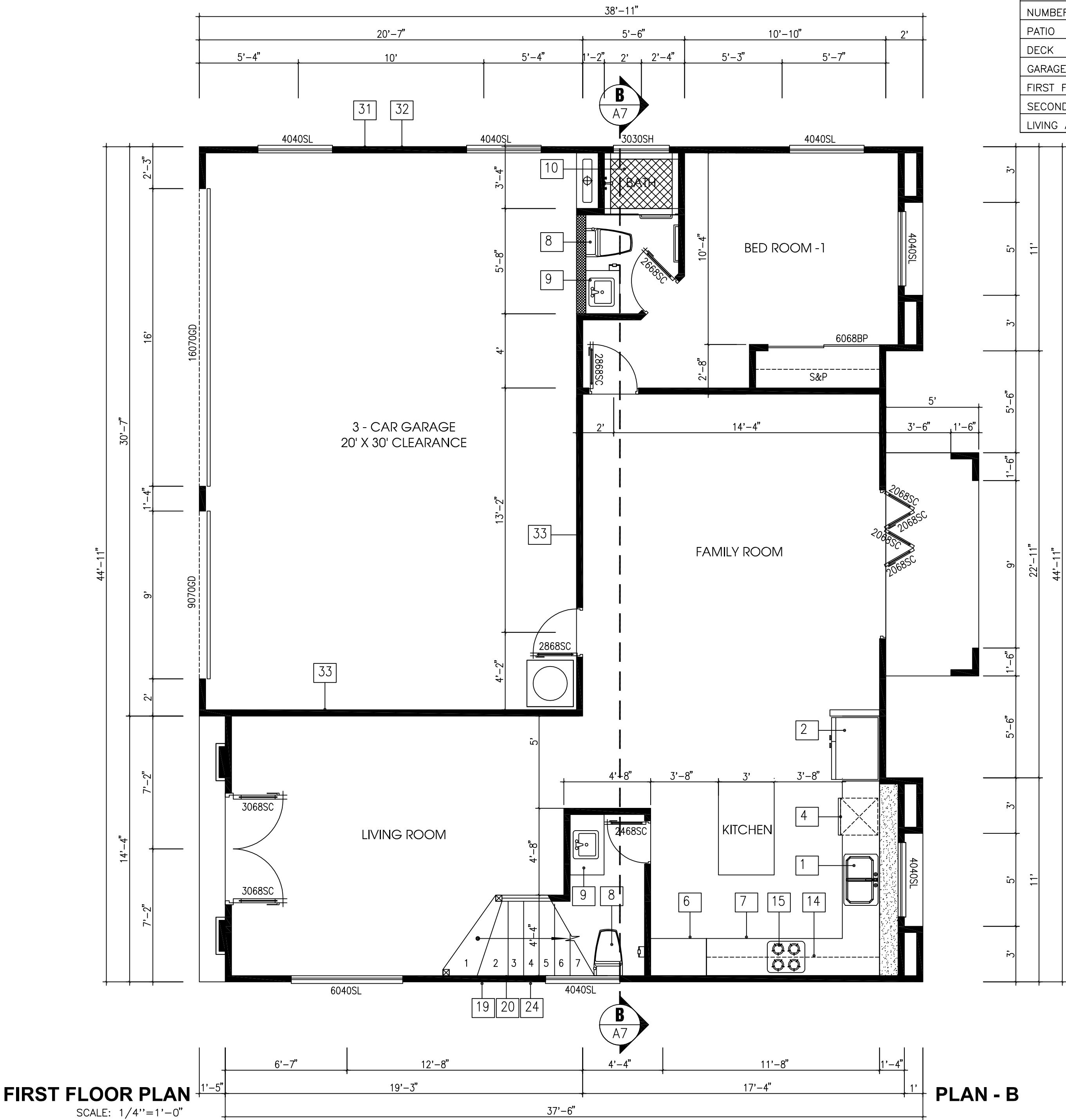
CATV/ COMMUNICATION DISTRIBUTION PANEL FIELD VERIFICATION
- 33

PROVIDE 5/8” DRYWALL TYPE”X” BETWEEN GARAGE & DWELLING AT WALL & CEILING. UNDERNEATH STAIRWAY

GENERAL PLAN NOTES:

1. ALL INTERIOR DOORS TO BE HOLLOW CORE 1 – 3/8” THK. U.N.O SEE FLOOR PLAN
2. ALL HOUSE TO GARAGE DOORS TO BE 1–3/4” THK SOLID WOOD CORE SEE FOOR PLAN
3. ALL ENTRY DOORS TO BE SOLID CORE 1–3/4” THK SEE FOOR PLAN
4. PROVIDE 6”X12” MAKE UP VENT ABOVE LAUDRY ROOMS PER UMC 908.2
5. TYPICAL +9’–0” CEILING HEIGHT. ALL SOFFIT SHALL BE 1”–0” BELLOW CEILING U.N.O.
6. PROVIDE (2) 14”X18” COMBUSTION AIR VENTS AT GARAGE SIDE WALL SEE FLOOR PLAN
7. PROVIDE (2) 14”X18” COMBUSTION AIR VENTS AT GARAGE SIDE WALL SEE FLOOR PLAN

PLAN-B	
NUMBER OF BEDROOMS	4
NUMBER OF BATHROOMS	4.5
PATIO	60
DECK	60
GARAGE	614
FIRST FLOOR	1,741
SECOND FLOOR	1,702
LIVING AREA	3,443



REVISION	
DATE :	BY:

PROPOSE 2 - NEW DETACHED SINGLE FAMILY DWELLING

10572 LEXINGTON STREET, STANTON, CA 90680.

OWNER : NOP MAC DANG

TITLE :

FLOOR PLAN
PLAN - B

REGISTERED PROFESSIONAL ENGINEER
DONALD J. INMAN
C-11888
Exp. 12-31-2019
CIVIL
STATE OF CALIFORNIA

DATE : 07-05-2019

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

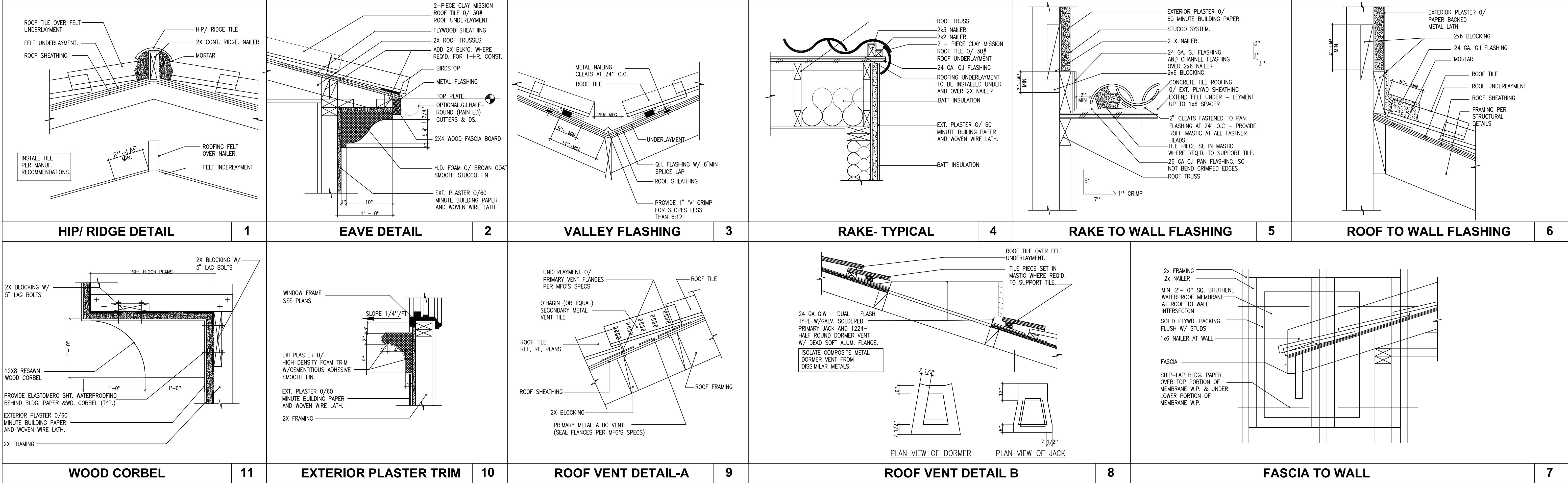
DESIGNER :
LIEM NGUYEN
8382 REMBRANDT DR
HUNTINGTON BEACH CA 92647

TEL: 567-801-7777

FILE :

A - 3

DATE:07-05-2019

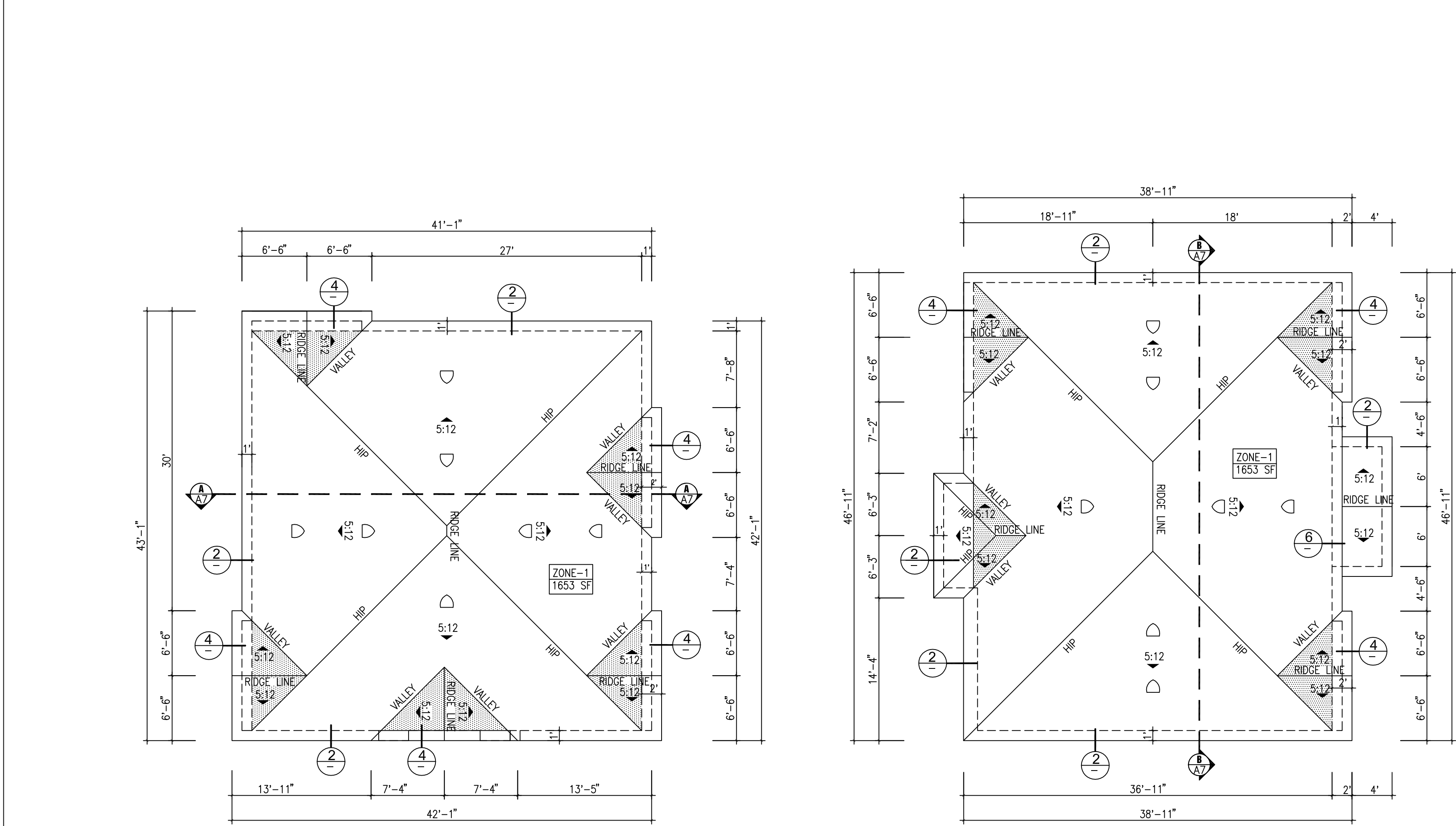


REVISION	
DATE :	BY:

PROPOSE 2 - NEW DETACHED SINGLE FAMILY DWELLING

10572 LEXINGTON STREET, STANTON, CA 90680.

OWNER : NOP MAC DANG



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

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

ATTIC VENT CALCULATION:

THE ATTIC VENTILATION CALCULATIONS PER U.B.C SECTION 1505.3 AS FOLLOWS;

A. ATTIC AREA (SQUARE FEET)

B. DIVIDE ATTIC AREA BY 300 AND MULTIPLY BY 144 TO CALCULATE THE TOTAL REQUIRED NET FREE VENTING AREA IN SQUARE INCHES.

* = AREA DIVIDED BY 150.

C. TOTAL SQUARE INCHES OF NET FREE VENTILATING AREA PROVIDED BY GABLE END VENTS.

D. TOTAL SQUARE INCHES OF NET FREE VENTILATING AREA PROVIDED BY ROOF VENTILATOR.

E. TOTAL SQUARE INCHES OF NET FREE VENTILATING AREA PROVIDED BY UNDER EAVE VENTS BLOCKING.

PLAN - A	1653 SF	A	B	C	D	E
PLAN - B	1653 SF	ATTIC AREA	REQUIRED VENTING	GABLE END VENTS	ROOF VENTS IN2	EAVE VENTS
ZONE - 1		1653-Ft2	794-IN2		480- HIGH	
ZONE - 2*			7 VENTS		360- LOW	
ZONE - 3*						
ZONE - 4*						

ATTIC VENTS:

- REFERENCED VENTS ARE TAKEN FROM "SIMPSON" BUILDERS ACCESS. CAT#C-oP00 EX.12-31-11
- (1) DV24A DORMER VENT PROVIDES 120 SQ. IN. OF FREE FLOW AIR MOVEMENT
 - (1) L 1424 14"x24" ATTIC VENT PROVIDES 168 SQ. IN. OF FREE FLOW AIR MOVEMENT
 - (1) L 1418 14"x18" ATTIC VENT PROVIDES 126 SQ. IN. OF FREE FLOW AIR MOVEMENT
 - (1) L 1418 14"x12" ATTIC VENT PROVIDES 84 SQ. IN. OF FREE FLOW AIR MOVEMENT
 - (1) O'HAGIN CLOAKED VENT TILE PROVIDES 95 SQ. IN. OF FREE FLOW AIR MOVEMENT
 - (1) VENT BLOCK PROVIDES 10 SQ. IN. OF FREE FLOW AIR MOVEMENT
 - (1) VENT BLOCK EVERY THIRD BAY

ROOF LEGEND:

- 5:12 INDICATES ROOF SLOPE AND DIRECTIONS
- ROOF TYPE: PRODUCT # 3606 - CLASS A
MANUF: EAGLE ROOFING CO, ICC - ESR 1900
PRODUCT: TOBE SECELECTED BY OWNER
- 12" TYPICAL ROOF OVERHANG AT EAVE, UNLESS NOTED OTHERWISE.
- 0" TYPICAL ROOF OVERHANG AT EAVE, UNLESS NOTED OTHERWISE.

ROOF NOTES:

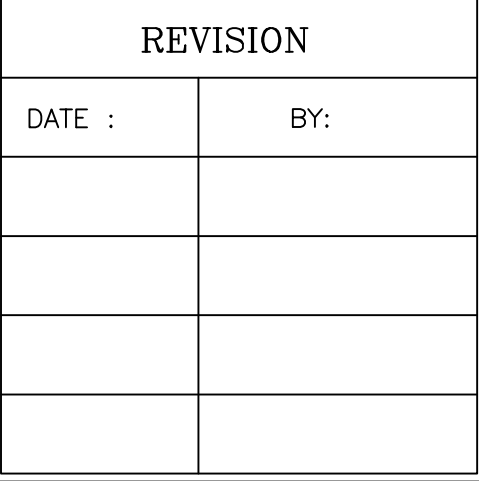
- INSTALL ROOFING PER MANUFACTURER SPEC'S, VERIFY REQUIREMENTS FOR WIND TABS WITH. MANUF, SPEC'S, AND LOCAL BUILDING DEFT.
- PROVIDE A VAPOR BARRIER NOT EXCEEDING 1 PERM INSTALLED ON THE WARM SIDE OF THE ATTIC INSULATION, WHEN "ATTIC AREA/300" CALC, FORMULA IS USED.
- PROVIDE 1/4" CORROSION RESISTANT METAL MESH AT ATTIC VENTS,PER CBC SECTION 1505.3
- PROVIDE OPENING TO "CALIFORNIA ROOFED" AREA AS REQUIRED BY THE CBC, FOR ACCESS AND/ OR VENTILATION, SEE STRUC, ENGINEERS PLANS/DETAIL FOR BLOCKED OPEINGS, AS REQUIRED.
- IT IS EXCLUSIVELY THE DEVELOPER'S RESPONSIBILITY TO VERIFY, APPROVE, AND SUPERVISE INSTALLATION OF ALL ROOFING, FLASHING, AND WEATHERPROOFING PER MANUF, SPEC'S AND THE CBC AND LOCAL CODES.
- TRUSS MANUF. TO PROVIDE BLOCK OUTS AT GABLE ENDS FOR VENTS AND RECESSED DETAILS AS OCCURS.
- CALLIFORNIA FRAME

TITLE :

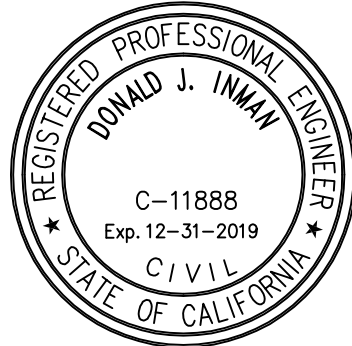
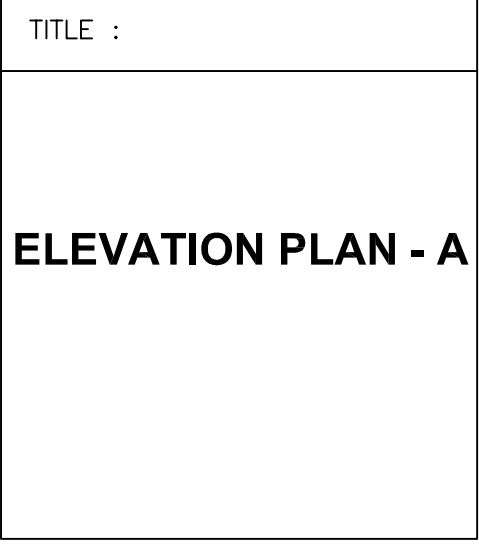
ROOF PLAN
A & B

REGISTERED PROFESSIONAL ENGINEER
DONALD J. TRAN
C-11888
Exp. 12-31-2019
CIVIL
STATE OF CALIFORNIA

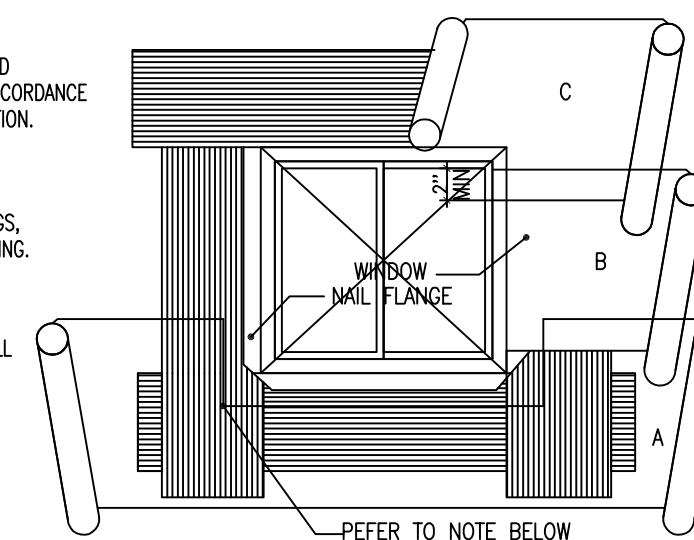
DATE : 07-05-2019	
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DESIGNER : LIEM NGUYEN 8382 REMBRANDT DR HUNTINGTON BEACH CA 92647	
TEL: 567-801-7777	
FILE :	A - 4
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OWNER : NOP MAC DANG



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DESIGNER : LIEM NGUYEN 8382 REMBRANDT DR HUNTINGTON BEACH CA 92647	
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REVISION	
DATE :	BY:

PROPOSE 2 - NEW DETACHED SINGLE FAMILY DWELLING

10572 LEXINGTON STREET, STANTON, CA 90680.

OWNER : NOF MAC DANG

TITLE :

ELEVATION PLAN - B



DATE : 07-05-2019

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

DESIGNER :
LIEM NGUYEN
8382 REMBRANDT DR
HUNTINGTON BEACH CA 92647

TEL: 567-801-7777FILE :

A - 6

DATE:07-05-2019



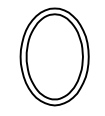
ELEVATION NOTES:

THE OWNER/BUILDER IS SOLELY RESPONSIBLE FOR ALL EXTERIOR MATERIALS AND THEIR INSTALLERS, IT IS EXCLUSIVELY THE OWNER/BUILDER'S RESPONSIBILITY TO VERIFY, APPROVE AND SUPERVISE INSTALLATION OF ALL EXTERIOR MATERIALS PER MANUFACTURER'S SPECIFICATIONS, C.B.C AND LOCAL CODE.

- 1 CONCRETE ROOF TILE CLASS "A".
- 2 EXTERIOR STUCCO OVER LATH AND BUILDING PAPER, INSTALL PER C.B.C SECTIONS 1402; 2506; 2508. PROVIDE 2 - LAYERS OF GRADE D PAPER OVER ALL WOOD BASE SHEATHING. R703.6.3.
- 3 CHIMNEY MANUFACTURER APPROVED GALVANIZED METAL SHROUD.
- 4 MANUFACTURER APPROVED GALVANIZED METAL TERMINATION CAP/ SPARK ARRESTOR WHICH IS I.C.B.O. APPROVED, & MEETS C.B.C REQUIREMENTS.
- 5 DECORATIVE W.I. RAILING.
- 6 DECORATIVE RECESSED STUCCO.
- 7 MILGARD WINDOW OR EQUIVALENT.
- 8 PRECAST FORM. VERIFY WITH OWNER/BUILDER FOR MANUFACTURER'S MODELS, SIZES AND SPECIFICATIONS.
- 9 FINISH COAT OVER FOAM TRIM, EAVE CORBEL. VERIFY W/ OWNER BUILDER FOR MANUFACTURERS.
- 10 PRECAST CONCRETE COLUMN. VERIFY W/ OWNER/ BUILDER FOR MANUFACTURERS.
- 11 2X6 WOOD FASCIAL WITH RAIN GUTTER. U.N.O.
- 12 CULTURED STONE VENEER, VERIFY W/ OWNER/ BUILDER FOR MODELS, SPECIFICATIONS AND INSTALLATIONS.
- 13 FOAM WITH STUCCO COLLOR OVER.
- 14 W.I. OR METAL GATTE VERIFY W/ OWNER/ BUILDER.
- 15 6 FT HIGH CONC. BLOCKWALL UNDER SEPARATE PERMIT.
- 16 42" HI. W.I. RAILING, PAINTED BLACK.
- 17 DECORATIVE ORNAMENT VERIFY W/ OWNER/ BUILDER.
- 18 STUCCO OVER BLOCKWALL TO MATCH NEW BUILDING COLOUR.
- 19 STUCCO RECESS

WINDOW LEGENDS & NOTES:

FG	FIXED GLASS	M/O	MULLED OVER
GB	GLASS BLOCK	O/	OVER
SH	SINGLE HUNG	RS	ROLLER SHADE
SL	SLIDER	TG	TEMPERED GLASS
CS	CASEMENT	XOX	SLIDER/ FIXED/ SLIDER



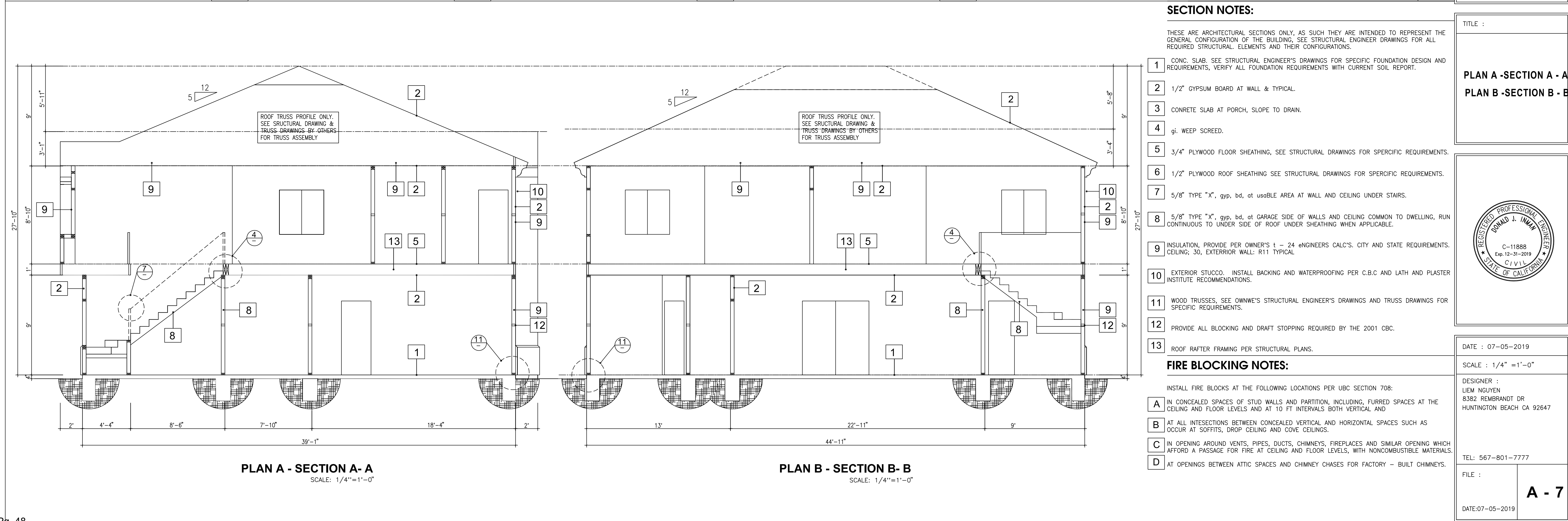
AT-ARCH TOP

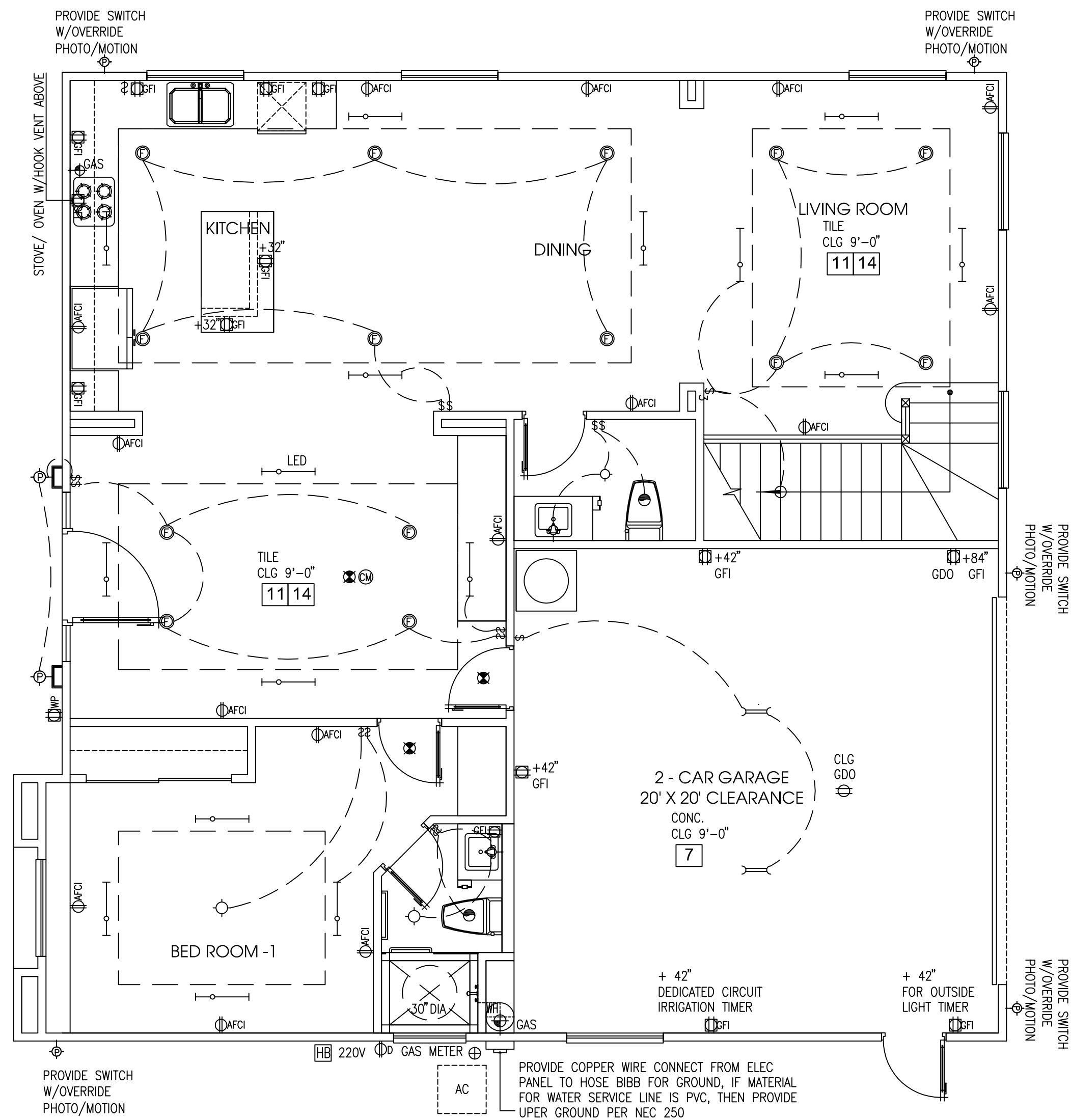
DOOR NOTES:

- 1 ALL INTERIOR DOORS TO BE SOLID CORE, 1 - 3/8" THK, U.N.O.
- 2 ALL EXTERIOR DOORS TO BE SOLID CORE, 1 - 3/8" THK, U.N.O.

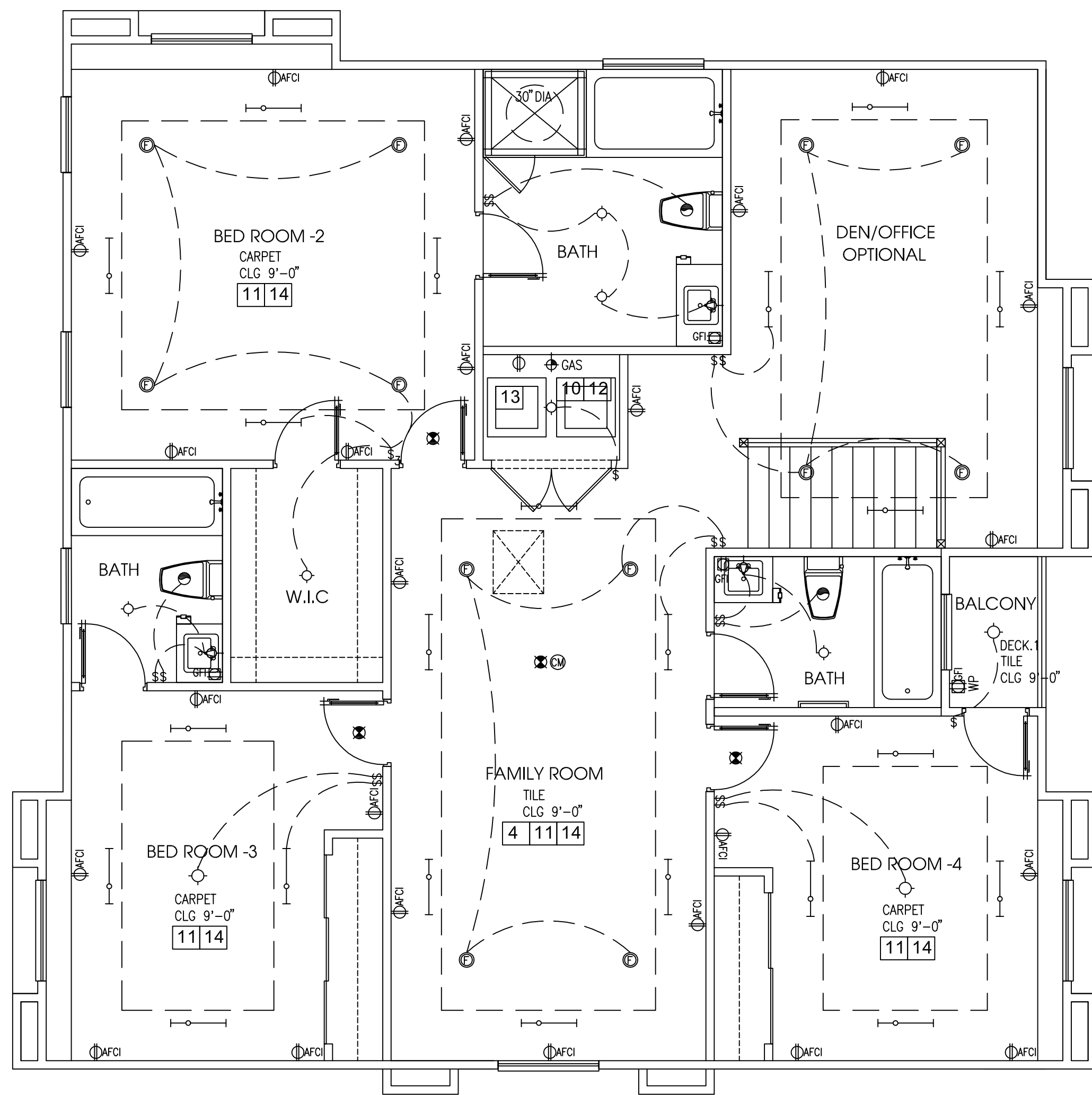
3 "SGD/TG/FD" INDICATES; SLIDING GLASS DOOR, TEMPERED GLASS, FRENCH DR.

NOTE: THE DEVELOPER IS SOLELY RESPONSIBLE FOR THE SELECTION OF ALL DOORS, WINDOW AND THEIR INSTALLERS. IT IS EXCLUSIVELY THE DEVELOPER'S RESPONSIBILITY TO VERIFY, APPROVE AND SUPERVISE INSTALLATION OF ALL DOORS AND WINDOWS PER MANUFACTURE'S SPECIFICATIONS, C.B.C AND LOCAL CODES.





PLAN A - FIRST FLOOR PLAN
SCALE: 1/4"=1'-0"



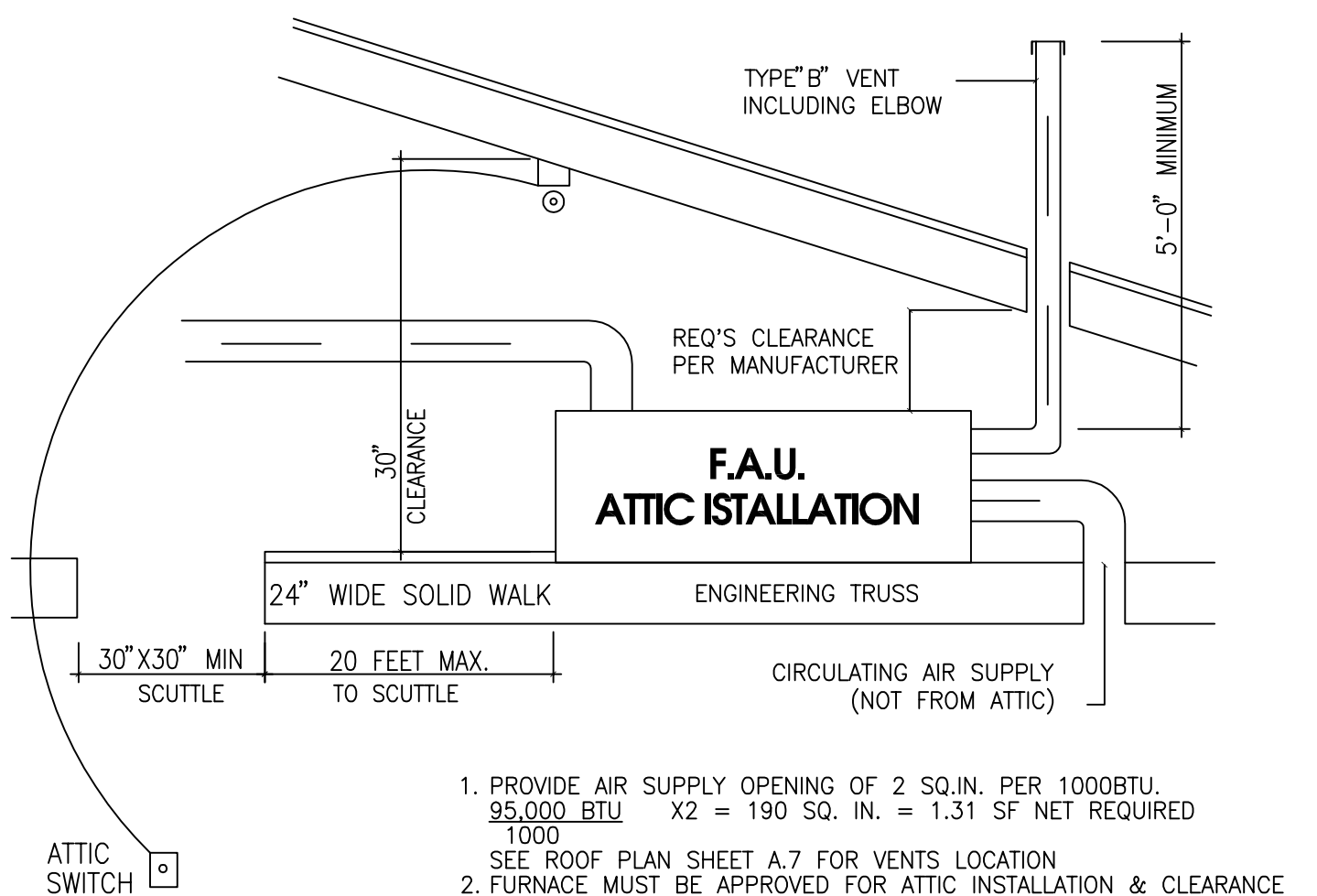
PLAN A- SECOND FLOOR PLAN
SCALE: 1/4"=1'-0"

NOTES

- ① 4" STAINLESS STEEL EXHAUST AIR PIPE
- ② LISTED VENT CAP. 10FT. AWAY FROM FRESH AIR INTAKE & VERTICAL WALL.
- ③ SEAL AND PROTECT OPENING WITH UL LISTED MATERIAL 3' MIN. FROM COMBUSTIBLE.
- ④ ROOF OPENING SHALL BE PROTECT WITH FIRE RATED MATERIAL. CLEARANCE PER LISTING.
- ⑤ 4" STAINLESS STEEL FRESH AIR INTAKE PIPE FROM OUTDOOR WITH APPROVED RAIN CAP. 10FT. AWAY FROM EXHAUST TERMINATION.
- ⑥ PROVIDE LISTED THIMBLE PER CODE (VENTED)
- ⑦ T/P RELIEF VALVE, PIPE FULL SIZE, 3/4" MIN. TO OUTSIDE OF BUILDING, 6" ABOVE GRADE, LOOKING DOWN OR TO FLOOR SINK
- ⑧ 3/4" DRAIN TO FS OR APPROVED LOCATION
- ⑨ MOUNT WATER HEATER ON SOLID BACKING WITH BRACKETS PROVIDED BY MANUFACTURER. INSTALL PER MANUFACTURER'S GUIDELINES. OBTAIN A COPY OF THE INSTALLATION GUIDELINES FROM MANUFACTURER.

NOTE: FRESH AIR INTAKE PIPE AND EXHAUST PIPE OF WATER HEATER SHALL BE AT LEAST 6 FT. APART.
ALSD INSTALL CONDENSATE DRAIN (3/4") IN THE HORIZONTAL SECTION OF VENTING.

CONTRACTOR SHALL VERIFY THE GAS SIZE PER MANUFACTURER'S SPECS



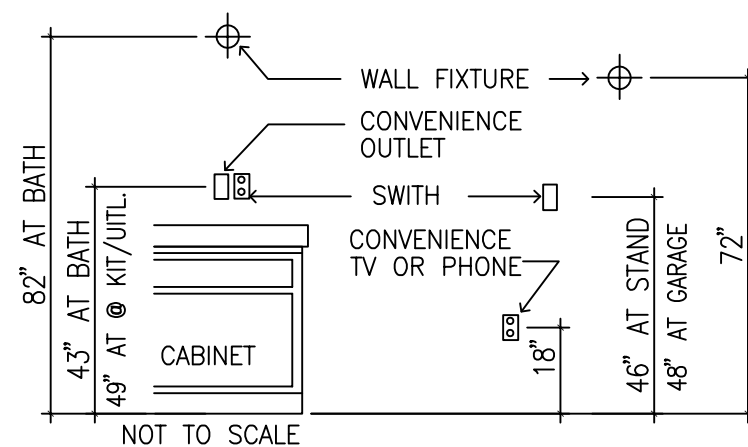
1. PROVIDE AIR SUPPLY OPENING OF 2 SQ.IN. PER 1000BTU.
95,000 BTU X2 = 190 SQ. IN. = 1.31 SF NET REQUIRED
1000
- SEE ROOF PLAN SHEET A.7 FOR VENTS LOCATION
2. FURNACE MUST BE APPROVED FOR ATTIC INSTALLATION & CLEARANCE
TO WOOD TO CONFORM TO TESTING AGENCY REQUIREMENTS ON LABEL.
3. ALL HEATING APPLIANCES SHALL BE CONNECTED TO A VENT COMPLYING
WITH CHAPTER 9 OF THE C.M.C.
4. OPENINGS PROVIDING OUTSIDE AIR FOR COMBUSTION MUST BE SREENED
WITH 1/4" MESH.

ELECTRICAL NOTES

- 1 LIGHT FIXTURES IN CLOTHES CLOSET SHALL BE PLACED MIN OF 12" AWAY FROM WALLS & MIN. OF 12" AWAY FROM CLOTHES OR REC. ART. 510.8
 - 2 AT BATHROOMS WITH A BATHTUB, SHOWER OR SPA OR SOME SIMILAR SOURCE OF MOISTURE, PROVIDE AN "ENERGY STAR" UNIFORM 6/7R EXHAUST FAN 90-CFM & 3.0 SONES, OR APPROVED EQUAL TO EXTRACT TO THE EXTERIOR
 - 3 SMOKE DETECTOR PER CBC SEC. 907.2
 - A. SHALL BE INSTALLED ON EACH FLOOR IN ACCORDANCE WITH MFR'S LISTING.
 - B. SHALL BE MOUNTED ON THE CEILING OR WALL AT A CENTRAL POINT OR AREA GIVING ACCESS TO ROOMS USED FOR SLEEPING.
 - C. SHALL BE INSTALLED IN CLOSE PROXIMITY TO THE STAIR ACCESS TO ROOMS USED FOR SLEEPING.
 - D. SHALL BE HARD WIRED, INSTALLED WITH A BATTERY BACKUP & SHALL EMIT A SIGNAL WHEN BATTERY IS LOW.
 - E. SHALL SOUND AN ALARM/AUDIBLE IN ALL SLEEPING AREAS WITHIN A UNIT.
 - 4 CARBON MONOXIDE ALARMS PER CBC SECTION R315:
 - A. SHALL BE INSTALLED OUTSIDE OF EACH SEPARATE DWELLING UNIT SLEEPING AREA IN THE IMMEDIATE VICINITY OF THE BEDROOM(S) & AT EVERY LEVEL OF A DWELLING UNIT INCLUDING BASEMENT IN ACCORDANCE WITH MANUFACTURERS LISTING.
 - B. SHALL BE INSTALLED IN DWELLING UNITS & SLEEPING UNITS WITH FUEL BURNING APPLIANCES OR WITH ATTACHED GARAGES.
 - C. SHALL BE HARD WIRED, INSTALLED WITH A BATTERY BACKUP.
 - D. TWO OR MORE ALARMS SHALL BE INTERCONNECTED.
 - 5 PROVIDE OUTLET & LIGHTS IN ATTICS CONTAINING FAU'S
 - 6 PROVIDE CONVENIENCE OUTLET IN EACH BATHROOM, POWDER & LAUNDRY WITHIN 3 FT. OF BACKSINK. CBC ART.210.52(0). SUCH OUTLETS SHALL BE APPROVED GROUND FAULT CIRCUIT INTERRUPTED (GFCI) TYPE. OUTLETS SHALL BE SUPPLIED BY A MINIMUM OF ONE 20-AMPERE BRANCH CIRCUIT. SUCH OUTLETS SHALL HAVE NO OTHER OUTLETS. THIS CIRCUIT MAY SERVE MORE THAN ONE BATHROOM, CBC ART.210.11(C)3.
 - 7 PROVIDE AT LEAST ONE 125 VOLT SINGLE PHASE 15 & 20 AMP RECEPTACLE IN GARAGE & OUTDOORS. CBC ART.210.52(3). THIS CIRCUIT SHALL BE GROUND FAULT CIRCUIT PROTECTED (GFI) & WATERPROOF WHEN EXTERIOR. CBC ART.210.8 2,3.
 - 8 ALL KITCHEN 125 VOLT SINGLE PHASE 15/20 AMP RECEPTACLES SERVING COUNTER TOP SURFACE SHALL BE GROUND FAULT CIRCUIT INTERRUPTED (GFI). CBC ART.210.8(A) 6.
 - 9 PERMANENTLY INSTALLED LUMINAIRES IN KITCHENS SHALL BE HIGH EFFICIENCY LUMINAIRES & UP TO 50% OF THE TOTAL RATED WATTAGES CAN BE NON HIGH EFFICIENCY LUMINAIRES CONTROLLED WITH SEPARATE SWITCH, PER ENERGY CODE SEC.150(X)
 - 10 PROVIDE 100 SQ. IN. OF MAKE UP AIR AT THE LAUNDRY ROOM. (TO REPLACE AIR BEING EXHAUSTED BE DRYER VENT & EXHAUST FAN IF APPLICABLE), CMC SEC.504.3.2.
 - 11 FAMILY ROOMS, DINING ROOM, LIVING ROOMS, PARLORS, LIBRARIES, DEN'S, BEDROOMS, SUNROOMS, RECREATION ROOMS, CLOSETS, HALLWAYS, OR SIMILAR ROOMS OR AREAS, 15 & 20 AMP OUTLETS SHALL BE ARC FAULT CIRCUIT INTERRUPTED, COMBINATION TYPE AFCI REQUIRED PER CBC ART.210.12(2)
 - 12 PROVIDE "NUTONE-MODEL QX001" MECHANICAL WHOLE HOUSE EXHAUST FAN IN ALL LAUNDRY ROOMS WITH 110-CFM & 0.7 SONES OR APPROVED EQUAL, TO A ROOF OR WALL CAP USING 6" ROUND DUCTWORK.
 - 13 ALL EXHAUST FANS MUST BE SPECIFIED AT A NOISE RATING OF A MAXIMUM ("SONE" (FOR CONTINUOUS USE CALCULATION) OR 3 "SONE" (FOR INTERMITTENT USE CALCULATION)
 - 14 FOR ELECTRICAL DEVICES INSTALLED IN SHELWINGS, SEE ARTICLE 210 & 406:
 - A. ARC-FAULT PROTECTION FOR ALL OUTLETS (NOT JUST RECEPTACLES) LOCATED IN ROOMS DESCRIBED IN NEC 210.12(B): FAMILY, LIVING, BEDROOMS, DINING, HALLS, & B. TAMPER RESISTANT RECEPTACLES FOR ALL LOCATIONS DESCRIBED IN 210.52 (I.E. ALL RECEPTACLES IN A DWELLING).















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|----|--|
| 15 | OCCUPANCY SHALL HAVE AN ADEQUATE CAPACITY AND SPACE TO CARRY THE CALCULATED LOAD PLUS AN 8 KW FUTURE WITH FOUR (4) SPARE SPACES AT THE TIME OF FINAL INSPECTION. THE 8 KW LOAD IS NOT TO REDUCED BY ANY DEMAND FACTOR. |
| 16 | RECEPTABLES OUTLET LOCATIONS WILL COMPLY WITH NEC ART. 210.52 (A) |
| 17 | NO ALUMINUM WIRING SHALL BE USED, EXCEPTION: ALUMINUM WIRING 1/0 AND LARGER MAY BE USED FOR MAIN FEED TO SUBPANELS ONLY AND SHALL BE ENCLOSED IN A RACWAY. |
| 18 | PROVIDE BLOCKING FOR J-BOXES AT CEILING FAN UNITS AND HANGING CEILING LIGHT FIXTURES. |
| 19 | PROVIDE TWO MINIMUM SEPARATE 20 AMP. CIRCUITS TO KITCHEN APPLANCES. PROVIDE ONE MINIMUM SEPARATE 20 AMP. CIRCUITS TO LAUNDRY APPLANCES FIXTURES SHALL BE I.C. RATED. |
| 20 | PROVIDE METAL UNDERGROUND WATER PIPE GROUNDING SYSTEM PER 1938 C.E.C. ART.250-80 BONDED TO WATER PIPING. |
| 21 | LUMINAIRES INSTALLED IN INSULATED CEILINGS MUST MEET REQUIREMENTS OF 150(K) 12. |
| 22 | MANDATORY REQUIREMENTS FOR LIGHTING ON THE PLAN.
KITCHEN LIGHTING: SEPARATE WIRING, TO BE HIGH EFFICIENCY & SWITCHED SEPARATELY. |

TYPICAL INSTALLATION HEIGHTS



ELECTRICAL SYMBOLS

LIGHTING

-  CEILING LIGHT FIXTURE—CEILING MOUNTED LIGHT FIXTURES IN CLOSET SHALL COMPLY WITH CBC SECTION 41-8
-  HANGING CEILING LIGHT FIXTURE
-  FLUORESCENT CEILING LIGHT FIXTURE
-  ROUND RECESSED LIGHT FIXTURE
-  ROUND RECESSED FLUORESCENT LIGHT FIXTURE
-  WALL MOUNTED LIGHT FIXTURE
-  FLUORESCENT WALL MOUNTED LIGHT FIXTURE
-  WALL MOUNTED LIGHT FIXTURE ON PHOTO CELL
-  DOUBLE TUBE FLUORESCENT LIGHT FIXTURE
-  WALL MOUNTED MULTI-LIGHT FIXTURE
-  FAN VENTED TO OUTSIDE AIR PROVIDING FIVE AIR EXCHANGES PER HOUR PER CBC SECTION 1203.3
-  FAN/LIGHT COMBO VENTED TO OUTSIDE AIR PROVIDING FIVE AIR EXCHANGES PER HOUR PER CBC SECTION 1203.3
-  SMOKE DETECTOR — ICSO AND UL APPROVED HARDWARE SMOKE DETECTOR ON SEPARATE CIRCUIT
-  LED LIGHT FIXTURE

SWITCHES

- | | | | |
|-----|--------------------|------|-------------------------|
| \$ | SINGLE PULL SWITCH | \$05 | OCCUPANCY SENSOR SWITCH |
| \$3 | 3-WAY SWITCH | 0 | DIMMER SWITCH |

OUTLETS

- | | |
|------|---|
| ⊖ | 110V FLOOR OUTLET - VERIFY CONDUIT LOCATION IN SLAB |
| ⊖FCI | 110V DUPLEX CONVENIENCE OUTLET |
| ⊖ | 110V QUARUPLEX CONVENIENCE OUTLET |
| ⊖F | ARC-FAULT INTERRUPTER - 110V DUPLEX CONVENIENCE OUTLET |
| ⊖ | 110V HALF HOT OUTLET |
| ⊖AF | ARC-FAULT INTERRUPTER - 110V HALF HOT OUTLET |
| ⊖± | 110V DUPLEX CONVENIENCE OUTLET (ABOVE OR BELOW CABINET) |
| ⊖220 | 220V OUTLET |
| ⊖FI | GROUND-FAULT INTERUPTER DUPLEX OUTLET |
| ⊖WP | WEATHERPROOF GROUND-FAULT INTERRUPTER DUPLEX OUTLET |
| ⊖⊕ | JUNCTION BOX FOR HARDWIRED APPLIANCE (CLG OR WALL MTD.) |
| ⊖C | CEILING MOUNTED-110V DUPLEX CONVENIENCE OUTLET |
| ⊖ | SINGLE DEDICATED OUTLET |

CLIMATE CONTROL

- ①+ THERMOSTAT - VERIFY QUANTITY & LOCATION WITH MECH. CONTRACTOR
- ⓐ+ 220V CIRCUIT BREAKER FOR A.C. COMPRESSOR (VERIFY LOCATION)









GAS

-  FUEL GAS  LOOSE KEY VALVE FOR FUEL GAS

WATER

- [HB]** HOSE BIBB WITH SHUT OFF AND ANTI-SIPHON
DEVICE
- [W]** COLD WATER STUB FOR ICE MAKER

GENERAL

- | | |
|---|--|
|  | TELEPHONE |
|  | TV JACK |
|  | CENTRAL VACUUM SYSTEM |
|  | SECURITY SYSTEM PANEL |
|  | CAT-5 |
|  | INTERCOM |
|  | 125 AMP ELECTRICAL PANEL |
|  | COMBINATION OF TELEPHONE, TV, CAT5 JACKS |

REVISION	
DATE :	BY:

PROPOSE 2 - NEW DETACHED SINGLE FAMILY DWELLING
10572 LEXINGTON STREET, STANTON, CA 90680.

OWNER : NOP MAC DANG

TITLE :

ELECTRICAL PLAN - A



DATE : 07-05-2019

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

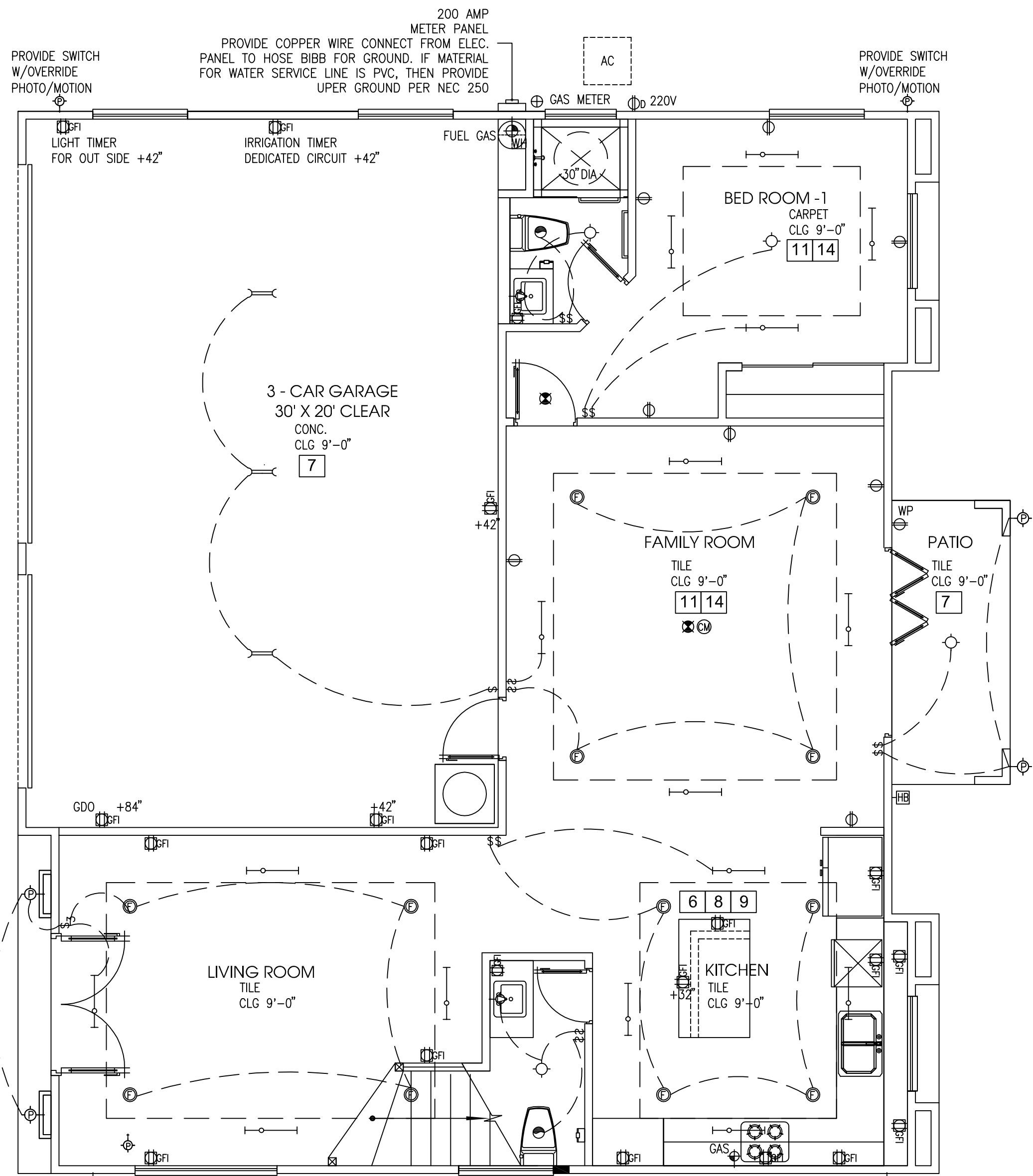
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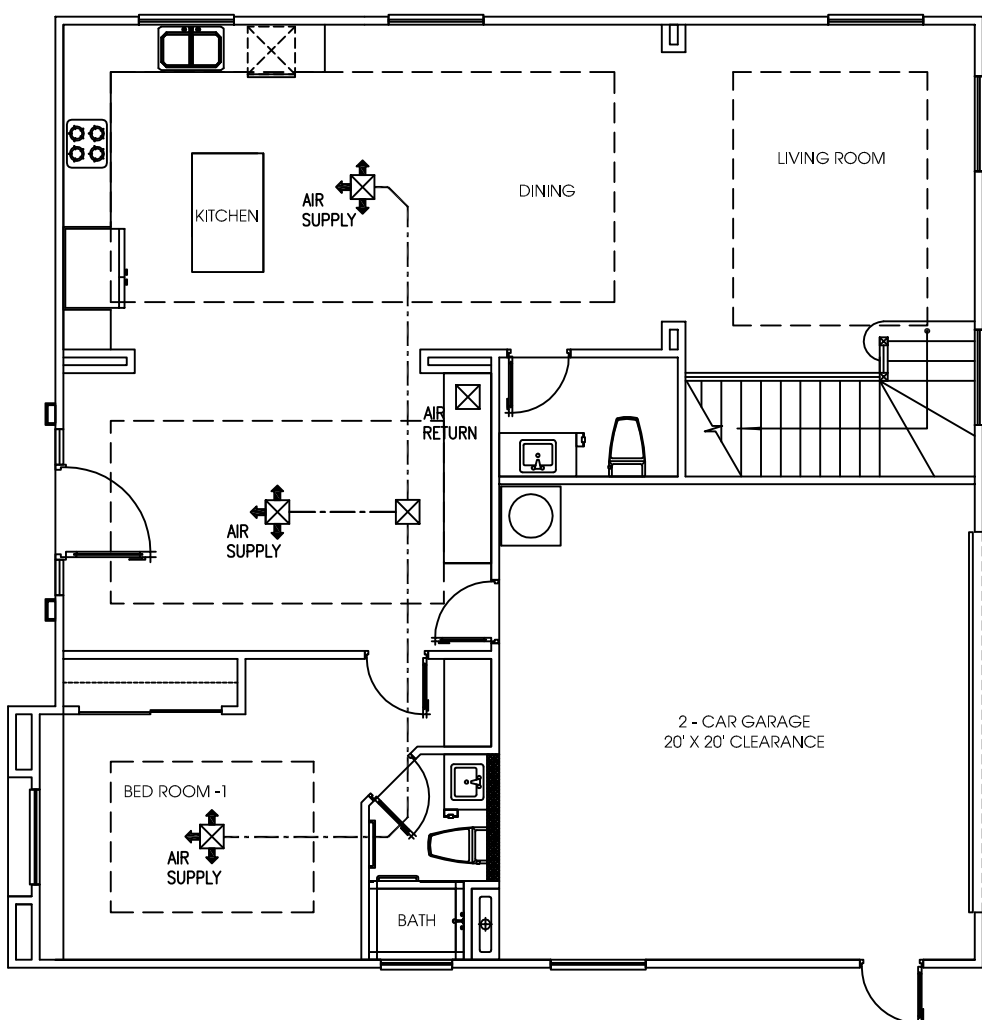
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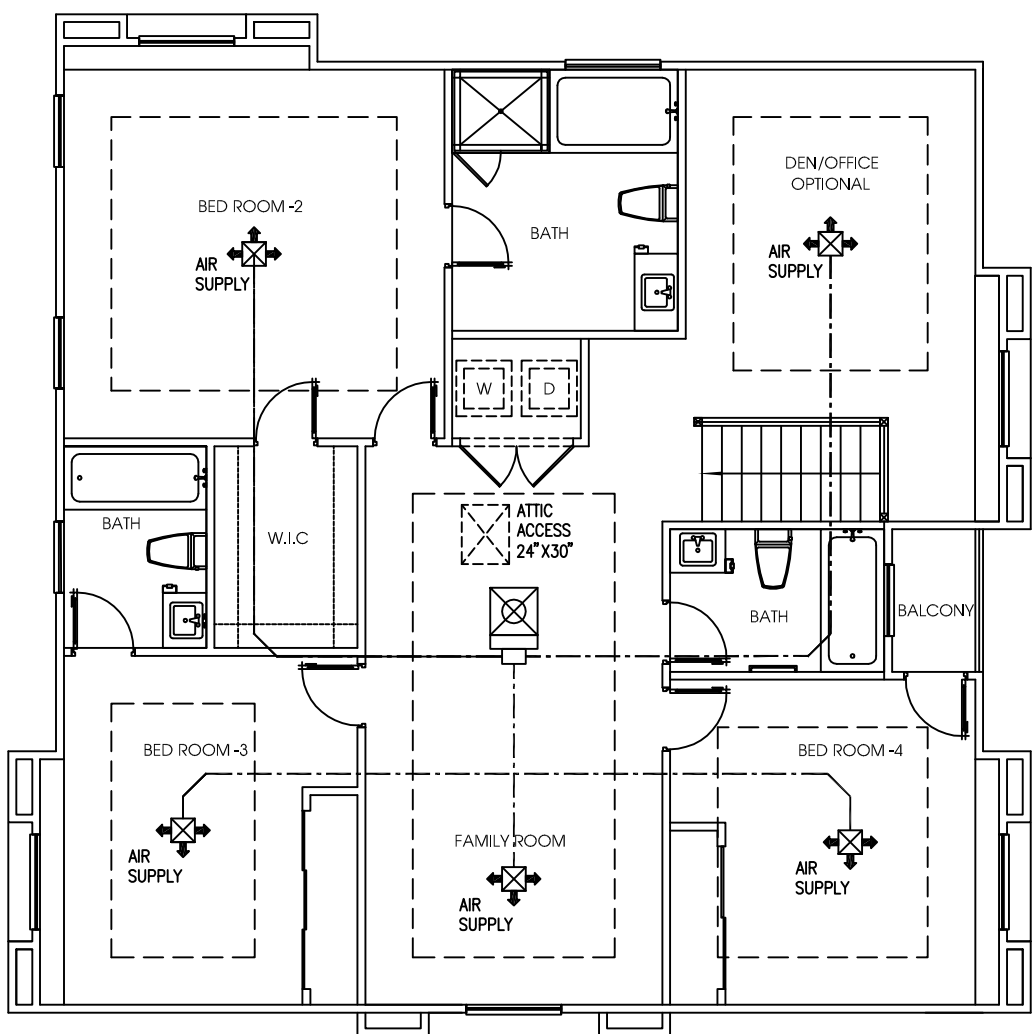
PLAN B - FIRST FLOOR PLAN
SCALE: 1/4"=1'-0"

NOTES:

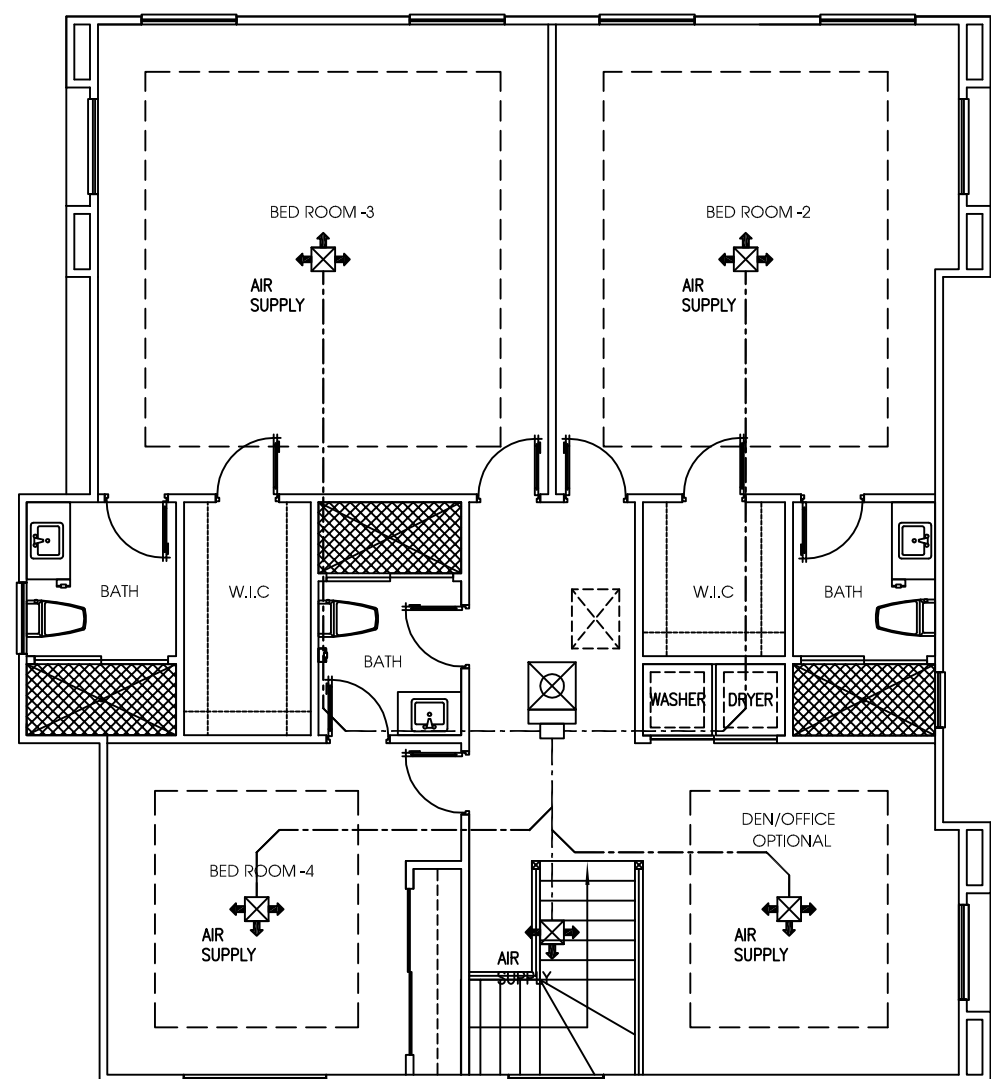
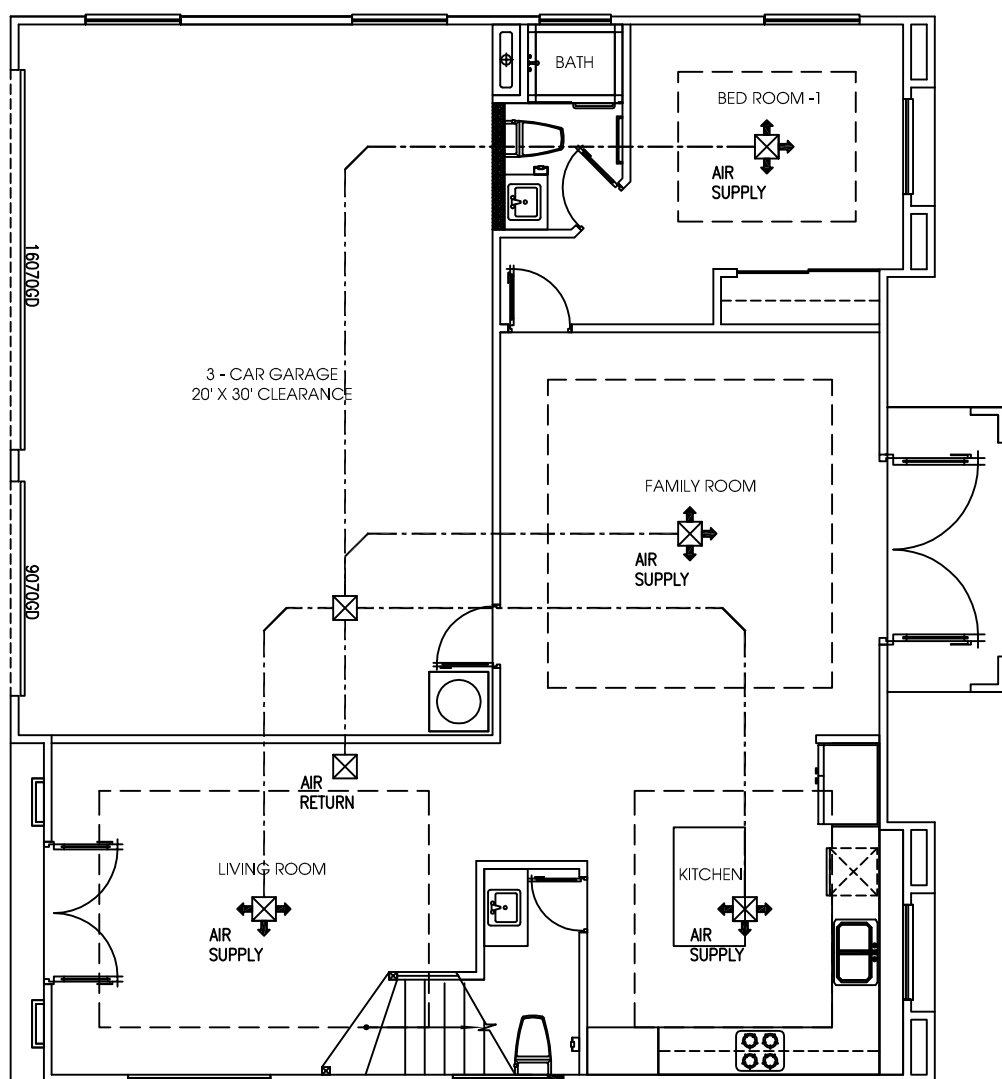
EVERY DWELLING UNIT SHALL BE PROVIDED WITH HEATING FACILITIES CAPABLE OF MAINTAINING A ROOM TEMPERATURE OF 68 DEGREES F AT 3 FEET ABOVE THE FLOOR IN ALL HABITABLE ROOMS. SHOW BASIS FOR COMPLIANCE, CRC R303.8. PROVIDE AND SHOW THE TERMINATION OF ENVIRONMENTAL AIR DUCTS A MINIMUM OF 3 FEET FROM THE PROPERTY LINE AND 3 FEET FROM OPENINGS INTO THE BUILDING. CMC 504.5



PLAN A - HVAC LAYOUT
SCALE: 1/8"=1'-0"



PLAN B - HVAC LAYOUT
SCALE: 1/8"=1'-0"



ELECTRICAL NOTES

1. LIGHT FIXTURES IN CLOTHES CLOSET SHALL BE PLACED MIN. OF 12" AWAY FROM WALLS & MIN. OF 12" AWAY FROM CLOTHES PER CEC. ART. 410.8
2. AT BATHROOMS WITH A BATHTUB, SHOWER OR SPA OR SOME SIMILAR SOURCE OF MOISTURE, PROVIDE AN "ENERGY STAR" NUTONE 6TR EXHAUST FAN 90-CFM & 3.0 SONES, OR APPROVED EQUAL, TO BE DUCTED TO THE EXTERIOR.
3. SMOKE DETECTOR PER CBC SEC. 907.2:
A. SHALL BE INSTALLED ON EACH FLOOR IN ACCORDANCE WITH MFR'S LISTING.
B. SHALL BE MOUNTED ON THE CEILING OR WALL AT A CENTRAL POINT OR AREA GIVING ACCESS TO ROOMS USED FOR SLEEPING.
C. SHALL BE INSTALLED IN CLOSE PROXIMITY TO THE STAIR ACCESS TO ROOMS USED FOR SLEEPING.
D. SHALL BE HARD WIRED, INSTALLED WITH A BATTERY BACKUP & SHALL EMIT A SIGNAL WHEN BATTERY IS LOW.
E. SHALL SOUND AN ALARM AUDIBLE IN ALL SLEEPING AREAS WITHIN A UNIT.
4. CARBON MONOXIDE ALARMS PER CRC SECTION R315:
A. SHALL BE INSTALLED OUTSIDE OF EACH SEPARATE DWELLING UNIT SLEEPING AREA IN THE IMMEDIATE VICINITY OF THE BEDROOM(S) & AT EVERY LEVEL OF A DWELLING UNIT INCLUDING BASEMENT IN ACCORDANCE WITH MANUFACTURERS LISTING.
B. SHALL BE INSTALLED IN DWELLING UNITS & SLEEPING UNITS WITH FUEL BURNING APPLIANCES OR WITH ATTACHED GARAGES.
C. SHALL BE HARD WIRED, INSTALLED WITH A BATTERY BACKUP.
D. TWO OR MORE ALARMS SHALL BE INTERCONNECTED.
5. PROVIDE OUTLET & LIGHTS IN ATTICS CONTAINING FAULTS
6. PROVIDE CONVENIENCE OUTLET IN EACH BATHROOM, POWDER & LAUNDRY WITHIN 3 FT. OF BASIN EDGE, CEC ART.210.52(D). SUCH OUTLETS SHALL BE GROUND FAULT CIRCUIT PROTECTED (GFI) CEC ART.210.8(A)(1). OUTLETS SHALL BE SUPPLIED BY A MINIMUM OF ONE 20-AMPERE BRANCH CIRCUIT. SUCH CIRCUITS SHALL HAVE NO OTHER OUTLETS. THIS CIRCUIT MAY SERVE MORE THAN ONE BATHROOM, CEC ART.210.11(C)(3).
7. PROVIDE AT LEAST ONE 125 VOLT SINGLE PHASE 15 & 20 AMP RECEPTACLE IN GARAGE & OUTDOORS, CEC ART.210.52(G). THIS CIRCUIT SHALL BE GROUND FAULT CIRCUIT PROTECTED (GFI) & WATERPROOF WHEN EXTERIOR, CEC. ART.210.8.2.3.
8. ALL KITCHEN 125 VOLT SINGLE PHASE 15/20 AMP RECEPTACLES SERVING COUNTER TOP SURFACE SHALL BE GROUND FAULT CIRCUIT INTERRUPTED (GFI), CES ART.210.8(A). 6.
9. PERMANENTLY INSTALLED LUMINAIRES IN KITCHENS SHALL BE HIGH EFFICACY LUMINAIRES & UP TO 50% OF THE TOTAL RATED WATTAGE CAN BE NON GSH EFFICACY LUMINAIRES CONTROLLED WITH SEPRATE SWITH, PER ENERGY CODE SEC.150(K)
10. PROVIDE 100 SQ. IN. OF MAKE UP AIR AT THE LAUNDRY ROOM. (TO REPLACE AIR BEING EXHAUSTED BE DRYER VENT & EXHAUST FAN IF APPLICABLE), CMC SEC.504.3.2.
11. FAMILY ROOMS, DINING ROOM, LIVING ROOMS, PARLORS, LIBRARIES, DEN, BEDROOMS, SUNROOMS, RECREATION ROOMS, CLOSETS, HALLWAYS, OR SIMILAR ROOMS OR AREAS, 15 & 20 AMP OUTLETS SHALL BE ARC FAULT CIRCUIT INTERRUPTED, COMBINATION TYP AF-CI REQUIRED PER CRC ART.210.12(B)
12. PROVIDE "NUTONE-MODEL QTVEN10" MECHANICAL WHOLE HOUSE EXHAUST FAN IN A ROOF OR WALL CAP USING 6" ROUND DUCTWORK.
13. ALL EXHAUST FANS MUST BE SPECIFIED AT A NOISE RATINGS OF A MAXIMUM ("SONE" (FOR CONTINUOUS USE CALCULATION) OR 3 "SONE" (FOR INTERMITTENT USE CALCULATION)
14. FOR ELECTRICAL DEVICES INSTALLED IN SHELINGS: CES ARTICLE 210 & 406:
A. ARC-FAULT PROTECTION FOR ALL OUTLETS (NOT JUST RECEPTACLES) LOCATED IN ROOMS DESCRIBED IN NEC 210.12(B): FAMILY, LIVING, BEDROOMS, DINING, HALLS, ETC.
B. TAMPER RESISTANT RECEPTACLES FOR ALL LOCATIONS DESCRIBED IN 210.52 (I.E, ALL RECEPTACLES IN A DWELLING).
15. SERVICE LOAD. THE MAIN SWITH AND/OR DISTRIBUTION PANEL OF A SINGLE-FAMILY DWELLING OCCUPANCY SHALL HAVE AN ADEQUATE CAPACITY AND SPACE TO CARRY THE CALCULATED LOAD PLUS AN 8 KW FUTURE WITH FOUR (4) SPARE SPACES AT THE TIME OF FINAL INSPECTION. THE 8 KW LOAD IS NOT TO REDUCED BY ANY DEMAND FACTOR.
16. RECEPTACLES OUTLET LOCATIONS WILL COMPLY WITH CEC ART. 210.52 (A)
17. NO ALUMINUM WIRING SHALL BE USED. EXCEPTION: ALUMINUM WIRING 1/0 AND LARGER MAY BE USED FOR MAIN FEED TO SUBPANELS ONLY AND SHALL BE ENCLOSED IN A RACWAY.
18. PROVIDE BLOCKING FOR J-BOXES AT CEILING FAN UNITS AND HANGING CEILING LIGHT FIXTURES.
19. PROVIDE TWO MINIMUM SEPRATE 20 AMP. CIRCUITS TO KITCHEN APPLIANCES. PROVIDE ONE MINIMUM SEPRATE 20 AMP. CIRCUITS TO LAUNDRY APPLIANCES FIXTURES SHALL BE I.C. RATED.
20. PROVIDE METAL UNDERGROUND WATER PIPE GROUNDING SYSTEM PER 1998 C.E.C. ART.250-80 BONDED TO WATER PIPING.
21. LUMINAIRES RECESSED IN INSULATED CEILINGS MUST MEET REQUIREMENTS OF 150(K) 12.
22. MANDATORY REQUIREMENTS FOR LIGHTING ON THE PLAN:
A. KITCHEN LIGHT: 50%OF WATTAGE TO BE HIGH EFFICACY & SWITCHED SEPARATELY.
B. LIGHTING IN BATHROOMS, GARAGE, LAUNDRY ROOM, UTILITY ROOM SHALL BE HIGH EFFICAC OR EQUIPPED WITH OCCUPANT SENSOR
C. LIGHTING IN ALL BEDROOMS, HALL, LIVING ROOM, DEN AND OTHER SIMILAR ROOMS TO BE HIGH EFFICACY OR SHALL BE CONTROLLED BY OCCUPANT SENSOR OR DIMMER.
D. EXTERIOR LIGHTING MOUNTED ON THE BUILDING TO BE HIGH EFFICACY OR CONTROLLED BY PHOTO CONTROL/MOTION SENSOR COMBINATION.
23. MOISTER EXHAUST DUCT. MIN. 4" DIAMETER TO THE OUTSIDE, EQUIPPED WITH A BACK-DRAFT DAMPER. DUCT IS LIMITED TO 14' WITH 2 ELBOWS. CMC 504.3.2.2

ELECTRICAL SYMBOLS

- LIGHTING
- CEILING LIGHT FIXTURE-CEILING MOUNTED LIGHT FIXTURES IN CLOSET SHALL COMPLY WITH CEC.SECT.41-6
 - ⊕ HANGING CEILING LIGHT FIXTURE
 - ⊕ FLUORESCENT CEILING LIGHT FIXTURE
 - ⊕ ROUND RECESSED LIGHT FIXTURE
 - ⊕ ROUND RECESSED FLUORESCENT LIGHT FIXTURE
 - ⊕ WALL MOUNTED LIGHT FIXTURE
 - ⊕ FLUORESCENT WALL MOUNTED LIGHT FIXTURE
 - ⊕ WALL MOUNTED LIGHT FIXTURE ON PHOTO CELL
 - ⊕ DOUBLE TUBE FLUORESCENT LIGHT FIXTURE
 - ⊕ WALL MOUNTED MULTI-LIGHT FIXTURE
 - ⊕ FAN VENTED TO OUTSIDE AIR PROVIDING FIVE AIR EXCHANGES PER HOUR PER CBC SETION 1203.3
 - ⊕ FAN/LIGHT COMBO VENTED TO OUTSIDE AIRE PROVIDING FIVE AIR EXCHANGES PER HOUR PER CBC SECTION 1203.3
 - ⊕ SMOKE DETECTOR - ICBO AND UL APPROVED HARDWIRE SMOKE DETECTOR ON SEPRATE CIRCUIT
 - ⊕ LED LIGHT FIXTURE

SWITCHES

- ⊕ SINGLE PULL SWITCH
- ⊕ OCCUPANCY SENSOR SWITCH
- ⊕ 3-WAY SWITCH
- ⊕ DIMMER SWITCH

OUTLETS

- ⊕ 110V FLOOR OUTLET - VERIFY CONDUIT LOCATION IN SLAB
- ⊕ 110V DUPLEX CONVENIENCE OUTLET
- ⊕ 110V QUARUPLEX CONVENIENCE OUTLET
- ⊕ ARC-FAULT INTERRUPTER - 110V DUPLEX CONVENIENCE OUTLET
- ⊕ 110V HALF HOT OUTLET
- ⊕ ARC-FAULT INTERRUPTER - 110V HALF HOT OUTLET
- ⊕ 110V DUPLEX CONVENIENCE OUTLET (ABOVE OR BELOW CABINET)
- ⊕ 220V OUTLET
- ⊕ GROUND-FAULT INTERUPTER DUPLEX OUTLET
- ⊕ WEATHERPROOF GROUND-FAULT INTERRUPTER DUPLEX OUTLET
- ⊕ JUNCTION BOX FOR HARDWIRED APPLIANCE (CLG OR WALL MTD.)
- ⊕ CEILING MOUNTED-110V DUPLEX CONVENIENCE OUTLET
- ⊕ SINGLE DEDICATED OUTLET

CLIMATE CONTROL

- ⊕ THERMOSTAT - VERIFY QUANTITY & LOCATION WITH MECH. CONTRACTOR
- ⊕ 220V CIRCUIT BREAKER FOR A.C. COMPRESSOR (VERIFY LOCATION)

GAS

- ⊕ FUEL GAS
- ⊕ LOOSE KEY VALVE FOR FUEL GAS

WATER

- ⊕ HOSE BIBB WITH SHUT OFF AND ANTI-SIPHON DEVICE
- ⊕ COLD WATER STUB FOR ICE MAKER

GENERAL

- ⊕ TELEPHONE
- ⊕ TV JACK
- ⊕ CENTRAL VACUUM SYSTEM
- ⊕ SECURITY SYSTEM PANEL
- ⊕ CAT-5
- ⊕ INTERCOM
- ⊕ 125 AMP ELECTRICAL PANEL
- ⊕ COMBINATION OF TELEPHONE, TV, CAT5 JACKS

REVISION

DATE :	BY:

PROPOSE 2 - NEW DETACHED SINGLE FAMILY DWELLING

10572 LEXINGTON STREET, STANTON, CA 90680.

OWNER : NOP MAC DANG

TITLE :

ELECTRICAL PLAN - B



DATE : 07-05-2019

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

DESIGNER :
LIEM NGUYEN
8382 REMBRANDT DR
HUNTINGTON BEACH CA 92647

TEL: 567-801-7777

FILE :

A - 9

DATE:07-05-2019

HOLDOWN & ANCHOR REQUIREMENTS

- (1) BOLT HOLES SHALL BE MINIMUM OF 1/32" TO A MAX. OF 1/16" LARGER THAN BE BOLTS DIAMETER.
- (2) HOLDOWN CONNECTOR BOLT HOLES SHALL NOT BE MORE THAN 1/16" OVERSIZED AT THE CONNECTOR OF THE HOLDOWN TO THE POST.
- (3) ALL HOLDOWN HARDWARE MUST BE SECURED IN PLACE PRIOR TO FOUNDATION INSPECTION.
- (4) HOLDOWN CONNECTORS SHALL BE RE-TIGHTENED JUST PRIOR TO COVERING THE WALL FRAMING.
- (5) ALL SHEAR HARDWARE AND ANCHOR BOLTS WITH NON-STANDARD SPACING TO BE TIED IN PLACE PRIOR TO FOOTING INSPECTION.
- (6) CONTRACTOR TO VERIFY EMBEDMENT DISTANCE, EDGE AND END DISTANCES ARE PER PLAN AND MANUFACTURER'S SPECIFICATIONS.
- (7) REQUIRED SHEAR AND HOLDOWN HARDWARE SHALL BE IN PLACE AND SECURED PRIOR TO FOUNDATION INSPECTION
- (8) ANCHOR BOLTS SHALL BE EMBEDDED AT LEAST 7" INTO CONCRETE OR MASONRY.
- (9) PROPERLY SIZED NUT AND WASHER SHALL BE TIGHTENED EA. ANCHOR BOLT TO THE FACT.
- (10) ALL HARDWARE SPECIFIED ON THIS PLAN HAVE BEEN CALCULATED WITH SIMPSON STRONG -TIE VALUES WITH FOR COMMON NAILS.

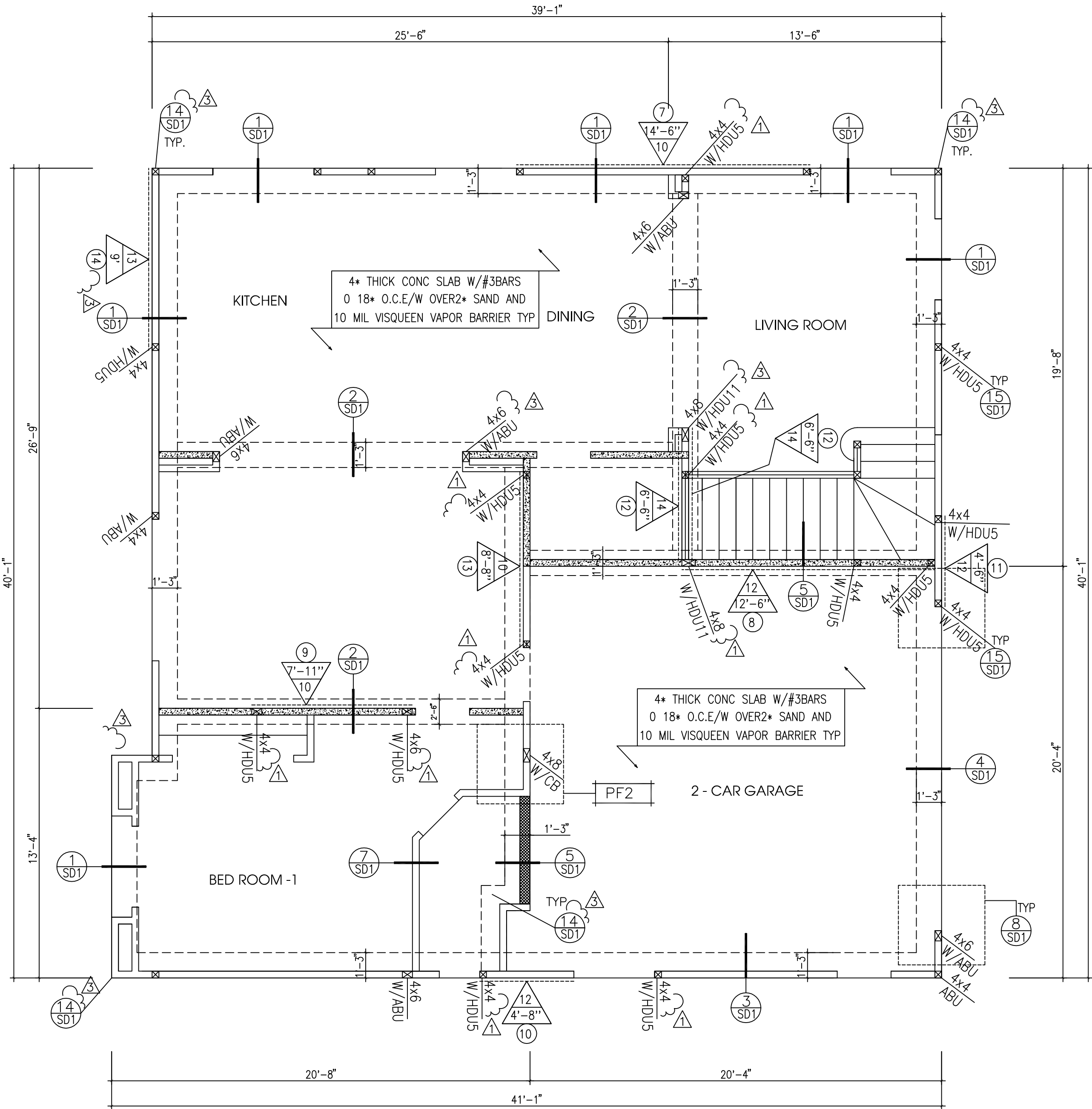
GENERAL NOTES

- (1) STRUCTURAL ENGINEER ASSUMES NO RESPONSIBILITY FOR ANY VALUES AND RECOMMENDATIONS CONTAINED IN THE SOILS REPORT THAT WERE USED IN THE DESIGN OF THE FOUNDATION SYSTEM.
- (2) CONTRACTOR SHALL REVIEW ALL SPECIFICATIONS ON SHEET SNT PRIOR TO CONSTRUCTION.
- (3) REFER TO ARCHITECTURAL PLANS FOR DIMENSIONS NOT SHOWN. ACCURACY OF THE DIMENSIONS & FINAL FIT OF OF BUILDING SHALL BE REVIEWED BY THE ARCHITECT AND THE CONTRACTOR PRIOR TO CONSTRUCTION.
- (4) SOIL ENGINEER TO REVIEW AND INDICATE IN WRITING THE ACCEPTANCE OF THE INFORMATION CONTAINED ON THE FOUNDATION PLANS.
- (5) APPROVED SOILS REPORT SHALL BE PART OF THE PLANS AND SHALL BE KEPT AT THE JOB SITE AT ALL TIMES.
- (6) REFER TO SN FOR SPECIAL INSPECTION REQUIREMENTS.
- (7) THE CONTRACTOR SHALL REVIEW STRUCTURAL DWGS PRIOR TO CONSTRUCTION. ANY DISCREPANCIES SHALL BE BROUGHT TO THE ATTENTION OF STRUCTURAL ENGINEER INC. IN WRITING. STRUCTURAL ENGINEER WILL NOT BE RESPONSIBLE FOR INCURRED COST RELATED TO ISSUES FOUND AFTER THE FACT.

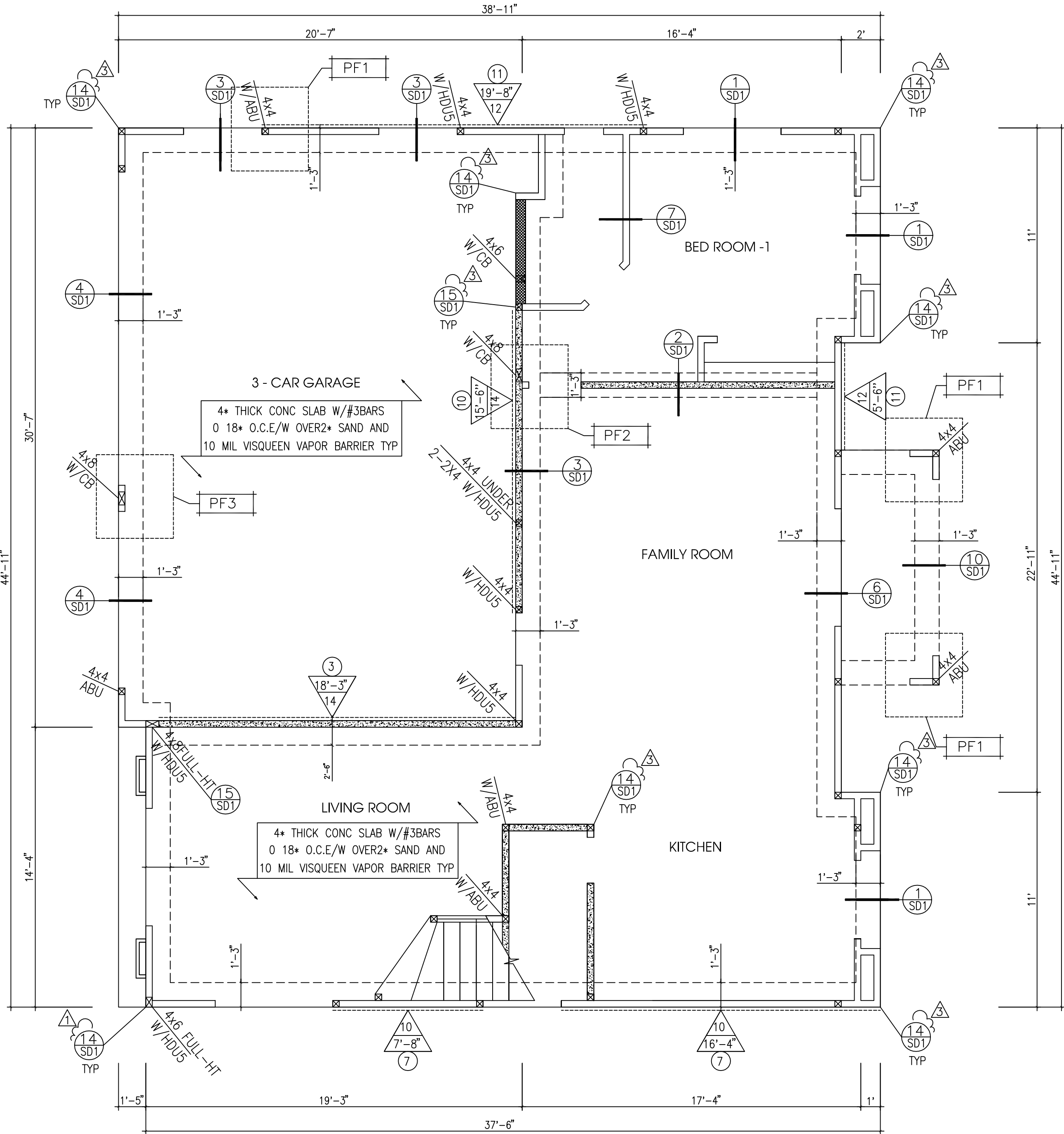
FOOTING & SLAB SCHEDULE

FOOTING CRITERIA (2)			
LOCATION	VERY LOW EXP. (0-20)	REBAR REQUIREMENTS	NOTE(S)
INTERIOR	MIN. 15"X24" U.N.O.	(2)#5 BARS @ TOP & BOT. & #5 TIES @ 12" O.C. U.N.O	• CONCRETE SHALL BE DESIGNED FOR MIN. STRENGTH OF 2,500 psi • ALL FOOTING DEPTHS SHALL BE INTO UNDISTURBED NATURAL GRADE.
EXTERIOR	MIN. 15"X24" U.N.O.	(2)#5 BARS @ TOP & BOT. & #5 TIES @ 12" O.C. U.N.O	
FOOTNOTE(S)			
1) 4" THICK CONCRETE SLAB W/ #3 BARS @ 18" o.c. AT CENTER EACH WAY. 2) VERIFI ALL INFORMATION PROVIDED ABOVE WITH SOILS REPORT PRIOR TO CONSTRUCTION			

PF1	3'-0"X3'-0"X24" DEEP PAD FOOTING W/ (3)#5 BARS AT BOT. EACH WAY.
PF2	3'-6"X3'-6"X24" DEEP PAD FOOTING W/ (4)#5 BARS @ BOTTOM EA. WAY.
PF3	4'-6"X4'-6"X24" DEEP PAD FOOTING W/ (5)#5 BARS @ BOTTOM EA. WAY.



PLAN A- FOUNDATION PLAN
SCALE: 1/4"=1'-0"



PLAN B - FOUNDATION PLAN
SCALE: 1/4"=1'-0"

REVISION	
DATE :	BY:

PROPOSE 2 - NEW DETACHED SINGLE FAMILY DWELLING
10572 LEXINGTON STREET, STANTON, CA 90680.
OWNER : NOP MAC DANG

TITLE :
**FOUNDATION PLAN
A & B**

REGISTERED PROFESSIONAL ENGINEER
DONALD J. TRAN
C-11888
Exp. 12-31-2019
CIVIL
STATE OF CALIFORNIA

DATE : 07-05-2019
SCALE : 1/4" =1'-0"
DESIGNER :
LIEM NGUYEN
8382 REMBRANDT DR
HUNTINGTON BEACH CA 92647
TEL: 567-801-7777
FILE :
DATE:07-05-2019
S - 1

FRAMING LEGEND

- (1) APPLY PLYWOOD CONTINUOUSLY BEHIND WALL PRIOR TO POPOUT, FURRING OR ANY PERPENDICULAR FRAMING.
- (2) TYPE OF SHEAR WALL SEE SCHEDULE ABV.
 LENGTH OF SHEAR WALL.
 CORRESPONDS TO SHEAR WALL NUMBER IN IN STRUCTURAL CALCULATIONS.
- (3) INDICATED INTERIOR BEARING WALL.
- (4) INDICATES CALIFORNIA FRAMING REFER TO TRUSS PLANS FOR FRAMING REQUIREMENTS
- (5) CORRESPONDS TO BEAM NUMBER IN STRUCTURAL CALCULATIONS.
- (7) * LOCATE POST UNDER POST ABOVE
- (8) ** LOCATE POST UNDER POST ABOVE W/ E.N.
- (9) 2X12 JOISTS @ 16"O.C. U.N.O. 2X12 JOISTS @ 12"O.C. U.N.O.
 2X10 DECK JOISTS @ 16"O.C. W/ 1/4" RIP-PER FOOT MAX 2X8 ROOF RAFTERS @ 16"O.C.

HORIZONTAL DIAGRAM

FLOOR:

3/4" RATED SHEATHING, PII 40/ 20, TONGUE AND GROVE. W/ 10D COMMON NAILS (ALT: QUICK DRIVE WSC - 2L/WSC - 2LS SCREWS_ AT 6"O.C., AT SUPPORTING EDGED AND BOUNDARIES, AND 12" O.C AT FIELD ALL PANEL EDGES UNBLOCKED.

ROOF:

1/2" RATED EXTERIOR SHEATHING, 24/0, WITH BD COMMON NAILS AT 6" O.C AT SUPPORTING EDGES AND BOUNDARIES, AND 12" O.C AT FIELD. ALL PANEL EDGES UNBLOCKED

NOTE:

REFER TO DETAIL 17/ SD3 FOR APPLICATION SPECIFICATIONS.

FOOTNOTE(S):

- (1) SPACE NAIL AT 12" O.C ALONG INTERMEDIATE FRAMING MEMBERS.
- (2) FRAMING AT ADJOINING PANEL EDGES SHALL BE 3" NOMIAL OR WIDER AND NAILS SHALL BE STAGGERED WHERE NAILS SPACES 2" OR 2-1/2" O.C.
- (3) FRAMING AT ADJOINING PANEL EDGES SHALL BE 3" NOMIAL OR WIDER AND NAILS SHALL BE STAGGERES WHERE 10D NAILS HAVING PENETRATION INTO FRAMING OF MORE THAN 1-5/8" ARE SPACED 3" OR LESS O.C
- (4) ALL SHEATHING MUST-BE STAMPED BY ONE OF THE FOLLOWING APPROVED AGENCIES.
(A) APA (B) TECO (C) PITTSBURGH
- (5) USE OF OSB INSTALLED PER ICBO APPROVAL IS ADEQUATE.
- (6) FOR 90 MPH OR GREATER WIND ZONES, ROOF SHEATHING NAILING SHALL BE 6" O.C AT EDGES FIELD.
- (7) THE HEIGHT TO WIDTH RATIO SHALL NOT EXCEED 4:1

MATERIAL SPECIFICATIONS;

DOC PS20, DOUGLAS FIR - LARCH
WOOD STRUCTURAL PANELS: DOC PS1 OR DOC PS2.

SHEAR PANEL TYPE	SHEATHING	EDGE NAILING (COMMON)	FIELD NAILING (COMMON)	SHEAR CAPACITY (PLF)	SILL CONNECTION (ICC ESR-1372)	FRAMING CLIPS A35'S, LSSD'S OR LIP 4'S	ANCHOR BOLT SPACING
10	3/8"	8D'S @ 6"O.C.	8D'S @ 12"O.C.	200	6"O.C. 24"O.C.	24"O.C.	5X8"Ø x12" Ø 48"o.c.
11	7/16"	8D'S @ 6"O.C.	8D'S @ 12"O.C.	255	4"O.C. 24"O.C.	24"O.C.	5X8"Ø x12" Ø 32"o.c.
12	7/16"	8D'S @ 4"O.C.	8D'S @ 12"O.C.	395	2.5"O.C. 12"O.C.	12"O.C.	5X8"Ø x12" Ø 24"o.c.
13	15/32"	8D'S @ 3"O.C.	8D'S @ 12"O.C.	550	2.5"O.C. 12"O.C.	12"O.C.	5X8"Ø x12" Ø 24"o.c. W/3X SILL PLATE
14	15/32"	10D'S @ 2"O.C.	8D'S @ 12"O.C.	870	2"O.C. 12"O.C.	12"O.C.	5X8"Ø x12" Ø 12"o.c. W/3X SILL PLATE

FOOT NOTES:

- (1) USE CD, CC OR EXTERIOR GRADE FOR EXTERIOR WALLS AS COVERED IN CBC 2013 STANDARD.
- (2) THE ALLOWABLE LOADS ARE BASED ON DOUGLAS FIR STUDS ONLY.
- (3) 3X OR THICKER MEMBERS AT BOTTOM SILL PLATE AND BETWEEN ADJACENT PANEL EDGES.
- (4) ALL PANELS EDGES BACKED WITH 2X NOMIAL OR THICKER FRAMING.
- (5) SHEAR PANELS DESIGNED TO RESIST MORE THAN 300LB/FT REQUIRES 3" NOMIAL OR THICKER SILL PLATES AND NAILS SHALL BE PLACED NOT LESS THAN 1/2" FROM THE PANEL EDGES AND NOT LESS THAN 3/8" FROM THE EDGE OF THE CONNECTING MEMBERS.
- (6) ALL SHEATHING MUST BE STAMPED BY ONE OF THE FOLLOWING APPROVED AGENCIES
(A) APA (B) TECO (C) PITTSBURGH
- (7) USE OF OSB INSTALLED PER ICC APPROVAL IS ADEQUATE.
- (8) SOLID BLK'G IS INSTALLED BEHIND ALL HORIZONTAL JOINTS.
- (9) USE A35Ø 6"O.C. ON HARDY PANELS AND SIMPSON STRONG WALLS.
- (10) USE MIN. 3"X3"X0.229" WASHERS AT ALL ANCHORS BOLTS.
- (11) PROVIDE 3" NOMIAL OR WIDER FRAMING AT ADJOINING PANELS EDGES WITH NAILS STAGGERED.
- (12) FOR MISLOCATED OR EXISTING CONCRETE. USE SIMPSON 5/8" X 6" HILTI KWIK BOLT- III(ICC ER 1917, LARR 25701), OR USE ITW RAMSET/REDHEAD STAINLESS STEEL TRUBOLT WEDGE ANCHOR BOLTS AT EXISTING FOOTING WITH MINIMUM EMBEDMENT OF 7" INTO CONCRETE, PER ISS ESR 1372 OR LA RR#2748.

2

1. DESIGN LOADS:

ROOF LOAD
DEAD LOAD = 18 Psf
LIVE LOAD = 20 PSF
TOTAL LOAD = 38 PSF

FLOOR LOAD
DEAD LOAD = 12 PSF
LIVE LOAD = 40PSF
TOTAL LOAD = 53 PSF

DECK LOAD
DEAD LOAD = 12 PSF
LIVE LOAD = 60 PSF
TOTAL LOAD = 72 PSF

EXTERIOR WALL DEAD LOAD = 15PSF
INTERIOR WALL DEAD LOAD = 10PSF

2. SEISMIC FACTORS (EQUVALENT FORCE METHOD)

SS = 1.498
S1 = 0.545
FA = 1
fv = 1.5
sds = 1.1
sd1 = 0.64

P = 1.3
R = 6.5
I = 1

CS = 0.17
SITE CLASS = D
RISK CATEGORY = II

3.

ULTIMATE DESIGN WIND SPEED: 110MPH
NOMINAL DESIGN WIND SPEED: 85MPH
RISK CATEGORY=11
WIND EXPOSURE: C
GCPI +(-) 0.18
KD = 0.85
KZT = 1
GCP = - 0.8 + 0.7
WIND PREESSURE = 28.5 PSF

REVISION

DATE :	BY:

PROPOSE 2 - NEW DETACHED SINGLE FAMILY DWELLING

10572 LEXINGTON STREET, STANTON, CA 90680.

OWNER : NOP MAC DANG

TITLE :

PLAN A - FLOOR FRAMING PLAN



DATE : 07-05-2019

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

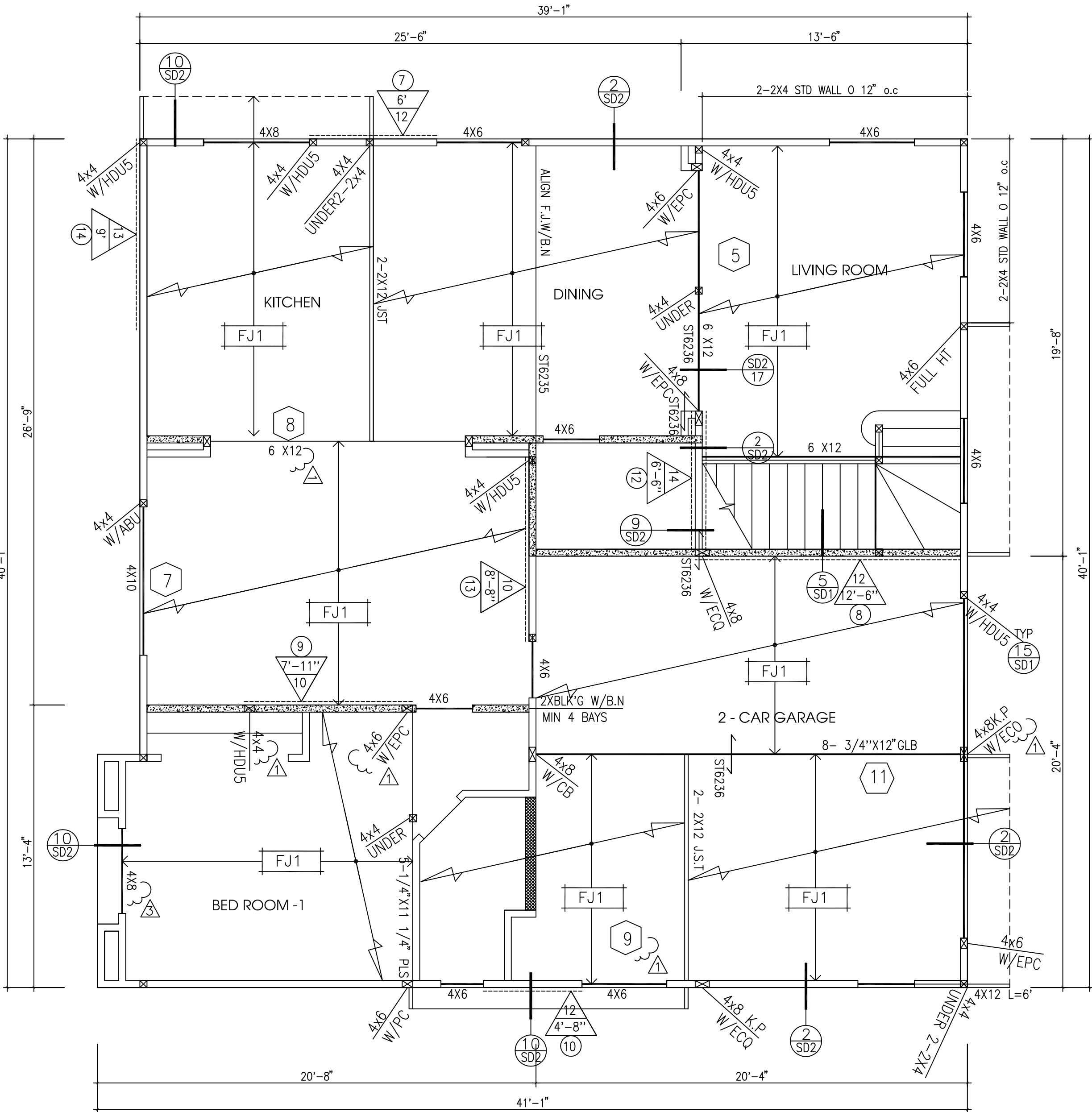
DESIGNER :
LIEM NGUYEN
8382 REMBRANDT DR
HUNTINGTON BEACH CA 92647

TEL: 567-801-7777

FILE :

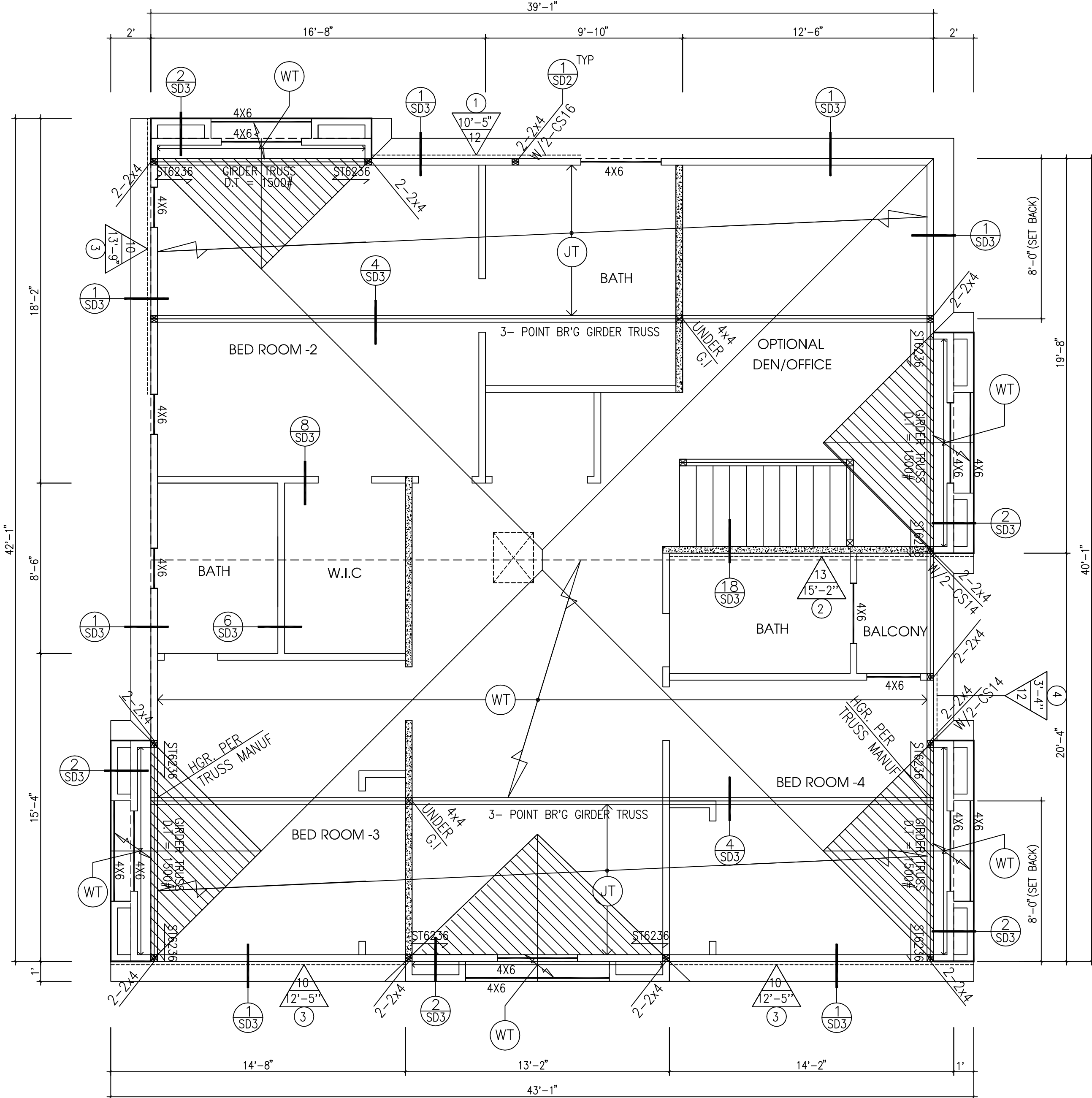
DATE:07-05-2019

S - 2



PLAN A- FLOOR FRAMING PLAN

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



PLAN A - FLOOR FRAMING PLAN

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

FRAMING LEGEND

- (1) APPLY PLYWOOD CONTINUOUSLY BEHIND WALL PRIOR TO POPOUT, FURRING OR ANY PERPENDICULAR FRAMING.
- (2) TYPE OF SHEAR WALL SEE SCHEDULE ABV.
 LENGTH OF SHEAR WALL.
 CORRESPONDS TO SHEAR WALL NUMBER IN IN STRUCTURAL CALCULATIONS.
- (3) INDICATED INTERIOR BEARING WALL.
- (4) INDICATES CALIFORNIA FRAMING REFER TO TRUSS PLANS FOR FRAMING REQUIREMENTS
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- (7) * LOCATE POST UNDER POST ABOVE
- (8) ** LOCATE POST UNDER POST ABOVE W/ E.N.
- (9) 2X12 JOISTS @ 16"O.C. U.N.O. 2X12 JOISTS @ 12"O.C. U.N.O.
 2X10 DECK JOISTS @ 16"O.C. W/ 1/4" RIP-PER FOOT MAX 2X8 ROOF RAFTERS @ 16"O.C.

HORIZONTAL DIAPHRAGM

FLOOR:

3/4" RATED SHEATHING, PII 40/ 20, TONGUE AND GROVE. W/ 10D COMMON NAILS (ALT: QUICK DRIVE WSC - 2L/WSC - 2LS SCREWS_ AT 6"O.C., AT SUPPORTING EDGED AND BOUNDARIES, AND 12" O.C AT FIELD ALL PANEL EDGES UNBLOCKED.

ROOF:

1/2" RATED EXTERIOR SHEATHING, 24/0, WITH BD COMMON NAILS AT 6" O.C AT SUPPORTING EDGES AND BOUNDARIES, AND 12" O.C AT FIELD. ALL PANEL EDGES UNBLOCKED

NOTE:

REFER TO DETAIL 17/ SD3 FOR APPLICATION SPECIFICATIONS.

FOOTNOTE(S):

- (1) SPACE NAIL AT 12" O.C ALONG INTERMEDIATE FRAMING MEMBERS.
- (2) FRAMING AT ADJOINING PANEL EDGES SHALL BE 3" NOMIAL OR WIDER AND NAILS SHALL BE STAGGERED WHERE NAILS SPACES 2" OR 2-1/2" O.C.
- (3) FRAMING AT ADJOINING PANEL EDGES SHALL BE 3" NOMIAL OR WIDER AND NAILS SHALL BE STAGGERES WHERE 10D NAILS HAVING PENETRATION INTO FRAMING OF MORE THAN 1-5/8" ARE SPACED 3" OR LESS O.C
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- (7) THE HEIGHT TO WIDTH RATIO SHALL NOT EXCEED 4:1

MATERIAL SPECIFICATIONS;

DOC PS20, DOUGLAS FIR - LARCH
WOOD STRUCTURAL PANELS: DOC PS1 OR DOC PS2.

SHEAR PANEL TYPE	SHEATHING NAILING (COMMON)	FIELD NAILING (COMMON)	SHEAR CAPACITY (PLF)	SILL CONNECTION (ICC 1003 NAILS)	FRAMING CLIPS A35S, LSSD'S OR LIP 4'S	ANCHOR BOLT SPACING
10	3/8" STRUCT-1	8D'S @ 6"O.C.	8D'S @ 12"O.C.	200	6"O.C. 24"O.C.	24"O.C. 5X8"0 x12" O 48"o.c.
11	7/16" STRUCT-1	8D'S @ 6"O.C.	8D'S @ 12"O.C.	255	4"O.C. 24"O.C.	24"O.C. 5X8"0 x12" O 32"o.c.
12	7/16" STRUCT-1	8D'S @ 4"O.C.	8D'S @ 12"O.C.	395	2.5"O.C. 12"O.C.	12"O.C. 5X8"0 x12" O 24"o.c.
13	15/32" STRUCT-1	8D'S @ 3"O.C.	8D'S @ 12"O.C.	550	2.5"O.C. 12"O.C.	12"O.C. 5X8"0 x12" O 24"o.c. W3X SILL PLATE
14	15/32" STRUCT-1	10 D'S @ 2"O.C.	8D'S @ 12"O.C.	870	2"O.C. 12"O.C.	12"O.C. 5X8"0 x12" O 12"o.c. W3X SILL PLATE

FOOT NOTES:

- (1) USE CD, CC OR EXTERIOR GRADE FOR EXTERIOR WALLS AS COVERED IN CBC 2013 STANDARD.
- (2) THE ALLOWABLE LOADS ARE BASED ON DOUGLAS FIR STUDS ONLY.
- (3) 3X OR THICKER MEMBERS AT BOTTOM SILL PLATE AND BETWEEN ADJACENT PANEL EDGES.
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- (8) SOLID BLK'G IS INSTALLED BEHIND ALL HORIZONTAL JOINTS.
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- (11) PROVIDE 3" NOMIAL OR WIDER FRAMING AT ADJOINING PANELS EDGES WITH NAILS STAGGERED.
- (12) FOR MISLOCATED OR EXISTING CONCRETE. USE SIMPSON 5/8" X 6" HILTI KWIK
BOLT- III(ICC ER 1917, LARR 25701), OR USE ITW RAMSET/REDHEAD STAINLESS STEEL TRUBOLT WEDGE ANCHOR BOLTS AT EXISTING FOOTING WITH MINIMUM EMBEDMENT OF 7" INTO CONCRETE, PER ISS ESR 1372 OR LA RR#2748.

2

1. DESIGN LOADS:

ROOF LOAD
DEAD LOAD = 18 Psf
LIVE LOAD = 20 PSF
TOTAL LOAD = 38 PSF

FLOOR LOAD
DEAD LOAD = 12 PSF
LIVE LOAD = 40PSF
TOTAL LOAD = 53 PSF

DECK LOAD
DEAD LOAD = 12 PSF
LIVE LOAD = 60 PSF
TOTAL LOAD = 72 PSF

EXTERIOR WALL DEAD LOAD = 15PSF
INTERIOR WALL DEAD LOAD = 10PSF

2. SEISMIC FACTORS (EQUVALENT FORCE METHOD)

SS = 1.498
S1 = 0.545
FA = 1
fv = 1.5
sds = 1.1
sd1 = 0.64

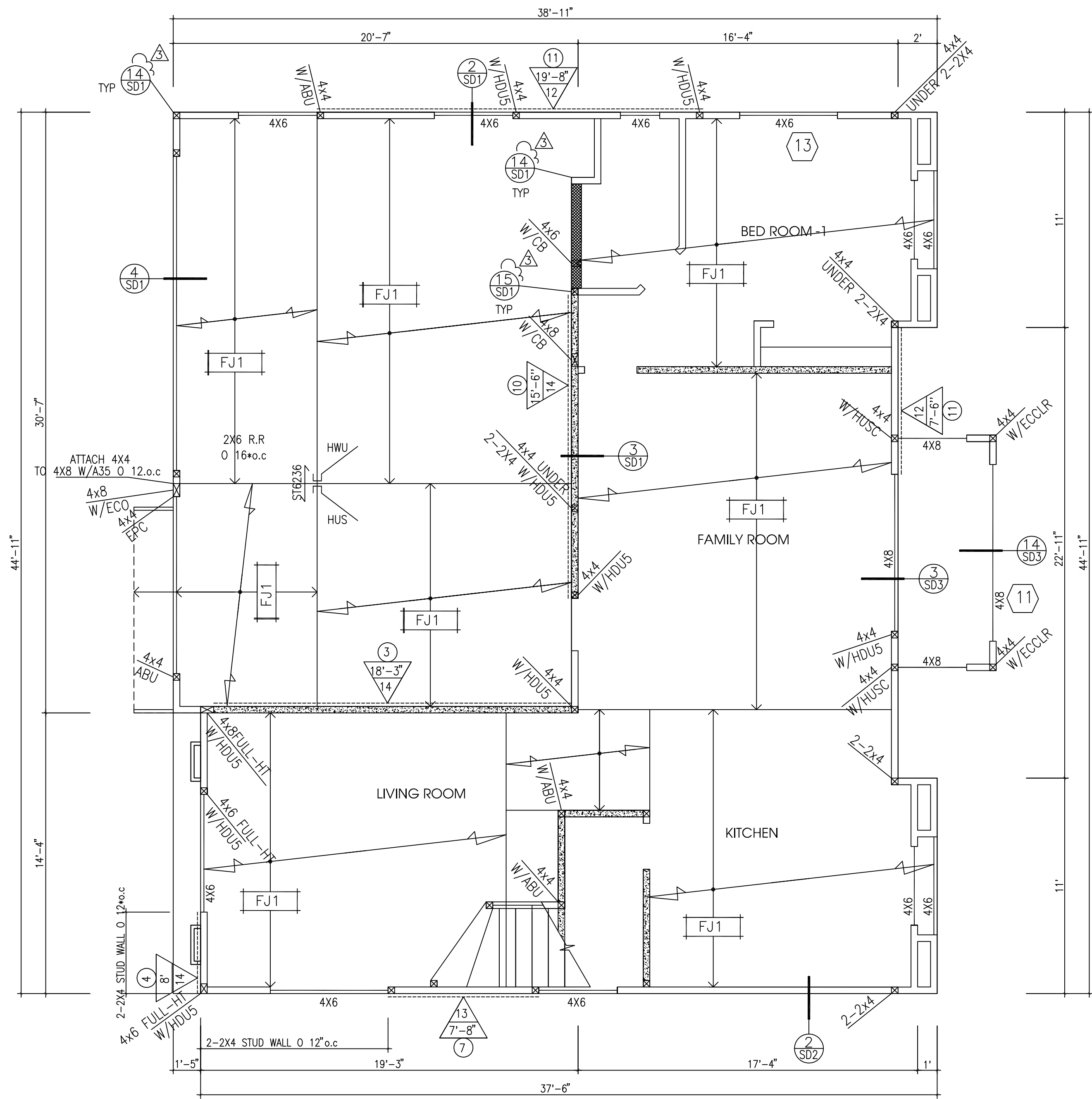
P = 1.3
R = 6.5
I = 1

CS = 0.17
SITE CLASS = D
RISK CATEGORY = II

BASIC SEISMIC FORCE RESISTING SYSTEM = LIGHT FRAMED WALL SHEATHED (SHEAR WALLS). DESIGN BASE SHEAR V = 0.15W.

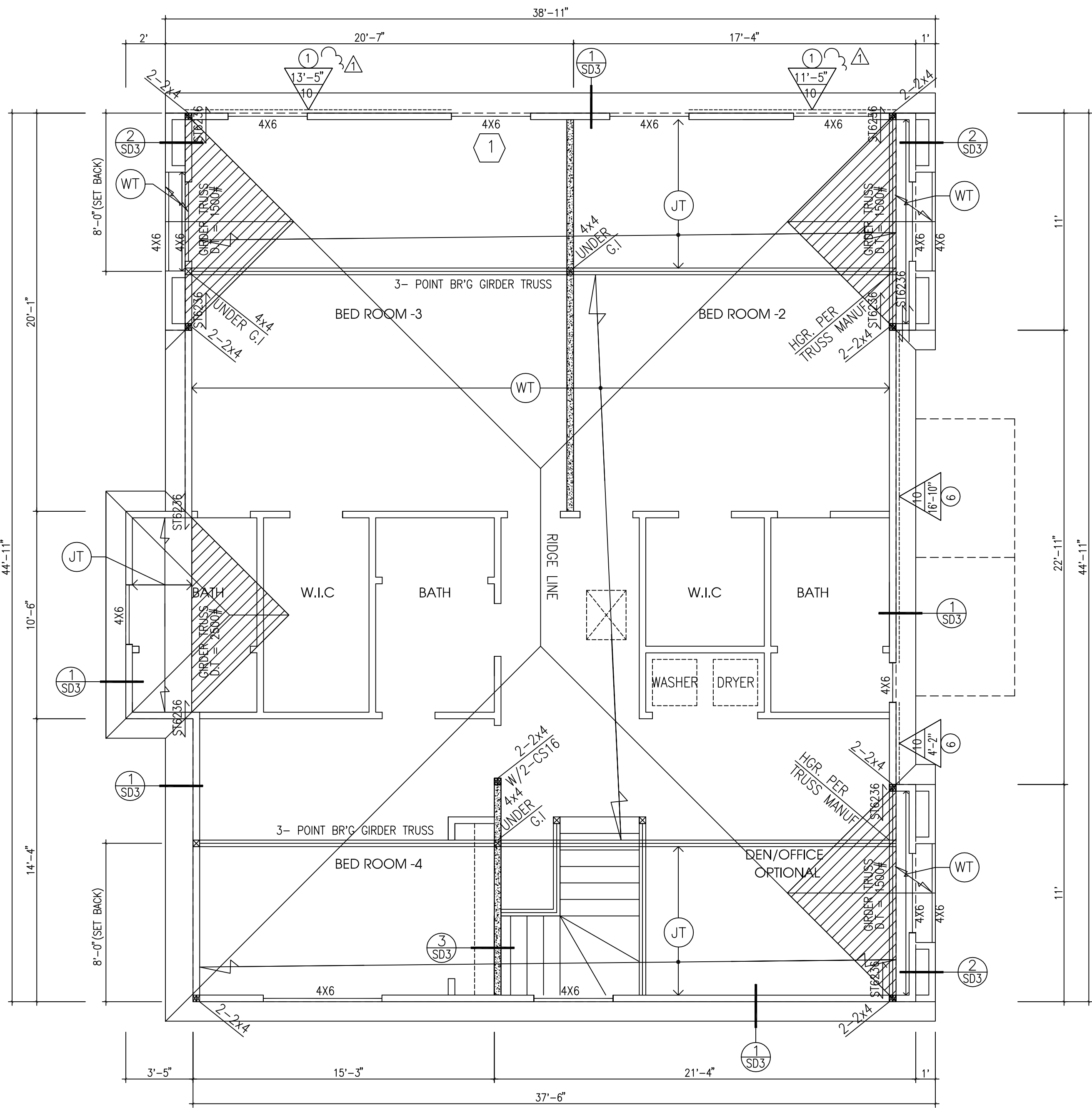
3.

ULTIMATE DESIGN WIND SPEED: 110MPH
NOMINAL DESIGN WIND SPEED: 85MPH
RISK CATEGORY=11
WIND EXPOSURE: C
GCPI +(-) 0.18
KD = 0.85
KZT = 1
GCP = - 0.8 + 0.7
WIND PREESSURE = 28.5 PSF



PLAN B - FLOOR FRAMING PLAN

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



PLAN B - FLOOR FRAMING PLAN

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

REVISION

DATE :	BY:

PROPOSE 2 - NEW DETACHED SINGLE FAMILY DWELLING

10572 LEXINGTON STREET, STANTON, CA 90680.

OWNER : NOP MAC DANG

TITLE :

PLAN B - FLOOR
FRAMING PLAN



DATE : 07-05-2019

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

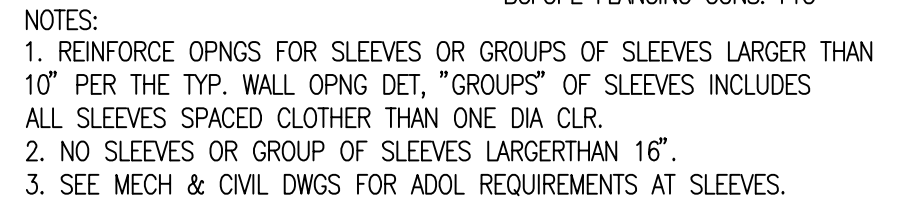
DESIGNER :
LIEM NGUYEN
8382 REMBRANDT DR
HUNTINGTON BEACH CA 92647

TEL: 567-801-7777

FILE :

DATE:07-05-2019

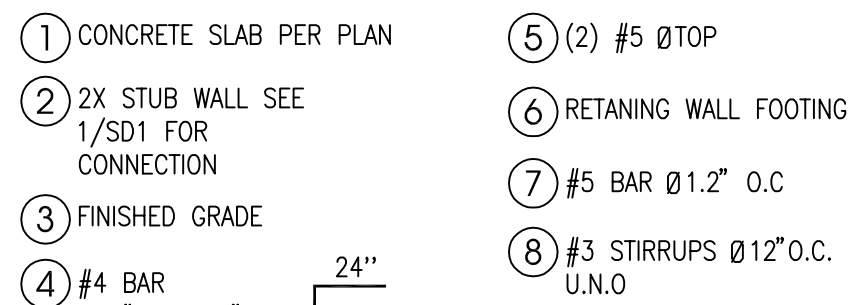
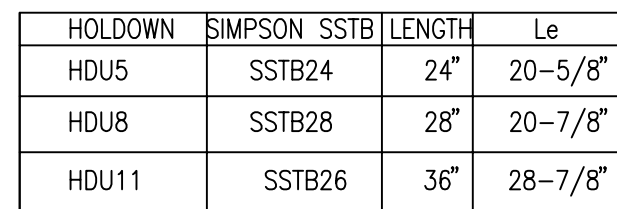
S - 3



(1) CONC FOOTING AS SHOWN
 (2) SLAB ON GRADE
 (3) #4 DOWELS $\varnothing 24"$ O.C
 24" MIN LENGTH
 (4) 2x4 STUDS $\varnothing 16"$ O.C.
 (5) FOOTING PER PLAN
 (6) #4 \varnothing TOP/BOTTOM

(7) #4 VERT $\varnothing 32"$ O.C.W/ALT
 BENDS \varnothing BOTTOM
 (8) PLYWOOD
 (9) FINISH GRADE WHERE OCCURS

NOTE:
 SEE DETAIL 1/SD1 FOR INFORMATION
 NOT SHOWN



REVISION	
DATE :	BY:

PROPOSE 2 - NEW DETACHED SINGLE FAMILY DWELLING
10572 LEXINGTON STREET, STANTON, CA 90680.

10572 LEXINGTON STREET, STANTON, CA 90680.

OWNER : NOP MAC DANG

TITLE :

STRUCTURAL DETAIL



DATE : 07-05-2019

SCALE :

DESIGNER :
LIEM NGUYEN
8382 REMBRANDT DR
HUNTINGTON BEACH CA 92647

TEL: 567-801-7777

FILE :

SD1

DATE:07-05-2019



- ① BUK's, & n.H. IS REQ'D.
FOR HOLES IN SHEAR
WALLS GREATER THAN
4 1/2" X 4 1/2". NO MORE
THAN ONE HOLE LARGER
THAN 4 1/2" X 4 1/2" IS
ALLOWED IN EA.
HORIZONTAL LINE.
STAGGER HOLES IF SUCH
CONDITION OCCURS. MAX
OF (2) 4 1/2" X 4 1/2" CUTS
ARE ALLOWED IN 4' - 0"
WIDE PANEL. NO CUTS OR
HOLES IN SHEATHING
WITHIN 16" OF CORNERS.
DO NOT OVER CUT.
- ② TYP. 1X4 LATERAL BRACING
ON 48" O.C OR AS
SPECIFIED BY TRUSS
DESIGNER.
- ③ 1X4 X - BRACING W/(3) 16D'S
TO EA. MEMBER.
- ④ (3) 16d nails.
- ⑤ simpson a35's, i50's0'
or lpt4's O 48"
o.c. u.n.o. plans.
- ⑥ sole plate nailing
O 8 o.c. On-on - shear
wall & per table O
shear wall
- ⑦ rim joist per plan.
- ⑧ top plate.
- ⑨ typ. lpt4 each
side
- ⑩ header per plan,
if not cont. use
simson st6236
- ⑪ staggered nailing
on adjpn panel
edges O 3x post.
- ⑫ trimmer or post per
plan attach to k. stud
w/ 16d's O 8" O.c.
at shear walls and O 16"
o.c. at non shear walls.
- ⑬ trimmer & king stud per plan.
- ⑭ 2 x floater.
- ⑮ install post anchor
per plan on outside
face of shear panel
u.n.o.

- 15 p.t.d.f. skill plate
 - 17 simp. hdc when opening 0 either side exceeds 5' - 0"
 - 18 min. 3x post at vert. splices where staggered e.n. is required
 - 19 2x trimmer w/ kInG stop attached w/ 16d's at 6' 0" o.c. keep dbl trimmer of opening is greater than 8' - 0"
 - 20 2x floater where occurs
 - 21 stud wall
 - 22 Double sill if opening = 8' - 0" or greater
 - 23 HD type holdown where occurs
 - 24 cripple wall
 - 25 3/4" nominal nail's min. 3/8" to edge of post; stud & 3/8" to edge of plywood
 - 26 2x flat blk 0 shear wall plyd. spike w/ e.n.
 - 27 2x floater
 - 28 sole plate nailing per shear wall schedule
 - 29 roof truss per plan.
 - 30 truss web members
- note:
when plywd sh'tg. is noted to trimmer, attach trimmer w/ 16d's spaced to match shear wall e.n. shear wall nailing head should be flush with shear panel.



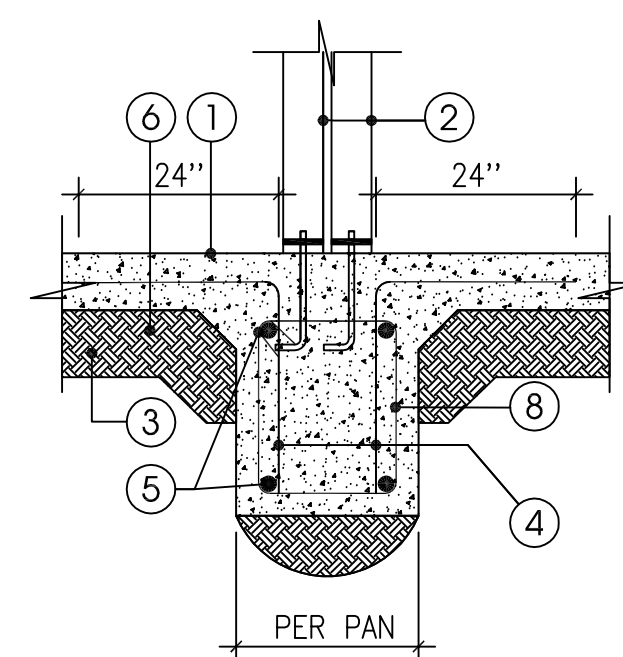
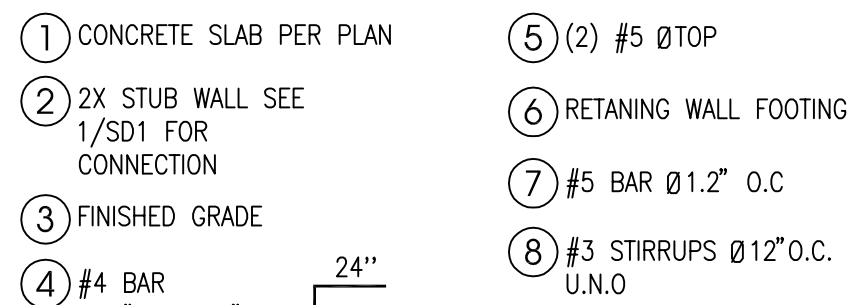
NOTE:
SEE DETAIL #1 ABOVE FOR
LEGEN & INFORMATION
NOT SHOWN.

TIE BEAM REBARS TO CONTINUE
INTO EXTERIOR FTG' MIN 24".

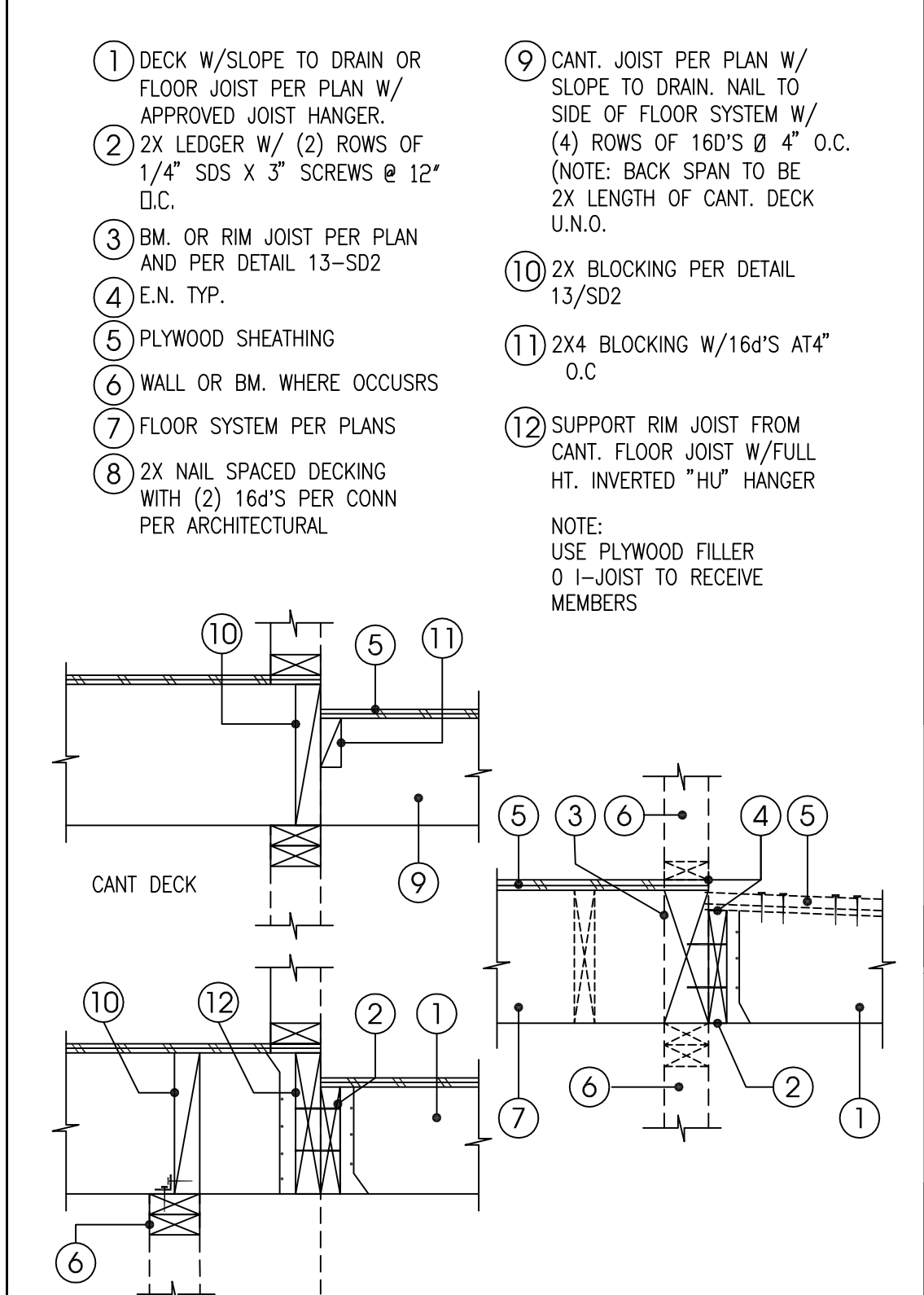
ADJUST EXTERIOR FTG'S Ø TIE
BEAM LOCATION FOR REBAR
DEVELOPMENT.



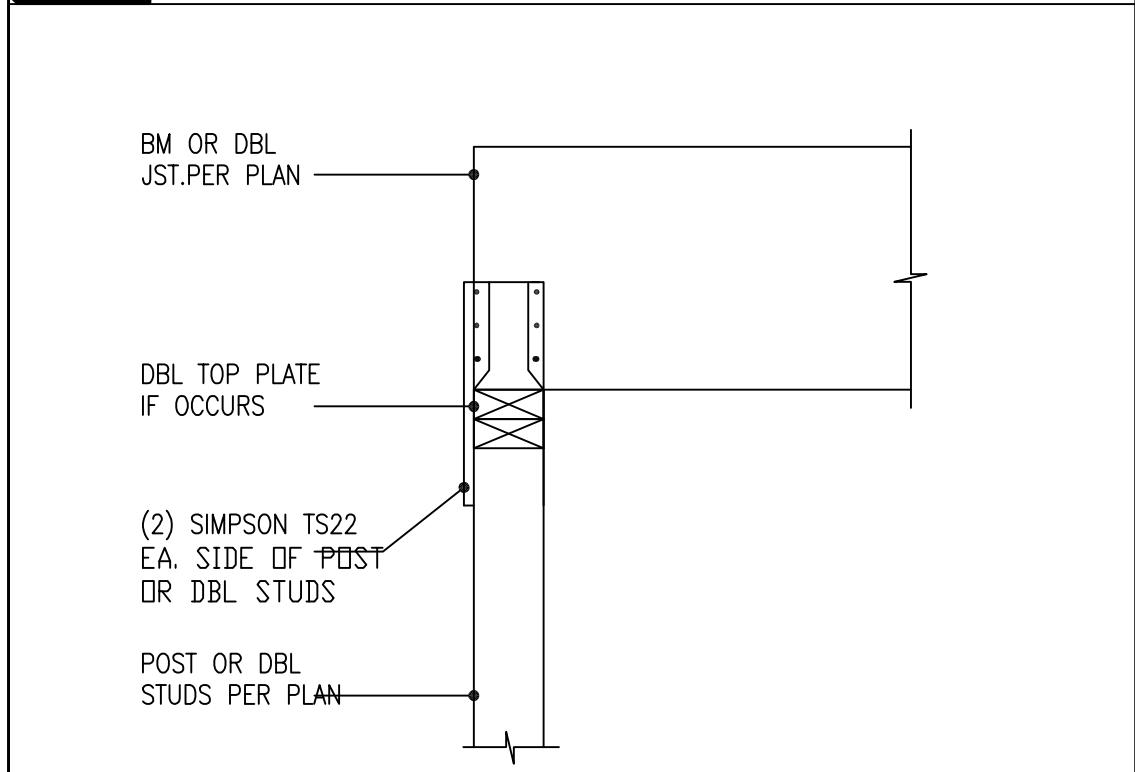
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FOR INFORMATION
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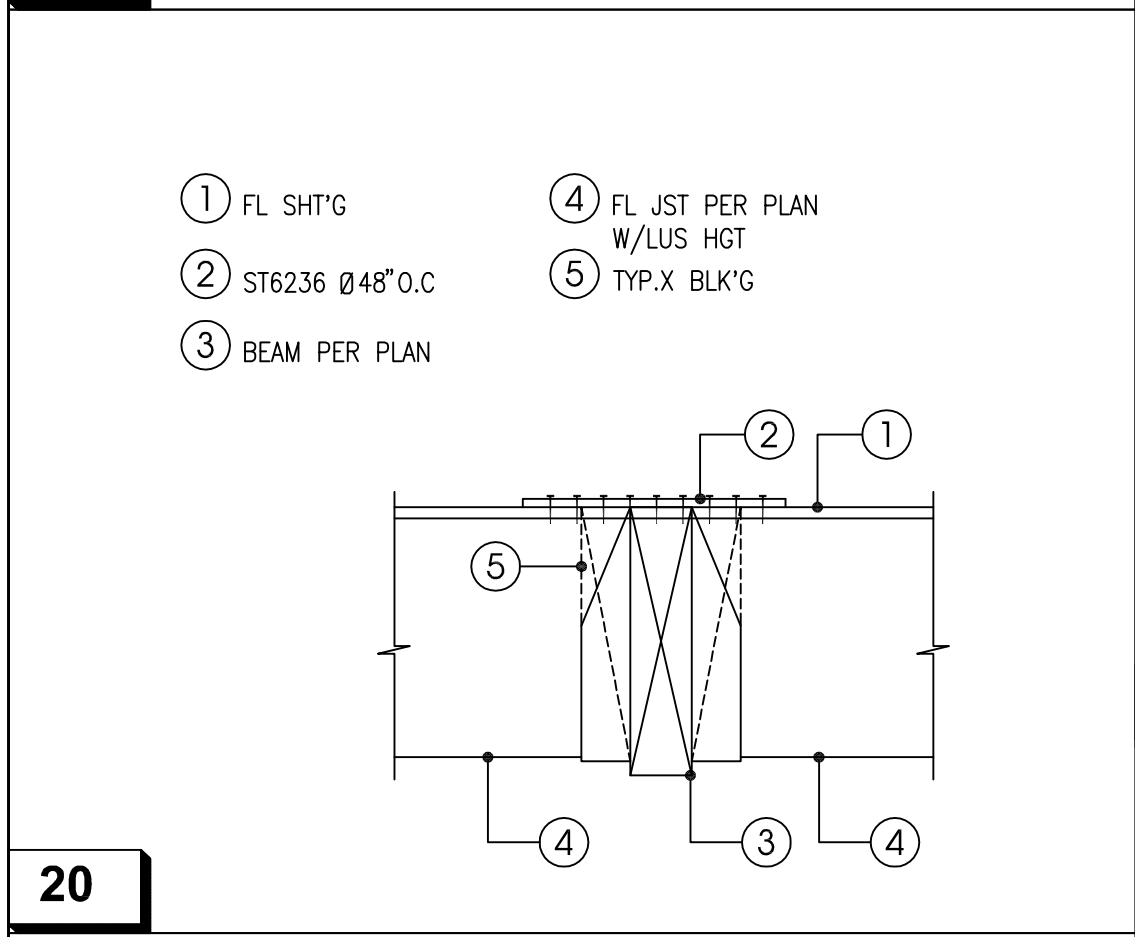
AT PARTY WALL



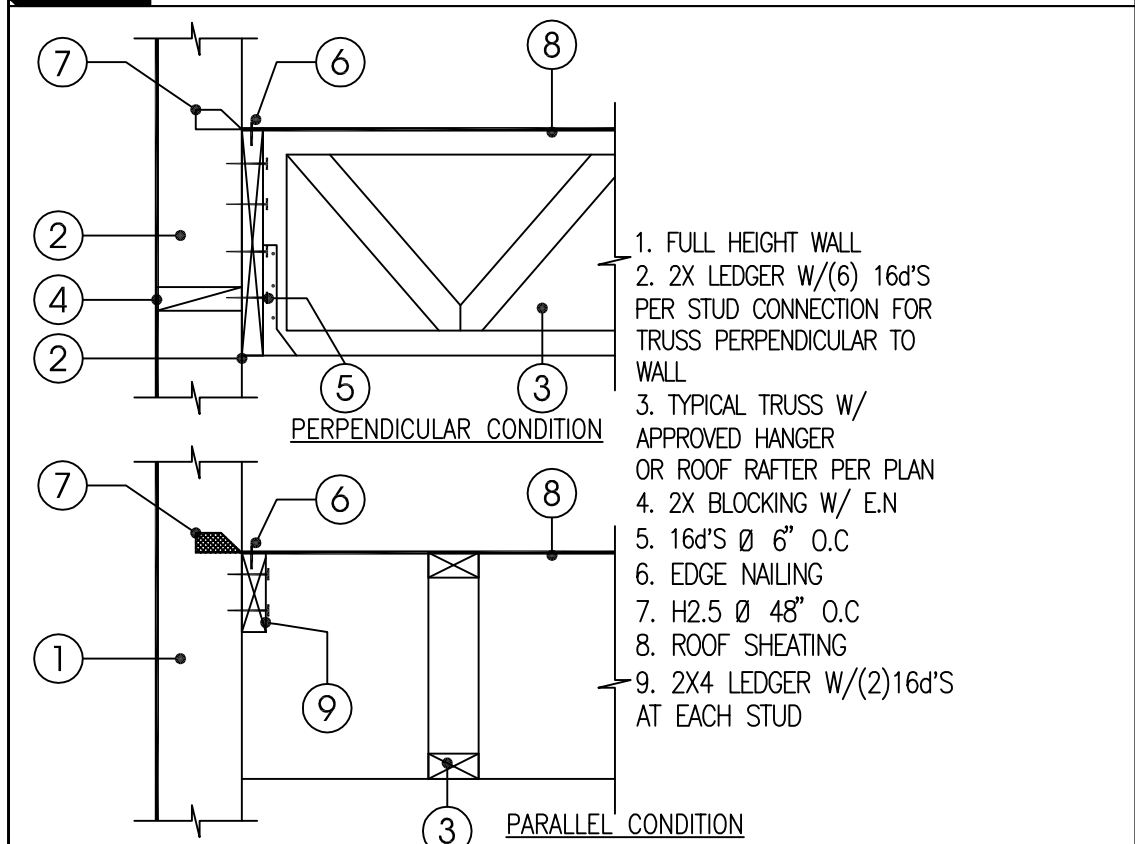
18 CONNECTION AT FLR / CHANGE DECK



19

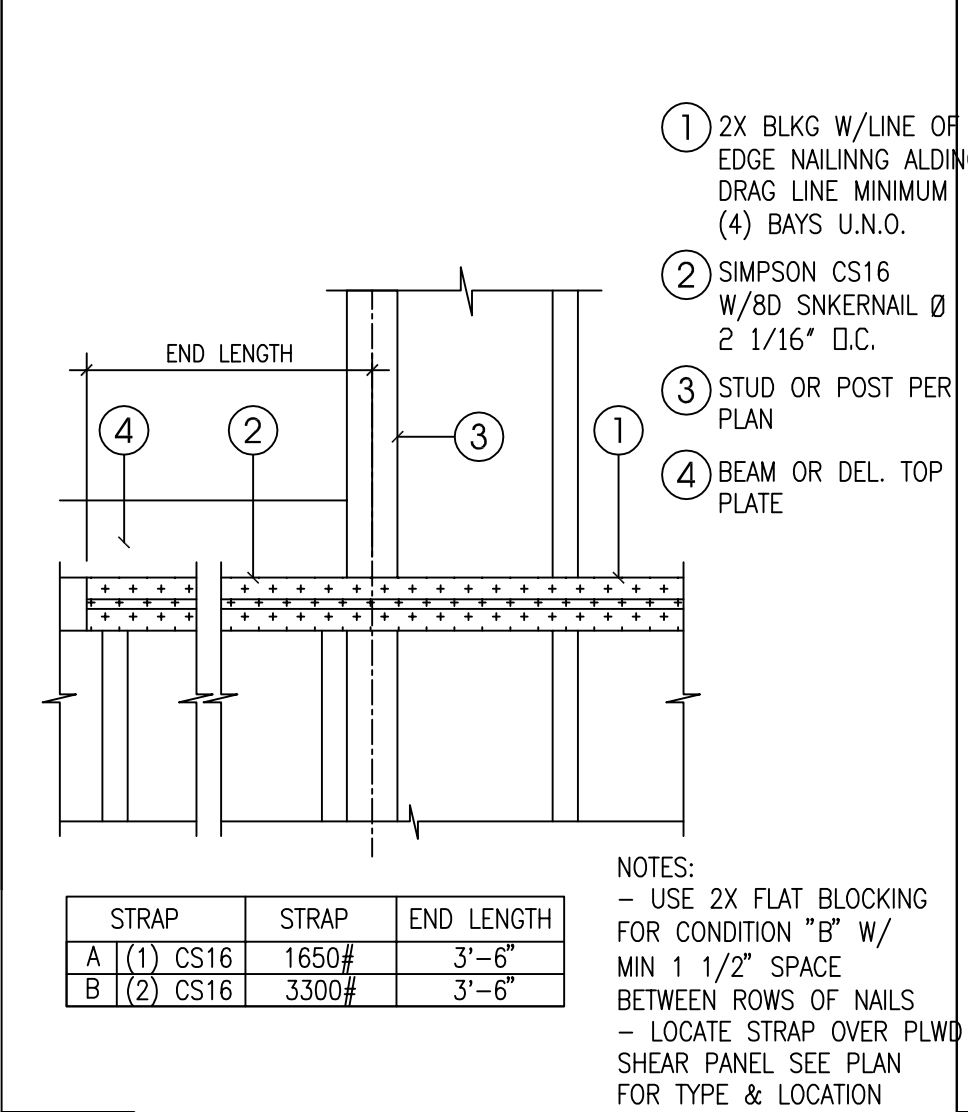


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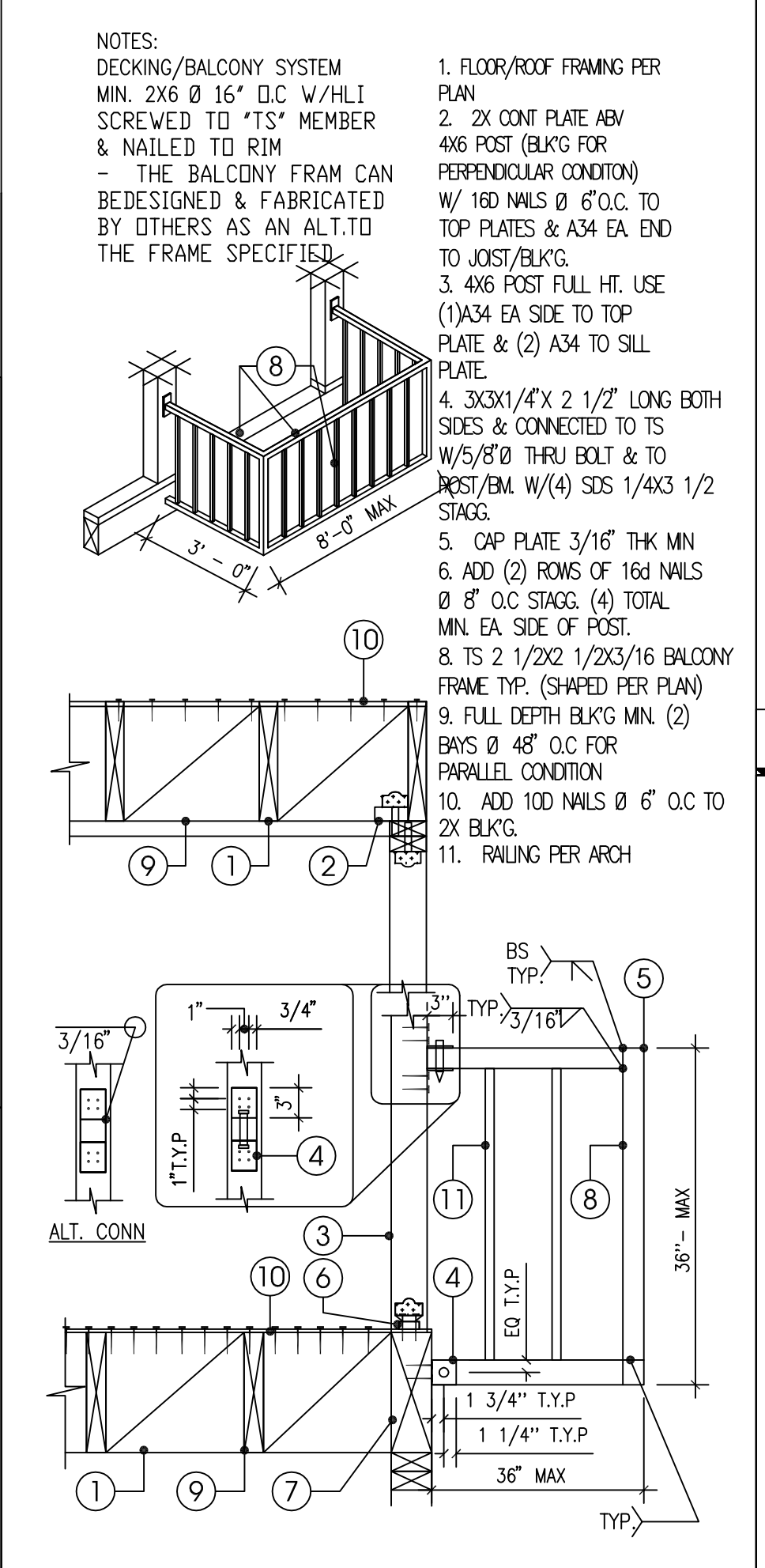


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CONNECTION DETAIL

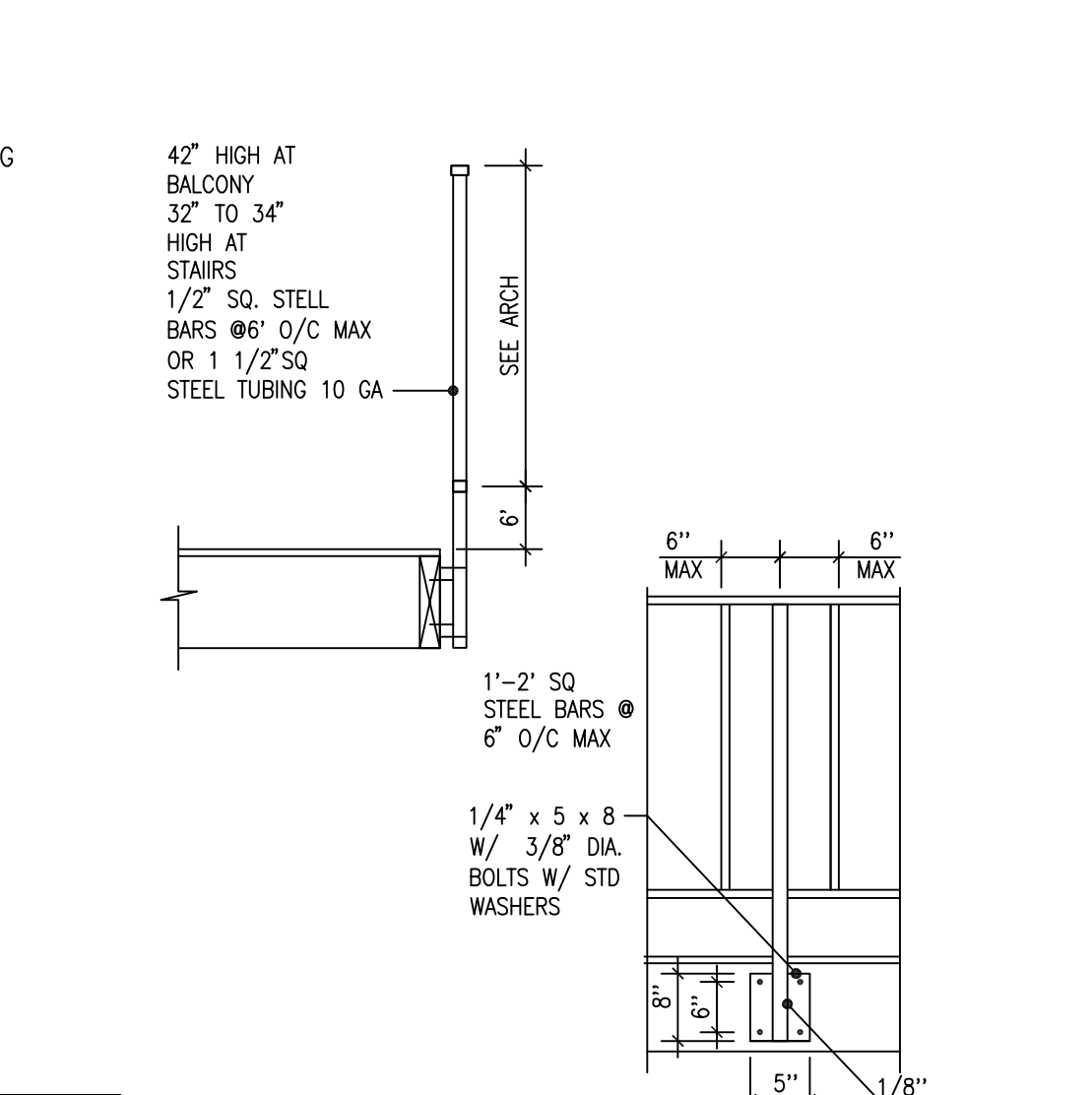


15 DRAG TO WALL DETAIL

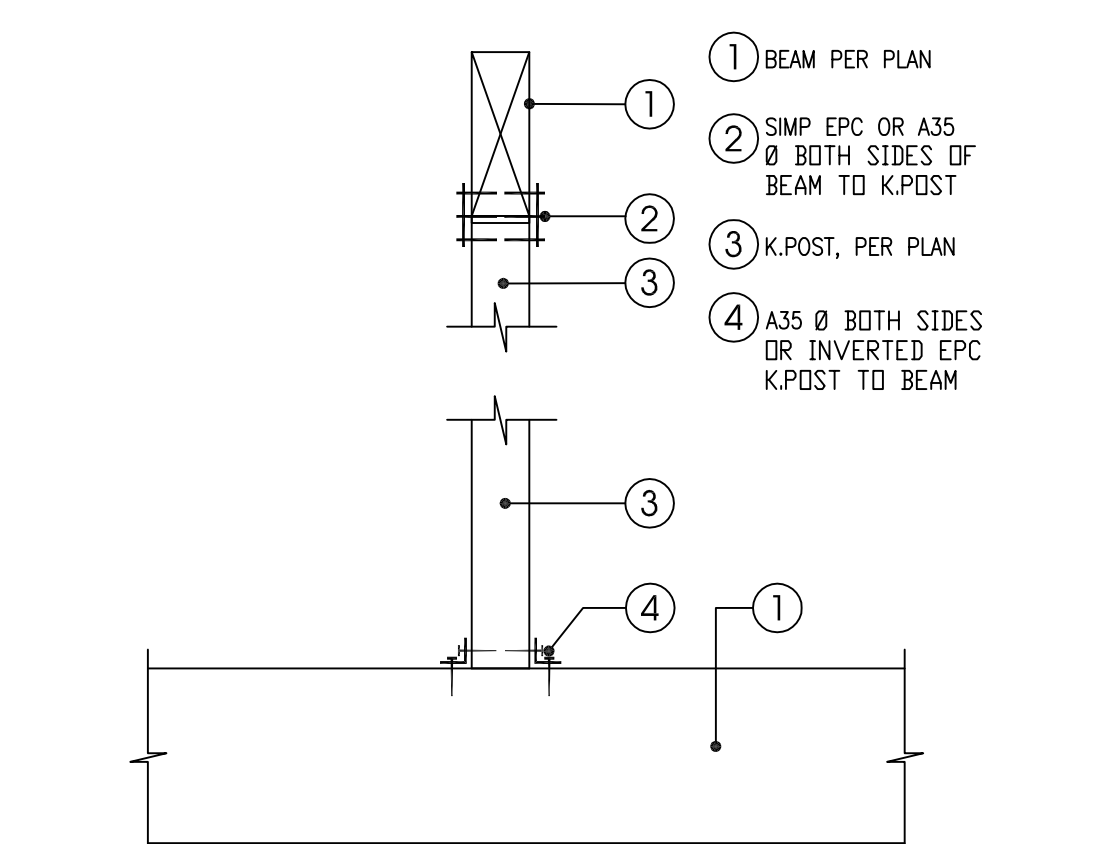


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CONNECTION DETAIL

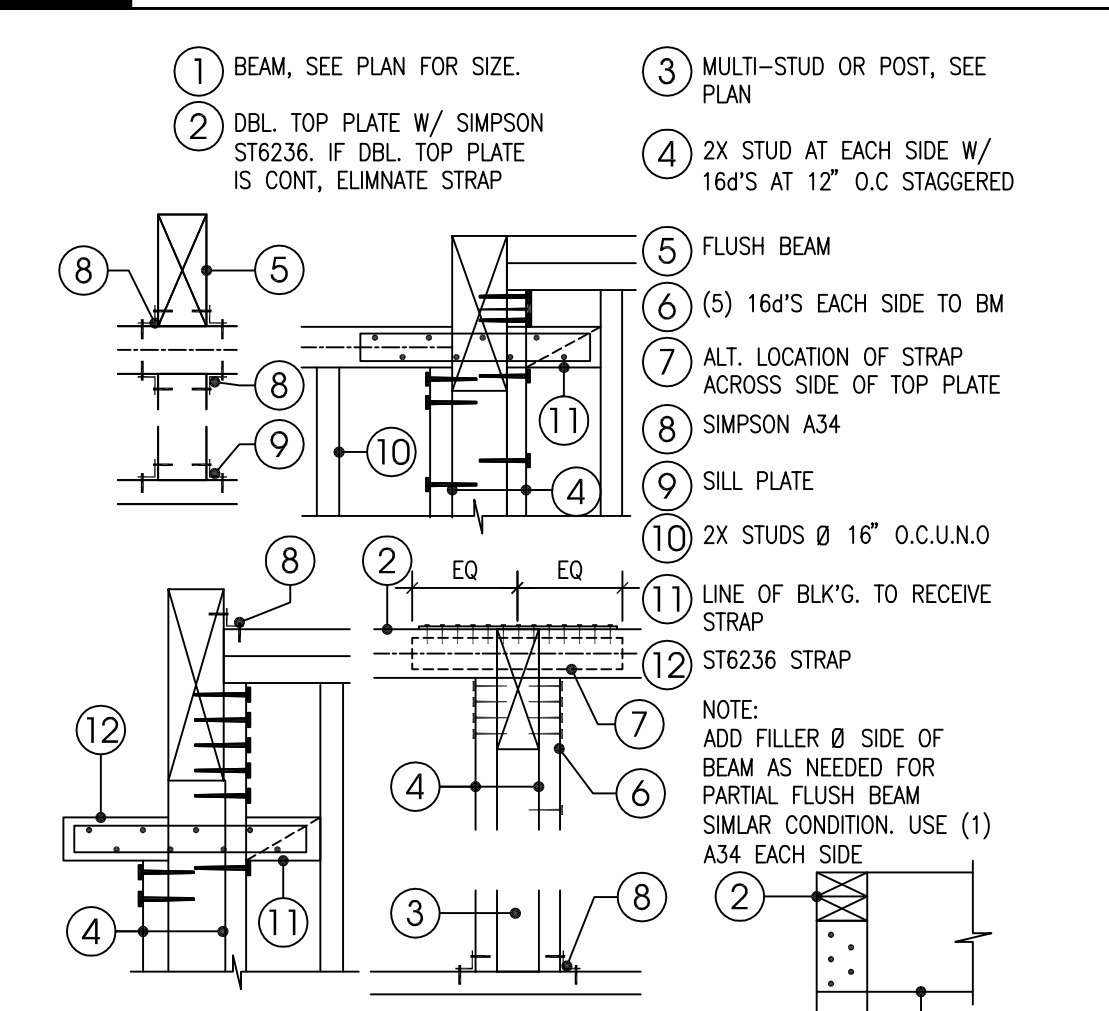


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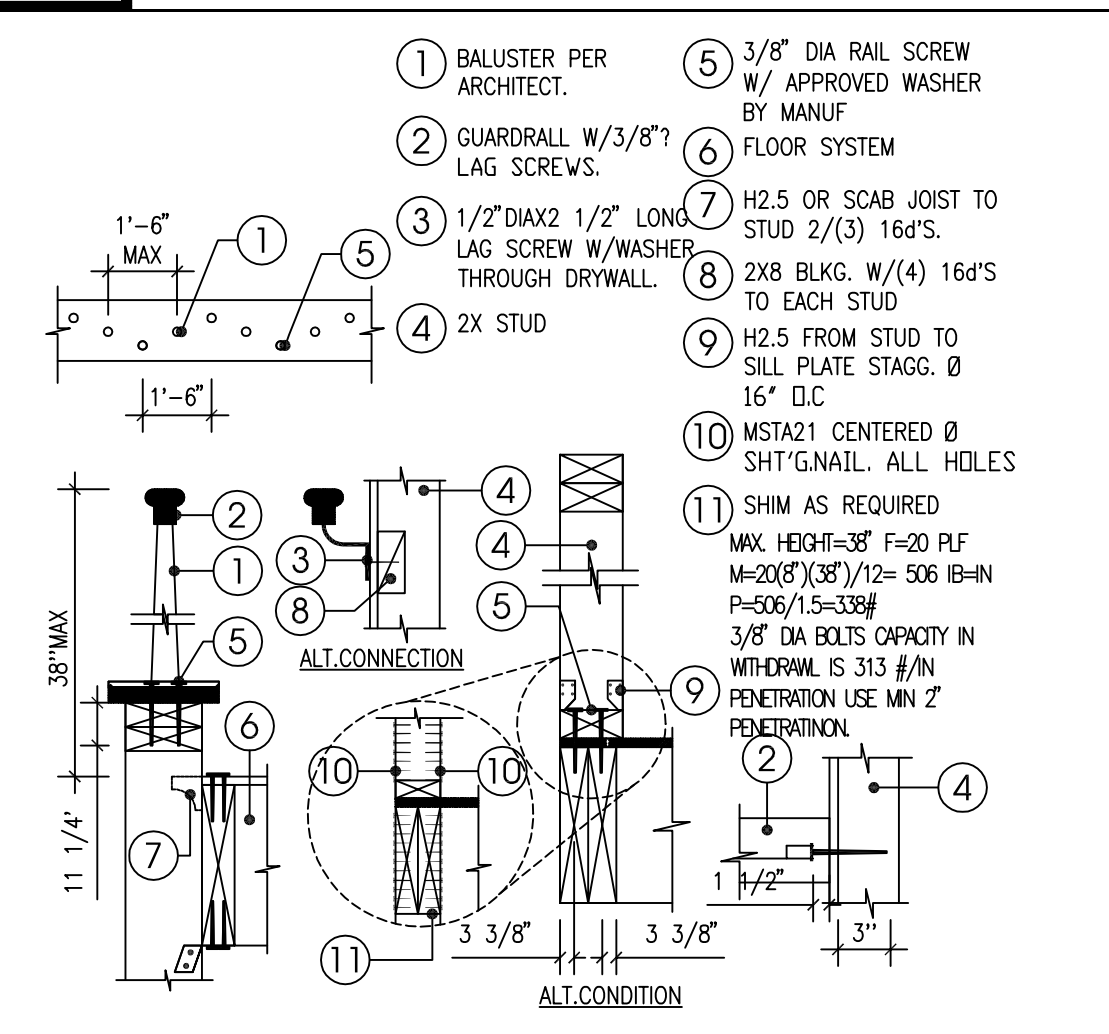
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KING POST CONNECTION



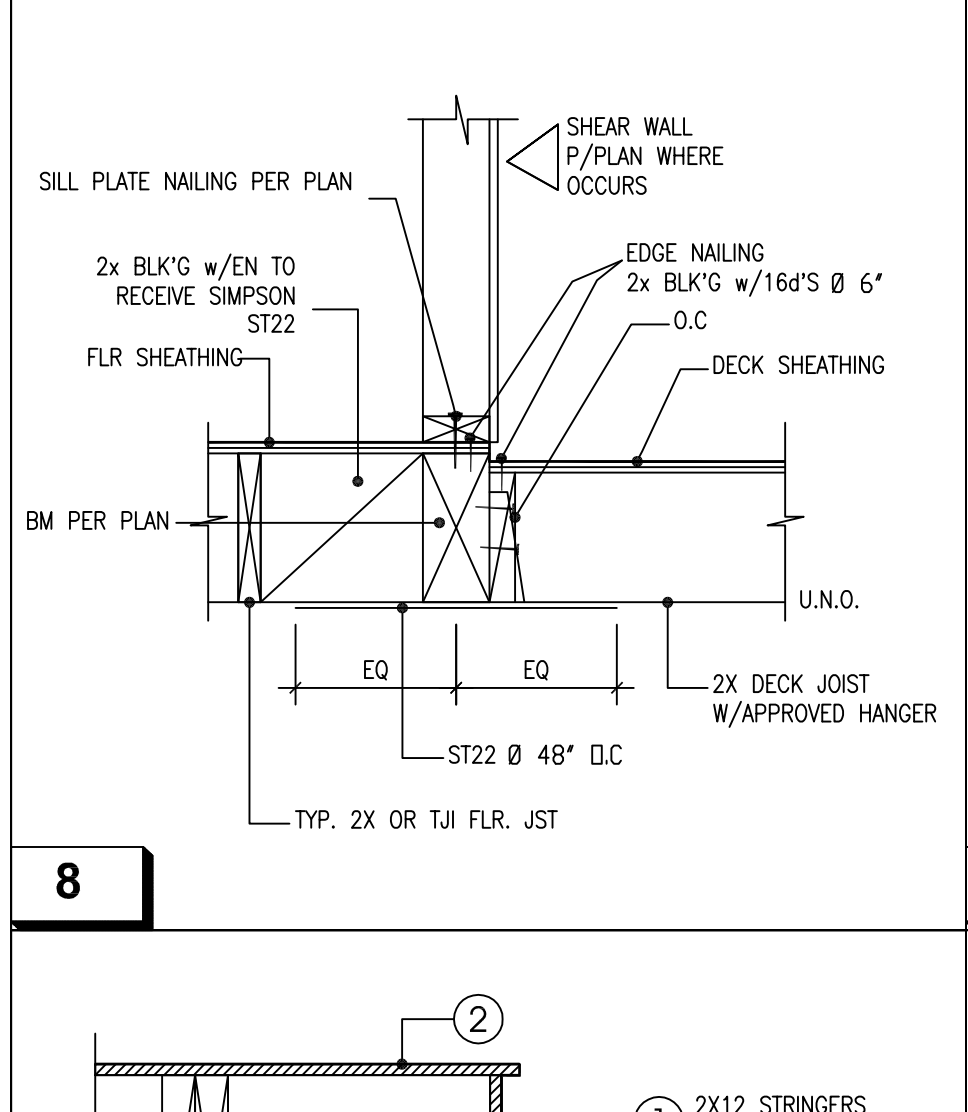
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BEAM DETAIL

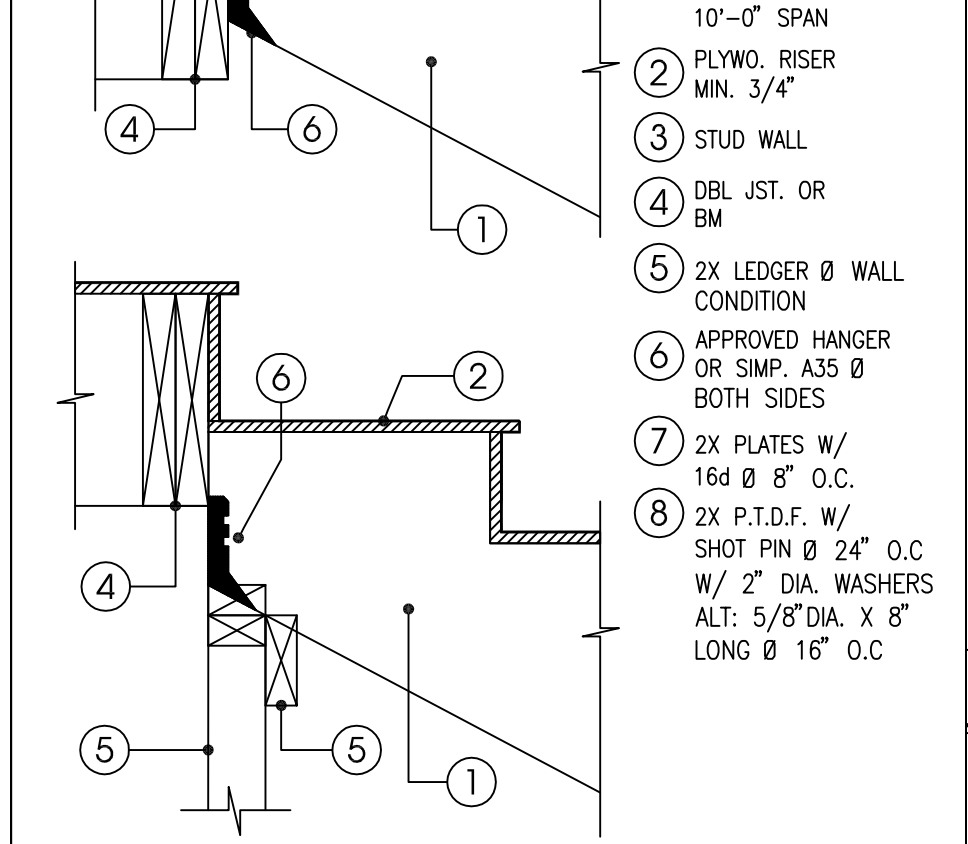


14

HANDRAIL / GUARD RAIL

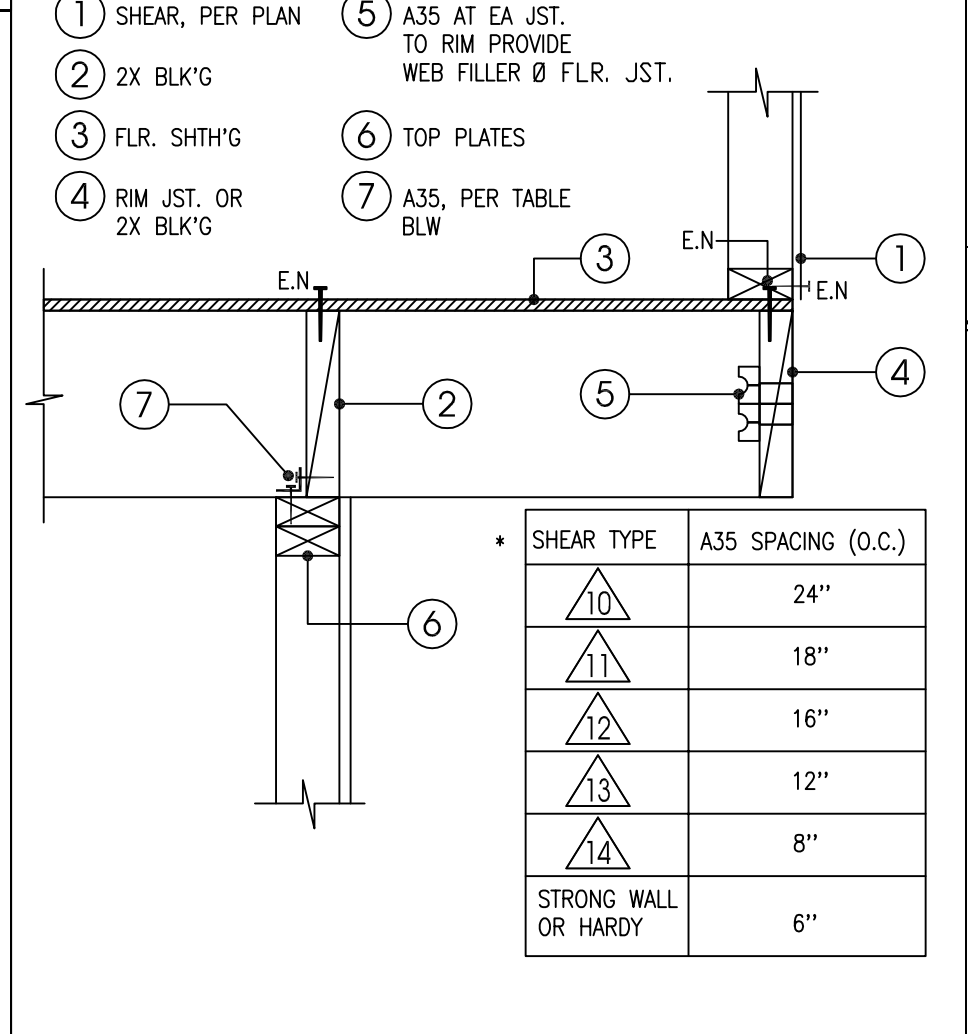


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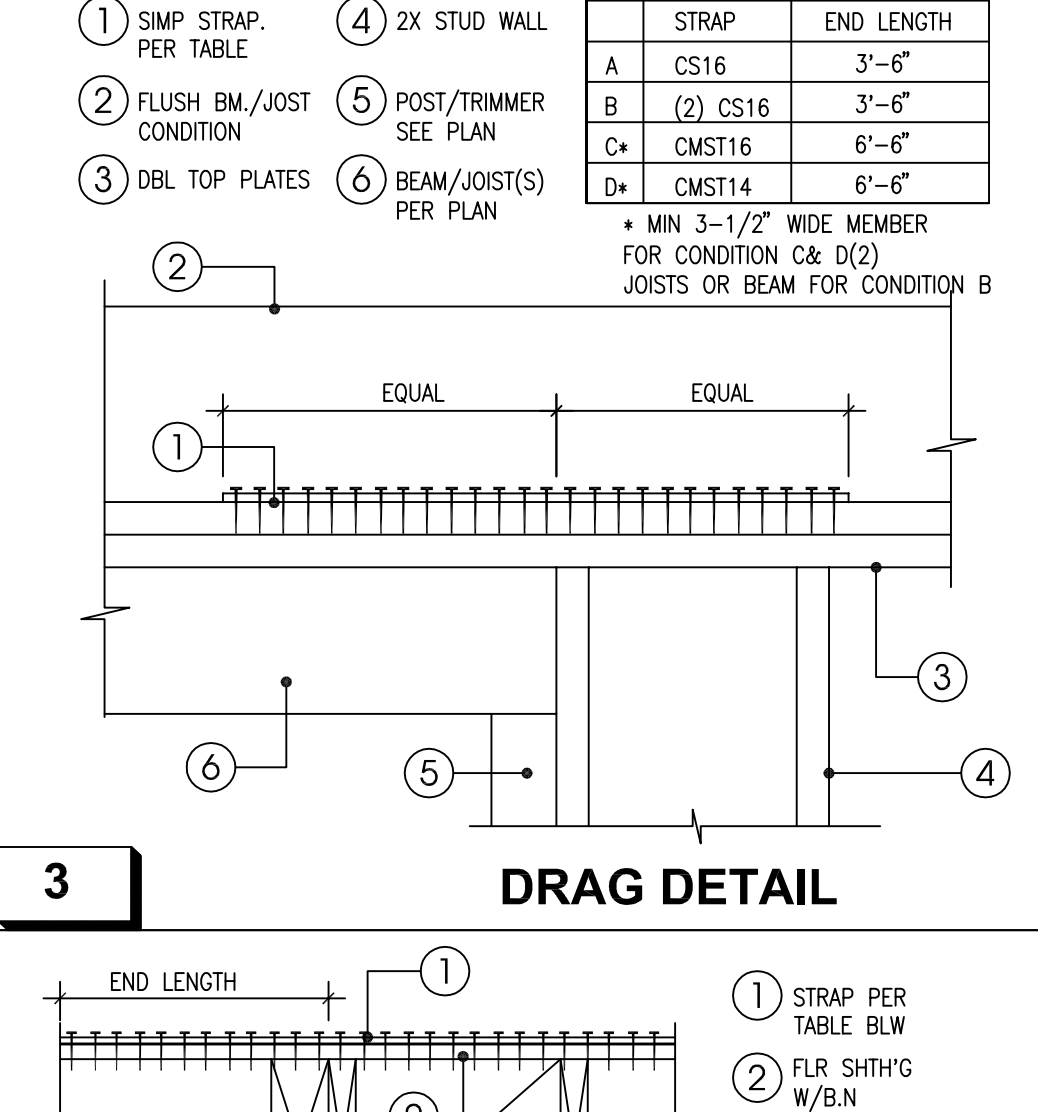
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STAIR DETAILS



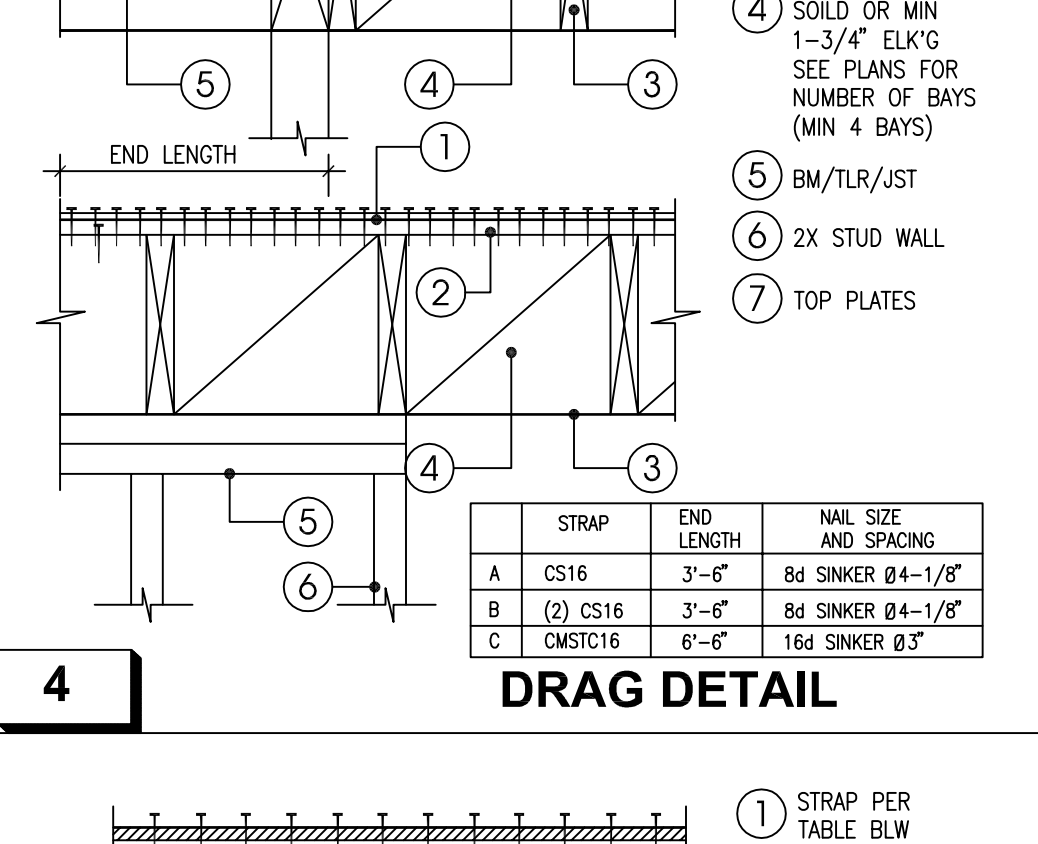
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CANTILEVER FLOOR



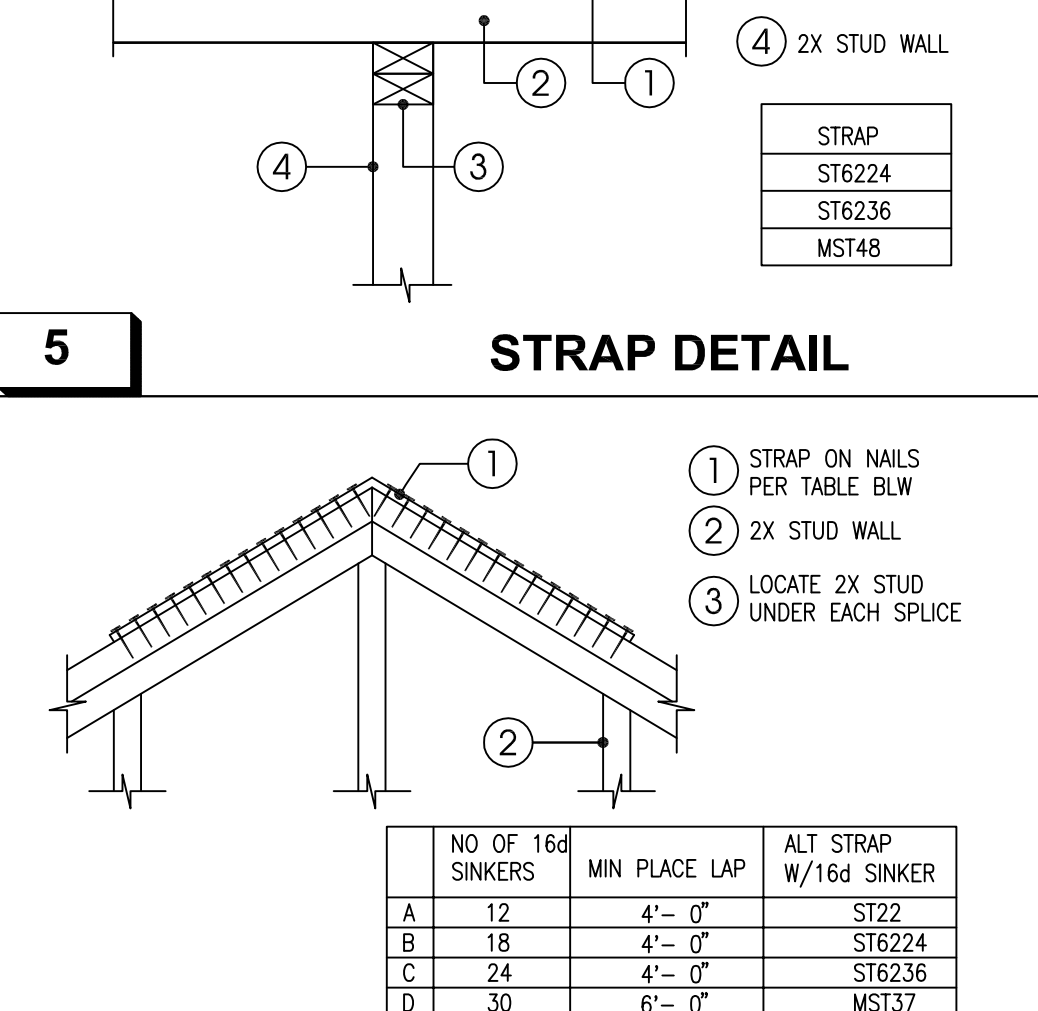
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DRAG DETAIL



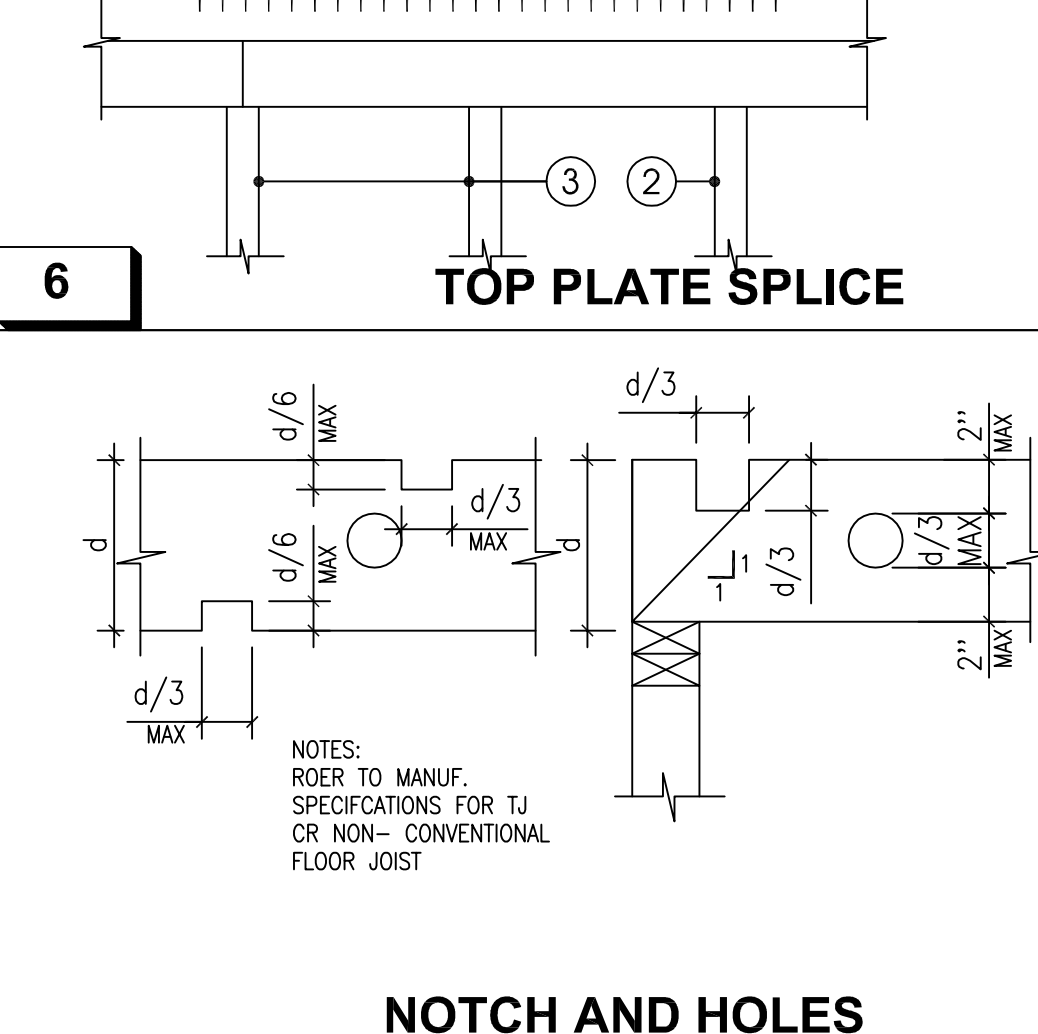
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DRAG DETAIL



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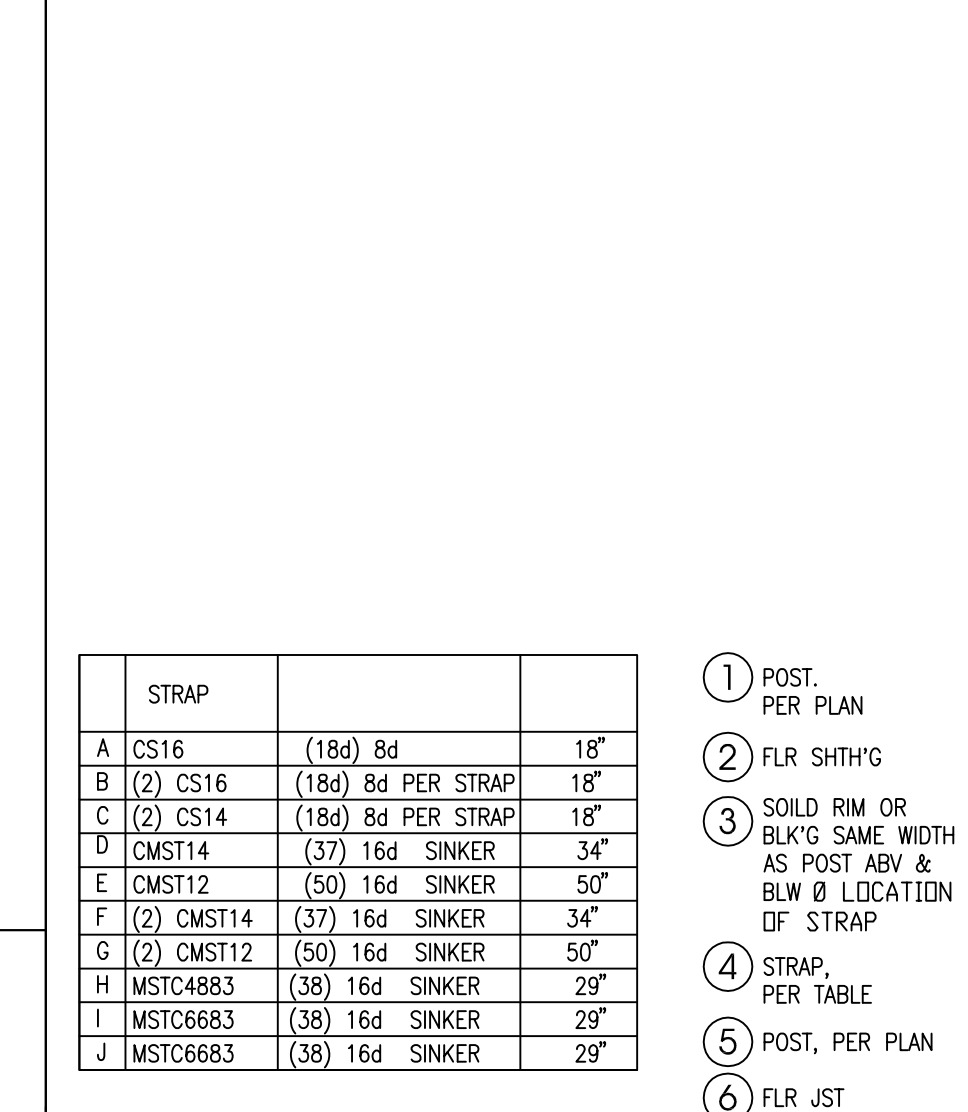
STRAP DETAIL



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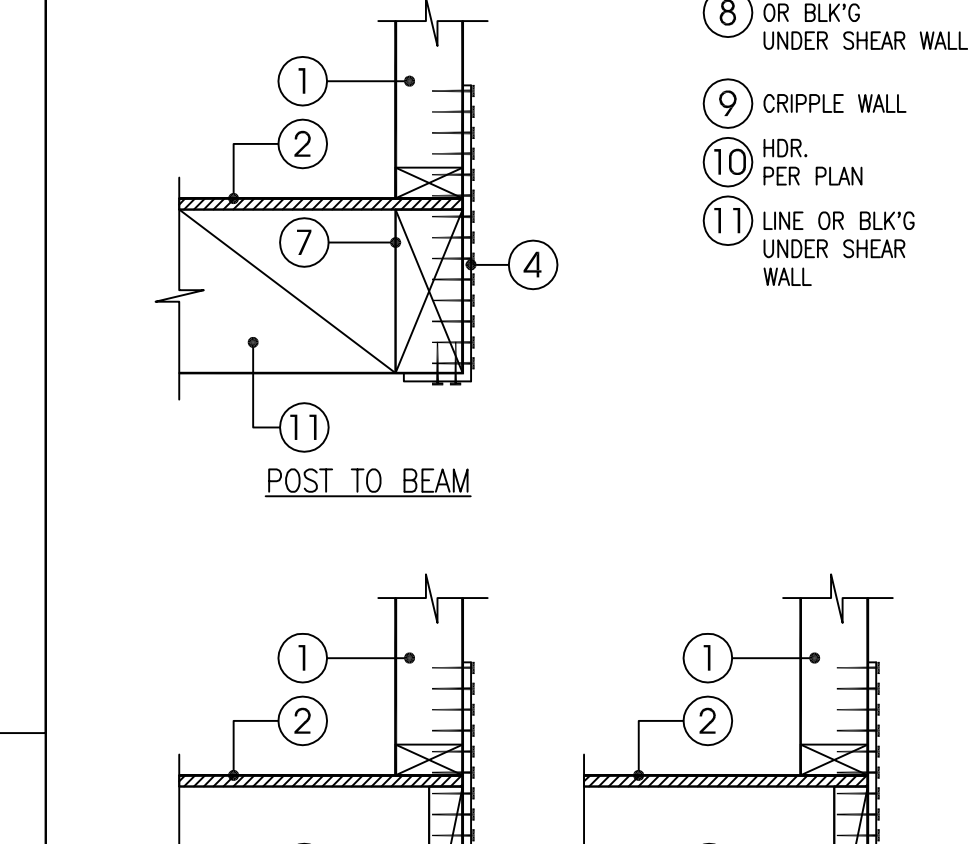
TOP PLATE SPLICE

NOTCH AND HOLES IN CONVENTIONAL JOIST



1

HOLDOWN DETAIL



2

FLOOR TO WALL TRANSFER

REVISION

DATE :	BY:

PROPOSE 2 - NEW DETACHED SINGLE FAMILY DWELLING

10572 LEXINGTON STREET, STANTON, CA 90680.

OWNER : NOP MAC DANG

TITLE :

STRUCTURAL DETAIL

REGISTERED PROFESSIONAL ENGINEER

DONALD J. INMAN

C-11888

Exp. 12-31-2019

CIVIL

STATE OF CALIFORNIA

DATE : 07-05-2019

SCALE :

DESIGNER :
LIEM NGUYEN
8382 REMBRANDT DR
HUNTINGTON BEACH CA 92647

TEL: 567-801-7777

FILE :

SD 2

DATE: 07-05-2019

MATERIAL BOARD



EXTERIOR WALL COLOR CODE : BEHR PP103



EXTERIOR WINDOW TRIM COLOR CODE : BEHR UL223



ROOFING : EAGLE 4645 FIELD SUNRISE BLEND



FOR REFERENCE ONLY

REVISION	
DATE :	BY:

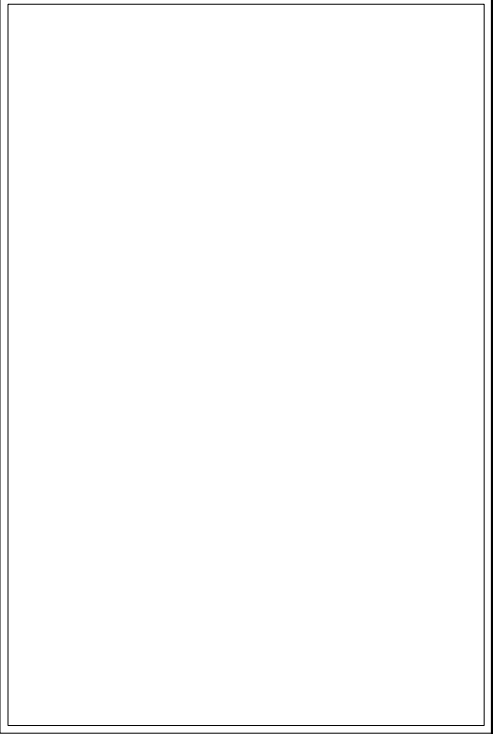
MATERIAL BOARD

10572 LEXINGTON STREET, STANTON, CA 90680.

OWNER : NOP MAC DANG
MAC PROPERTY INVESTMENTS LLC

TITLE :

MATERIAL BOARD



DATE : 01-25-2020	
SCALE : 1/4" = 1'-0"	
DESIGNER : LIEM NGUYEN 8382 REMBRANDT DR HUNTINGTON BEACH CA 92647	
TEL: 567-801-7777	
FILE :	
DATE:01-25-2020	



CITY OF STANTON

REPORT TO THE PLANNING COMMISSION

TO: Chair and Members of the Planning Commission

DATE: August 19, 2020

SUBJECT: PUBLIC HEARING TO CONSIDER ZONING CODE AMENDMENT ZCA 20-01, DEVELOPMENT AGREEMENT DA 20-03, PLANNED DEVELOPMENT PERMIT PDP 20-04, AND SITE PLAN AND DESIGN REVIEW SPDR-807 FOR A NEW 321-UNIT, MULTI-FAMILY APARTMENT COMMUNITY FOR PROPERTIES LOCATED AT 12331-12435 BEACH BOULEVARD LOCATED IN THE COMMERCIAL GENERAL (CG) AND SOUTH GATEWAY MIXED-USE (SGMX) OVERLAY ZONE.

RECOMMENDED ACTION

That the Planning Commission:

- Conduct a public hearing;
- Find the proposed project is Categorical Exempt per California Environmental Quality Act, Public Resource Code Section 15332, Class 32 (Infill Development);
- Adopt Resolution No. 2525 recommending the City Council approve Zoning Code Amendment ZCA 20-01 amending Section 20.030.050.B, Table 2-12 to increase the maximum density to 90 dwelling units per acre;
- Adopt Resolution No. 2526 recommending the City Council approve a Development Agreement between the City of Stanton and Bonanni Development for certain real properties located at 12331-12435 Beach Boulevard, pursuant to California Government Code Section 65864 et seq; and
- Adopt Resolution No. 2527 recommending the City Council approve Planned Development Permit PDP 20-04 and Site Plan and Design Review SPDR-807 to develop a new 321-unit apartment community, parking garage and associated improvements.

BACKGROUND

The applicant, Chris Segesman representing Bonanni Development (Applicant), is proposing to develop three parcels of land located on Beach Boulevard, north of Lampson Avenue, commonly known as 12331 -12435 Beach Boulevard. The 3.75 acre site currently includes a mobile home retailer, vacant land and a commercial building. The applicant plans to remove all existing structures and construct an apartment community consisting of 321 multi-family residential units and 546 parking spaces within a multi-level garage.

The project is located within the boundaries of the South Gateway Mixed-Use Overlay Zone. Surrounding land uses and zoning are as follows:

Direction	Zoning	Existing Land Use
North	Open Space	Orange County Flood Control Channel
South	Commercial General (CG) with South Gateway Mixed-Use Overlay (SGMX)	76 service station Commercial lot
East	Commercial General (CG) with South Gateway Mixed-Use Overlay (SGMX)	DaVita Kidney Center Sport Auto RV Sales Beach Professional Plaza
West	Medium Density Residential (RM)	Garden Terrace Mobile Home Park

In May, 2020 the City Council approved a General Plan Amendment and Zone Change related to the mixed-use project located at 12736 Beach Boulevard that increased the density from 30 to 60 dwelling units per acre to 60 to 80 dwelling units per acre or 284 residents to the acre. Additionally, the change increased the maximum height from 65 feet to 80 feet and the maximum stories from 5 to 7.

The proposed project is anticipated to compliment the project previously approved further south on Beach Boulevard, previously referred to as The Mint. The current project offers studio, one- and two-bedroom apartments ranging in size from 525 to 1,333 square feet. Amenities will include a rooftop pool, spa and outdoor deck with programmed and passive spaces a sky lounge and wrap around view deck. A fitness facility, co-working spaces and courtyards are designed within the project for a variety of residents needs. Walking paths, landscape parkways, a dog park and dog washing station provide amenities on the project's lower levels. Professional staff will be present on site at all times. Additional security is provided at entrances and exits of the building, a project-wide camera systems and secure delivery and package lockers are proposed.

The Project provides one main access driveway on Beach Boulevard at the center of the property, one secondary access point at the north end of the site nearest the flood control channel and a fire access lane on the southern end of the parcel. With a raised median on Beach Boulevard, the main driveway is for “right in right out” only. This driveway provides direct access to the parking structure and to surface level guest parking. Access to the garage is controlled by an automatic gate with appropriate placement to ensure sufficient stacking length to contain all residential queue on the site without backing up to Beach Boulevard. The secondary access serves north bound Beach Boulevard vehicles. This access also doubles as one of the fire lanes and includes a hammerhead turn around for fire truck maneuvering. The southern access would be right in right out from Beach and would be for emergency purposes.

ANALYSIS/JUSTIFICATION

PROJECT LOCATION – The project is located northwest of the intersection of Lampson Avenue and Beach Boulevard. The proposed project consists of a 5-story residential building and a 7-story parking structure. The project includes 48 studios, 187 one-bedroom and 86 two-bedroom units for a total of 321 units in this apartment community. The tallest point of the buildings on site will be 76 feet 7 inches. This additional height accommodates access to the parking garage on the roof level. The overall height of the residential building is 57 feet 11 inches. A total of 48,164 square feet of common and private open space is provided and 546 parking spaces are included within the multi-level, enclosed garage.



VIEW OF MAIN ENTRY COURTYARD ON BEACH BLVD. 1



VIEW OF MAIN ENTRY HEADING SOUTH ON BEACH BLVD. 2



VIEW OF EAST ELEVATION LOOKING NORTH ALONG BEACH BLVD. 3



VIEW OF EAST ELEVATION LOOKING SOUTH ALONG BEACH BLVD. 4

Figure 1. Conceptual Renderings

ZONING CODE AMENDMENT –The proposal is to purchase three individual lots, remove the current structures and construct 321 units on the 3.75 acres. This would result in a density of 86 dwelling units per acre. The Stanton General Plan and Zoning currently allow residential uses with a density range of 60 to 80 dwelling units per acre. This would translate to a maximum of 300 units for this site. The proposal is requesting consideration for 321 units or 86 dwelling units per acre.

The General Plan defines density using two measurements, units per acre or residents per acre. The purpose of this consideration is to account for how dense (actual people/population) a project will be. A strict use of units per acre to evaluate density can underestimate population as the more bedrooms, greater square footage and other increases in other habitable spaces (offices, dens, etc), the more people can actually occupy a unit and increase overall density. The General Plan specifies a maximum 284 residents to the acre in the South Gateway Mixed Use District. Given the maximum residents specified in the General Plan the assembly of these three properties resulting in 3.75 acres of land would be expected to have a potential maximum 1,065 residents.

The project provides 48 studios, 187 one-bedroom and 86 two-bedroom units. The following table illustrates some assumptions for residents per unit to consider for the projects makeup.

Unit Type Cloud 5	Distribution of Units	High end occupancy	Total residents to acre	expected occupancy	Total residents to acre	Average residents per unit	Total residents to acre
studio	48	2	96	1	48	1.5	72
1 bedroom	187	3	561	2	374	2	374
2 bedroom	86	4	344	2	172	2.5	215
			1001		594		661
Compared to General Plan			-64		-471		-404

One-bedroom and studio units make up more than 70% of the distribution. With a conservative review of occupancy per unit, the project would maintain 64 fewer people than anticipated for the residents per acre assumption. In the expected or average evaluation of occupancy for the project, the project maintains just over 50% of the residents per acre. In staff's review and evaluation of the proposed project given the distribution of unit types and expected occupancy the project is anticipated to maintain residents per acre considered for this land use designation and therefore the project conforms to the density standards for this land use designation.

Table 2-12 of Section 20.230.050 of the Zoning Code defines density as units per acre. The current density allows a range of 60 to 80 units per acre. There is no consideration for resident per acre. While it is the intention for the District to consider this as part of the standards, the Zoning Code does not expressly permit this standard. Therefore, this application includes a request for consideration of a Zoning Code Amendment to allow for a density increase from 80 units maximum to 90 units maximum. Staff has

evaluated the proposal and has found that with the distribution of unit types and anticipated occupancy the request to increase the density is consistent with the goals and intention of the General Plan and the intention for the Zone.

Zoning Code Amendment findings can be made in support of this request. The request would provide for a higher range of residential densities and additional housing opportunities which can be supported by available city services. By increasing the allowable density, this underutilized and partially vacant infill site will be improved to provide additional housing units close to existing commercial services and job centers. This project with the proposed amendment will benefit the existing and future uses on Beach Boulevard and in the City of Stanton as a whole.

DEVELOPMENT AGREEMENT – As part of the entitlement process, the City Council authorized staff to enter into negotiations for a Development Agreement for this project. The Development Agreement would vest the project in accordance with existing land use laws, regulations, and ordinances. In other words, if the land use laws, regulations, and ordinances change during the life of the Development Agreement, the applicant would develop the project in accordance with the Agreement. In exchange, the developer has agreed to provide substantial improvements to the neighborhood by consolidating smaller, underutilized lots, building a high quality designed and executed building concept, improving the public experience and visual corridor with landscape features, entry and corner improvements, and activating the main entryway into the City of Stanton. Additionally the development, will contribute financially to the City's Facility Fee as well as the City Beautification and Enhancement Fund for improvement to public facilities throughout the City. The Planning Commission's authority over the Development Agreement is limited to consideration of land use. All other considerations within the Development Agreement are to be considered by the City Council.

PLANNED DEVELOPMENT PERMIT AND SITE PLAN AND DESIGN REVIEW – A Planned Development Permit (PDP) is allowed for residential development with a minimum of two acres of land to consider modified development standards related to lot coverage, FAR, height, setbacks, open space and parking to allow for creative, innovative and desirable projects that given the strict application of the Code would otherwise not be possible. The PDP requires findings to be made to ensure the goals and objectives of the General Plan are met and the project is of superior quality and a benefit to the overall community. The following is a summary of the alternative standards for consideration and supporting information for the request of the Planned Development Permit:

- Increasing the front yard setback from 10 feet to a range of 13 to 15 feet. The project provides for a street parkway, sidewalk and landscape buffer along Beach Boulevard. The buildings are setback pulling away from the street to allow for more pedestrian attention and activating the frontage of the project for the pedestrian scale rather than vehicular design. The increased setback supports General Plan Strategy CD-4.1.1 "promote pedestrian friendly environment with attractive, walkable neighborhoods and commercial areas, encourage landscaped buffers to separate pedestrian and vehicular areas, where possible and encourage buildings along

pedestrian pathways to be at a human scale.” By allowing this modified setback the City is maintaining the intention of the Code while promoting and supporting the goals and objectives of the General Plan.

Figure 2. Site Plan



- Reducing private open space from 250 square feet to a range of 53-111 square feet per unit and reducing the minimum unit size from 600 square for a studio to 525 square feet; 700 square feet for a one-bedroom to a range of 581-609 square feet and from 950 square feet for a two-bedroom unit to a range of 892-912 square feet.

Land Use Strategy 5.1.1 of the General Plan sets forward a plan to increase the non-financial incentives for lot consolidation and development. Private open space and unit size are two methods the City can provide to incentivize high quality development and encourage lot consolidation and redevelopment of underutilized properties. The size of the unit and size of open space is regulated to ensure that the private needs of the occupants are met. Often minimum standards are met by development but quality and functionality is not applied. This project provides units sizes and private open space area that is typical of development in California at this time.

Additionally, the project has provided efficient unit design, layout and features to ensure studios, one- and two-bedroom units are functional and comfortable. Private open space is provided for each unit but is not relied on for the tenant's only ability for relief from indoor living. The project provides experiences throughout the development that maximize the response to the needs of a resident including a business center, shared work space, courtyards and pathways, dog park, dog wash area, fitness, lounges and pools for socializing and recreation. Small and large

gathering areas are available for residents that are expected to be more functional than the small increase in the outdoor space would be. The small reduction in the private space and overall unit size has allowed the development to maximize the site design to provide options for residents for recreation and social needs.

Figure 3. Outdoor Open Spaces



- Providing a parking ratio of 1.7 spaces per unit. A parking study was provided to consider the proposed parking in comparison to the Code requirements. The analysis utilized parking rate comparisons for similar projects in Anaheim, Huntington Beach and Aliso Viejo. The comparable sites were found to have parking ratios ranging between 1.60 and 1.78 spaces per unit. The study concludes that although the proposed 1.7 parking ratio is lower than the 2.0 parking ratio required by the City of Stanton it is sufficient for projects of this type. The parking study has been included in Attachment G for reference. Additionally, the report suggests parking management strategies to ensure parking is managed on site and any issues that arise overtime are resolved by the property manager.

Land Use Strategy 5.1.1 of the General Plan sets forward a plan to increase the non-financial incentives for lot consolidation and development. Parking requirements have been identified by California Department of Housing and Community Development as well as the Southern California Association of Governments as one of the leading causes to the increase in housing costs in California. Adding an above-ground parking spot can cost on average \$35,000 per space. Allowing the reduction in parking standards while maintaining the intention of the Code to provide parking on site for each resident and guests can help reduce the overall cost of housing production.

Infrastructure and Community Services Action 1.1.2(c) sets forward to revise parking policies to allow for increased flexibility with parking standards, encourage shared parking between uses and facilitate the establishment of parking districts to manage and maintain off-street parking locations. As part of the City's efforts to review and plan for overall parking solutions, shared parking and parking districts could be considered should issues arise with future residential developments.

In conclusion, the project meets the purpose of the Planned Development Permit and the Site Plan and Development Review by providing a development that exceeds site and design standards typically submitted in this zone given strict application of the development standards found in the SMC. The utilization of modern site planning provides additional housing opportunities in the form of quality amenities for the apartments and redevelopment and consolidates underutilized lots improving the character and condition of this important corridor. The development utilizes high quality architectural designs and materials, and incorporates various architectural treatments on the elevations of the building creating interest and massing relief. The project site incorporates landscaping, enhanced paving, and incorporates private and common spaces to result in an aesthetically pleasing development that is compatible with the overall neighborhood and improves this important gateway into the City of Stanton.

ENVIRONMENTAL IMPACT

The proposed project is Categorical Exempt from the requirements to prepare additional environmental documentation per California Environmental Quality Act (CEQA) Guidelines, Section 15332, Class 32 (In-fill Development). Class 32, projects characterized as infill development meeting the conditions described in Section 15332. These conditions include that the proposed project is (a) consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations, (b) occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses, (c) the project site has no value as habitat for endangered, rare or threatened species, (d) approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality, and (e) the site can be adequately served by all required utilities and public services.

The CEQA Class 32 Infill Streamlining Checklist, attached to this staff report as Attachment H, provides evidence that the proposed project meets these conditions. Pursuant to Section 15300.02 (c) and Section 15332 of Title 14 of the California Code of Regulations, there are no unusual circumstances in respect to the proposed project for which staff would anticipate a significant effect on the environment and, therefore, the proposed project is categorically exempt from the provisions of CEQA.

PUBLIC NOTIFICATION

Notice of Public Hearing was mailed to all property owners within a five hundred-foot radius of the subject property and made public through the agenda-posting process.

Prepared by,

s/ Jennifer Lilley

Jennifer A. Lilley, AICP
Community and Economic Development Director

ATTACHMENTS

- A. PC Resolution No. 2525 – Zoning Code Amendment
- B. PC Resolution No. 2526 – Development Agreement
- C. PC Resolution No. 2527 – Planned Development Permit and Site Plan and Design Review
- D. Vicinity Map
- E. Project Plans
- F. Initial Study Environmental Information Form
- G. Parking Analysis
- H. Traffic Impact Study
- I. Air Quality Study and Noise Study

RESOLUTION NO. 2525

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF STANTON RECOMMENDING THE CITY COUNCIL ADOPT ORDINANCE NO. 1104 APPROVING ZONING CODE AMENDMENT ZCA 20-01 AMENDING TABLE 2-12 OF CHAPTER 20.230.050 OF THE STANTON MUNICIPAL CODE TO INCREASE THE TARGET DENSITY RANGE WITHIN THE SOUTH GATEWAY MIXED-USE (SGMX) OVERLAY ZONE AND DETERMINE THE PROJECT TO BE CATEGORICALLY EXEMPT FROM CEQA AS AN INFILL PROJECT

A. RECITALS

WHEREAS, Government Code, Section 65800 *et seq.* authorizes the City of Stanton (“City”) to adopt and administer zoning laws, ordinances, rules and regulations by cities as a means of implementing the General Plan; and

WHEREAS, on March 3, 2020, Chris Segesman representing Bonanni Development (“Applicant”) filed applications for a Zoning Code Amendment ZCA 20-01, a Development Agreement DA 20-03, Planned Development Permit PDP 20-04, and Site Plan and Design Review SPDR-807, for the development of a 3.75 acre site (“Project Site”), located at 12331-12435 Beach Boulevard to develop a 321 unit multifamily apartment community, a 546 multi-level parking structure and associated site improvements (“Project”); and

WHEREAS, the City’s Zoning Code includes development standards for the mixed-use overlay zones, including target density ranges; and

WHEREAS, on August 6, 2020, the City gave public notice that the Planning Commission would conduct a public hearing to consider the Project by posting the public notice at three public places including Stanton City Hall, the Post Office, and the Stanton Community Services Center, noticing property owners within a 500 foot radius of the Project Site, posting the notice on the City’s webpage, and was made available through the agenda posting process; and

WHEREAS, on August 19, 2020, the Planning Commission held a duly-noticed public hearing and considered the staff report, recommendations by staff, and public testimony to Section 20.230.050 of the Stanton Municipal Code, provided comments on the amendments, and voted to forward the proposed ordinance to the City Council with a recommendation in favor of its adoption; and

WHEREAS, the Planning Commission finds and determines that the Project is within the class of projects (*i.e.*, Class 32 – In-fill Development projects) which consists of in-fill development meeting the conditions described in Section 15332 of the CEQA Guidelines; that is, (a) the project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations, (the Project development occurs within city limits on a

project site of no more than five acres substantially surrounded by urban uses, (c) the project site has no value as habitat for endangered, rare or threatened species, (d) approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality, and (e) the site can be adequately served by all required utilities and public services. The Planning Commission finds and determines that the Property is located within an "urbanized area", as that term is defined in Section 15387 of the CEQA Guidelines, and meets the aforementioned conditions and will not cause a significant effect on the environment and is, therefore, categorically exempt from the provisions of CEQA staff has reviewed the environmental form submitted by the applicant in accordance with the City's procedures. Based upon the information received and staff's additional analysis, the project has been determined to be categorically exempt pursuant to the California Environmental Quality Act (CEQA), Section 15332, Class 32 (In-fill Development); and

WHEREAS, all legal prerequisites prior to the adoption of this Resolution have occurred.

NOW THEREFORE, THE PLANNING COMMISSION OF THE CITY OF STANTON DOES HEREBY FIND:

SECTION 1: Recitals. The Planning Commission hereby finds that the fact, findings and conclusions set forth above are true and correct, and are incorporated herein by this reference.

SECTION 2. The Planning Commission hereby recommends that the City Council find the proposed Project categorically exempt from environmental review pursuant to State CEQA Guidelines, section 15332. Specifically:

1. As explained in the August 19, 2020, Planning Commission staff report, the proposed Project is consistent with the City of Stanton's General Plan, all applicable general plan policies, as well as the applicable zoning designation and regulations. The proposed Project would further the City's goals of developing much needed housing.
2. The proposed Project Site is within the City of Stanton's municipal boundaries in the center of town on Beach Boulevard and the site is less than five acres in size. The site is substantially surrounded by urban uses, residential uses to the northwest, east and south, a mixed-use development consisting of a commercial shopping center and a townhome subdivision to the west, and commercial uses to the north.
3. As detailed in the Class 32 Infill Streamlining Checklist the Project Site has no value as habitat for endangered, rare or threatened species. The Project Site is currently developed with commercial buildings and paved parking lot. The Project Site is located within a developed, urbanized area with no sensitive species, habitat, or natural communities. The Project Site does not occur near or

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within any Multiple Species Habitat Conservation Plan (MSHCP) Criteria Cell or area designated for MSHCP conservation. There are no MSHCP Reserve Assembly Requirements associated with the Project Site, and there are no incompatibilities with respect to development of the Project Site and Urban/Wildlands interface issues. There is no potential for narrow endemic, rare, or endangered plant species. Riparian or riverine habitats, vernal pools, or any other potential jurisdictional waters or wetlands are absent from the Project Site.

4. Approval of the Project would not result in any significant effects relating to traffic, noise, air quality, or water quality. The Project Site has frontage along Beach Boulevard and can be served by all required utilities that run through and under Beach Boulevard. Moreover, the proposed Project can be adequately served by all public services.

For the foregoing reasons, the Planning Commission recommends that the City Council find the proposed project categorically exempt from environmental review pursuant to State CEQA Guidelines, section 15332.

Because the Planning Commission recommends that the City Council find the project categorically exempt from CEQA, the Planning Commission hereby makes the following additional recommendations to the City Council, specifically that the City Council find none of the exceptions to the exemptions outlined in State CEQA Guidelines, section 15300.2 applies:

1. The cumulative impacts of successive projects of the same type in the same place, over time is not significant. The likelihood of multiple housing projects of this type on this site over time is very low. Once the project is built it is likely to remain for its useful life. Thus, cumulative impacts are not likely to occur on the site and would not be significant.
2. There are no unusual circumstances surrounding the development of this site that would lead to a potentially significant effect on the environment. This is an urban infill site, of the exact type and character for which the infill exemption exists. The Project Site faces and is immediately adjacent to the City's main thoroughfare, Beach Boulevard. The site is a prime candidate for infill development because it is substantially surrounded on all sides and is available to connect into existing utilities that surround the site. There are no unique circumstances about development of the site that would distinguish it from other infill sites such that environmental impacts would likely occur from development of the Project.
3. The stretch of Beach Boulevard that the proposed Project fronts is not a highway officially designated as a state scenic highway. There are no other state scenic highways in the Project vicinity. Thus, the proposed Project

would not result in any damage to scenic resources within a state scenic highway.

4. A search of the EnviroStor website as of August 11, 2020 (available at <https://www.envirostor.dtsc.ca.gov/public/>) confirms that the Project Site is not included on any list compiled pursuant to Section 65962.5.
5. The Project would not result in any impacts to historical resources as neither the site nor any improvements on the site contain any historical significance at the national, state or local level.

Because none of the exceptions to the categorical exemptions applies, the Planning Commission recommends that the City Council proceed with finding the Project exempt from environmental review pursuant to State CEQA Guidelines, section 15332.

SECTION 4. In accordance with the requirements as set forth in Section 20.610.060 of the Stanton Municipal Code for Zoning Code Amendments the Planning Commission hereby recommends the City Council make the following findings :

1. The proposed amendment is consistent with the General Plan and any applicable Specific Plan;

The City of Stanton General Plan Land Use Designation for the subject property is South Gateway Mixed-Use District. Per the General Plan, mixed-use designations are intended for the development of a mix of residential, commercial, and office uses that: (1) Encourage revitalization or future development in strategic areas of the city; (2) Encourage the combination of some commercial activity with other reinforcing land uses, especially residential, to create economically and aesthetically pleasing projects; (3) Provide property owners the flexibility to adapt project design to market forces to encourage quality development; and, (4) Support and reinforce commercial activity with increased densities, intensities and flexibility. The proposed amendment is consistent with the intent of these goals.

Further, the amendment is internally consistent with all other provisions of the General Plan, specifically:

- *Goal LU-3.1: A range and balance of residential densities which are supported by adequate city services. Strategy LU-3.1.2: Encourage infill and mixed-use development within feasible development sites.* The amendment would provide for a greater range of residential densities and additional housing opportunities which would be supported by adequate city services.

- *Goal ED-2.2: Promote economic revitalization at key locations within the city, specifically the major arterials, Beach Boulevard and Katella Avenue, which carry commuters and other travelers through Stanton. Strategy 2.2.1: Encourage mixed-use development along major corridors, specifically Beach Boulevard and Katella Avenue, as well as at major city intersections and activity nodes.* The amendment would provide for additional housing opportunities close to commercial nodes, which will benefit existing and future commercial uses on Beach Boulevard and contribute to the City's economic base.
 - *Action RC-2.1.6(b) Encourage development of underutilized and vacant infill site where public services and infrastructure are available.* The amendment would encourage development of underutilized and vacant infill sites by increasing target density range, number of building stories, maximum number of building stories, and would also allow for standalone residential projects. The South Gateway Mixed-Use (SGMX) Overlay Zone is generally located along the southern portion of Beach Boulevard, which is an urbanized infill area and therefore public services and infrastructure are readily accessible and available to serve the sites within the district.
2. The proposed amendment will not be detrimental to the public interest, health, safety, convenience, or welfare of the City;

The amendment would increase the target density range for the South Gateway Mixed-Use (SGMX) Overlay Zone. Any developments within the South Gateway Mixed-Use (SGMX) Overlay Zone would be required to comply with the provisions of the City's Municipal Code, California Building Code, and requirements of the Orange County Fire Authority (OCFA) along with other appropriate agencies. The amendment would also promote the public interest, health, safety, convenience, and welfare of the City as it will provide for additional housing opportunities. Therefore, the amendment will not be detrimental to the public interest, health, safety, convenience, or welfare of the City.

3. The proposed amendment is internally consistent with other applicable provisions of this Zoning Code.

The amendment has been drafted to be internally consistent with all applicable provisions of the Stanton Municipal Code.

SECTION 5: Custodian and Location of Records. The documents and materials associated with this Resolution that constitute the record of proceedings on which these findings are based are located at Stanton City Hall, 7800 Katella Ave., Stanton, California 90680. The Community Development Director is the custodian of the record of proceedings.

SECTION 6: Planning Commission Recommendation. Based on the foregoing, the Planning Commission hereby recommends that the City Council approve ZCA 20-01 attached hereto as Exhibit "A", entitled, "AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF STANTON, CALIFORNIA, AMENDING TABLE 2-12 OF CHAPTER 20.230.050 OF THE STANTON MUNICIPAL CODE TO INCREASE THE TARGET DENSITY RANGE, WITHIN THE SOUTH GATEWAY MIXED-USE (SGMX) OVERLAY ZONE". The Planning Commission's recommendation is made upon review of the Staff Report, all oral and written comments, and all documentary evidence presented on the amendments.

SECTION 7: Certification. The Planning Commission Secretary shall certify to the adoption of this Resolution and cause a copy to be transmitted to the City Clerk.

ADOPTED, SIGNED AND APPROVED by the Planning Commission of the City of Stanton at a regular meeting held on August 19, 2020 by the following vote, to wit:

AYES:	COMMISSIONERS:	_____
NOES:	COMMISSIONERS:	_____
ABSENT:	COMMISSIONERS:	_____
ABSTAIN:	COMMISSIONERS:	_____

Thomas Frazier, Chair
Stanton Planning Commission

Jennifer A. Lilley, AICP
Planning Commission Secretary

ORDINANCE NO. 1104

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF STANTON, CALIFORNIA, APPROVING ZONING CODE AMENDMENT ZCA 20-01 AMENDING TABLE 2-12 OF CHAPTER 20.230.050 OF THE STANTON MUNICIPAL CODE TO INCREASE THE DENSITY RANGE TO 90 DWELLING UNITS PER ACRE, WITHIN THE SOUTH GATEWAY MIXED-USED (SGMX) OVERLAY ZONE

WHEREAS, Government Code, Section 65800 *et seq.* authorizes the City of Stanton ("City") to adopt and administer zoning laws, ordinances, rules and regulations by cities as a means of implementing the General Plan; and

WHEREAS, on March 3, 2020, Chris Segesman representing Bonanni Development ("Applicant") filed applications for Zoning Code Amendment ZCA 20-01, Development Agreement DA 20-03, Planned Development Permit PDP 20-04 and Site Plan and Design Review SPDR-807 for the development of a 3.75 acre site ("Project Site"), located at 12331-12435 Beach Boulevard to develop a 321 apartment units, a parking structure and associated site improvements ("Project"); and

WHEREAS, the Stanton General Plan includes statements of intent for each land use designation which describe the type and intensity of development allowed in a given area; and

WHEREAS, the City's Zoning Code includes development standards for the mixed-use overlay zones, including target density ranges, number of building stories, maximum building heights, and regulations pertaining to the development types; and

WHEREAS, on August 6, 2020, the City gave public notice that the Planning Commission would conduct a public hearing to consider Zoning Code Amendment ZCA19-04 by posting the public notice at three public places including Stanton City Hall, the Post Office, and the Stanton Community Services Center, noticing property owners within a 500 foot radius of the Project Site, posting the notice on the City's webpage, and was made available through the agenda posting process; and

WHEREAS, on August 19, 2020, the Planning Commission held a duly-noticed public hearing and considered the staff report, recommendations by staff, and public testimony concerning amendments to Section 20.230 of the Stanton Municipal Code, provided comments on the amendments, and voted to forward the proposed ordinance to the City Council with a recommendation in favor of its adoption; and

WHEREAS, the Planning Commission finds and determines that the Project is within that class of projects (*i.e.*, Class 32 – In-fill Development projects) which consists of in-fill development meeting the conditions described in Section 15332 of the CEQA Guidelines; that is, (a) the project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations, (the Project development occurs within city limits on a

project site of no more than five acres substantially surrounded by urban uses, (c) the project site has no value as habitat for endangered, rare or threatened species, (d) approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality, and (e) the site can be adequately served by all required utilities and public services. The Planning Commission finds and determines that the Property is located within an "urbanized area", as that term is defined in Section 15387 of the CEQA Guidelines, and meets the aforementioned conditions and will not cause a significant effect on the environment and is, therefore, categorically exempt from the provisions of CEQA staff has reviewed the environmental form submitted by the applicant in accordance with the City's procedures. Based upon the information received and staff's additional analysis, the project has been determined to be categorically exempt pursuant to the California Environmental Quality Act (CEQA), Section 15332, Class 32 (In-fill Development); and

WHEREAS, all legal prerequisites prior to the adoption of this Ordinance have occurred.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF STANTON DOES ORDAIN AS FOLLOWS:

SECTION 1: Recitals. The City Council hereby finds that the fact, findings and conclusions set forth above are true and correct, and are incorporated herein by this reference.

SECTION 2. The Planning Commission hereby recommends that the City Council find the proposed Project categorically exempt from environmental review pursuant to State CEQA Guidelines, section 15332. Specifically:

1. As explained in the August 19, 2020, Planning Commission staff report, the proposed Project is consistent with the City of Stanton's General Plan, all applicable general plan policies, as well as the applicable zoning designation and regulations provided that the requested waivers are approved as part of a Planned Development Permit. The proposed Project would further the City's goals of developing much needed housing.
2. The proposed Project Site is within the City of Stanton's municipal boundaries in the center of town on Beach Boulevard and the site is less than five acres in size. The site is substantially surrounded by urban uses, residential uses to the northwest, east and south, a mixed-use development consisting of a commercial shopping center and a townhome subdivision to the west, and commercial uses to the north.
3. As detailed in the Class 32 Infill Streamlining Checklist the Project Site has no value as habitat for endangered, rare or threatened species. The Project Site is currently developed with commercial buildings and paved parking lot. The Project Site is located within a developed, urbanized area with no sensitive species, habitat, or natural communities. The Project Site does not occur near or within any Multiple Species Habitat Conservation Plan (MSHCP) Criteria Cell or

area designated for MSHCP conservation. There are no MSHCP Reserve Assembly Requirements associated with the Project Site, and there are no incompatibilities with respect to development of the Project Site and Urban/Wildlands interface issues. There is no potential for narrow endemic, rare, or endangered plant species. Riparian or riverine habitats, vernal pools, or any other potential jurisdictional waters or wetlands are absent from the Project Site.

4. The Project Site has frontage along Beach Boulevard and can be served by all required utilities that run through and under Beach Boulevard. Moreover, the proposed Project can be adequately served by all public services, as explained in the August 19, 2020, Planning Commission staff report.

Because the Planning Commission recommends that the City Council find the project categorically exempt from CEQA, the Planning Commission hereby makes the following additional recommendations to the City Council, specifically that the City Council find none of the exceptions to the exemptions outlined in State CEQA Guidelines, section 15300.2 applies:

1. The cumulative impacts of successive projects of the same type in the same place, over time is not significant. The likelihood of multiple housing projects of this type on this site over time is very low. Once the project is built it is likely to remain for its useful life. Thus, cumulative impacts are not likely to occur on the site and would not be significant.
2. There are no unusual circumstances surrounding the development of this site that would lead to a potentially significant effect on the environment. This is an urban infill site, of the exact type and character for which the infill exemption exists. The Project Site faces and is immediately adjacent to the City's main thoroughfare, Beach Boulevard. The site is a prime candidate for infill development because it is substantially surrounded on all sides and is available to connect into existing utilities that surround the site. There are no unique circumstances about development of the site that would distinguish it from other infill sites such that environmental impacts would likely occur from development of the Project.
3. The stretch of Beach Boulevard that the proposed Project fronts is not a highway officially designated as a state scenic highway. There are no other state scenic highways in the Project vicinity. Thus, the proposed Project would not result in any damage to scenic resources within a state scenic highway.
4. A search of the EnviroStor website as of August 11, 2020 (available at <https://www.envirostor.dtsc.ca.gov/public/>) confirms that the Project Site is not included on any list compiled pursuant to Section 65962.5.

5. The Project would not result in any impacts to historical resources as neither the site nor any improvements on the site contain any historical significance at the national, state or local level.

Because none of the exceptions to the categorical exemptions applies, the Planning Commission recommends that the City Council proceed with finding the Project exempt from environmental review pursuant to State CEQA Guidelines, section 15332.

SECTION 3. In accordance with the requirements as set forth in Section 20.610.060 of the Stanton Municipal Code for Zoning Code Amendments the City Council makes the following findings:

1. The proposed amendment is consistent with the General Plan and any applicable Specific Plan;

The City of Stanton General Plan Land Use Designation for the subject property is South Gateway Mixed Use (SGMX) District. Mixed use designations are intended to: (1) Encourage revitalization or future development in strategic areas of the city; (2) Encourage the combination of some commercial activity with other reinforcing land uses, especially residential, to create economically and aesthetically pleasing projects; (3) Provide property owners the flexibility to adapt project design to market forces to encourage quality development; and, (4) Support and reinforce commercial activity with increased densities, intensities and flexibility. The amendment is consistent with the intent of these goals.

Further, the amendment is internally consistent with all other provisions of the General Plan, specifically:

- *Goal LU-3.1: A range and balance of residential densities which are supported by adequate city services. Strategy LU-3.1.2: Encourage infill and mixed-use development within feasible development sites.* The amendment would provide for a greater range of residential densities and additional housing opportunities which would be supported by adequate city services.
- *Goal ED-2.2: Promote economic revitalization at key locations within the city, specifically the major arterials, Beach Boulevard and Katella Avenue, which carry commuters and other travelers through Stanton. Strategy 2.2.1: Encourage mixed-use development along major corridors, specifically Beach Boulevard and Katella Avenue, as well as at major city intersections and activity nodes.* The amendment would provide for additional housing opportunities close to commercial nodes, which will benefit existing and future commercial uses on Beach Boulevard, and contribute to the City's economic base.

- *Action RC-2.1.6(b) Encourage development of underutilized and vacant infill site where public services and infrastructure are available.* The amendment would encourage development of underutilized and vacant infill sites by increasing target density range. The South Gateway Mixed Use Overlay Zone is generally located along the southern portion of Beach Boulevard, which is an urbanized infill area and therefore public services and infrastructure are readily accessible and available to serve the sites within the district.

2. The proposed amendment will not be detrimental to the public interest, health, safety, convenience, or welfare of the City;

The amendment would increase the target density range for the South Gateway Mixed Use (SGMZ) Overlay Zone. Any proposed developments within the South Gateway Mixed Use (SGMZ) Overlay Zone would be required to comply with the provisions of the City's Municipal Code, California Building Code, and requirements of the Orange County Fire Authority (OCFA) along with other appropriate agencies. The amendment would also promote the public interest, health, safety, convenience, and welfare of the City as it will provide for additional housing opportunities. Therefore, the amendment will not be detrimental to the public interest, health, safety, convenience, or welfare of the City.

3. The proposed amendment is internally consistent with other applicable provisions of this Zoning Code;

The proposed amendment does not affect other sections of the Municipal Code and has been drafted to be internally consistent with other applicable provisions of the Stanton Municipal Code.

4. Additional finding for Zoning Map amendments: The affected site is physically suitable in terms of design, location, shape, size, operating characteristics, and the provision of public and emergency vehicle (e.g., fire and medical) access and public services and utilities (e.g., fire protection, police protection, potable water, schools, solid waste collection and disposal, storm drainage, wastewater collection, treatment, and disposal, etc.), to ensure that the requested zone designation and the proposed or anticipated uses and/or development will not endanger, jeopardize, or otherwise constitute a hazard to the property or improvements in the vicinity in which the property is located.

The amendment is for an increase in the allowable density for the South Gateway Mixed Use (SGMZ) Overlay Zone and does not involve a zoning map amendment. Therefore, the amendment did not affect the SGMX Overlay Zone as it only changed the standards.

SECTION 4. Table 2-12 of Section 20.230.050 of Title 20 of the Stanton Municipal Code is hereby amended to read as follows:

Development Features	General GLMX	North Gateway NGMX	South Gateway SGMX
Target Density Range	<i>Density range for residential uses expressed as dwelling units per NET acre.</i>		
Residential Uses	25 - 45 du/ac	25 - 45 du/ac	60- 80 90 du/ac
Target Intensity Range	<i>Floor area ratio (FAR) for nonresidential uses</i>		
Nonresidential Uses (1)	1.0 - 2.0	1.0 - 2.0	1.5 - 3.0
Site Area Standard	<i>Minimum required development site area for any horizontally or vertically integrated mixed-use project.</i>		
Any mixed-use project	40,000 sq ft (2)	30,000 sq ft (2)	50,000 sq ft (2)
Lot Standards	<i>Minimum dimensions required for each newly created lot; see “Lot” in Section 20.700.120 (“L” Definitions); see Figure 2-4.</i>		
Lot Width (A)	100 ft	100 ft	200 ft
Lot Depth (B)	100 ft	100 ft	200 ft
Block Standards	<i>Maximum dimensions required for each newly created block as measured from edge of right-of-way line; see “Block” in Section 20.700.020 (“B” Definitions); see Figure 2-5.</i>		
Block Length (C)	600 ft	500 ft	600 ft
Block Perimeter (D)	1,600 ft	1,500 ft	1,600 ft
Building Placement Standards			
Build-to-Zone (BTZ)	<i>The area between the minimum and maximum setbacks within which the principal building’s front façade (building façade line) is to be located; see “Build-to-Zone” in Section 20.700.020 (“B” Definitions); see Figure 2-6.</i>		
Front (3) (E) Along Beach, Chapman, and Katella	0 - 15 ft	0 - 15 ft	0 - 10 ft
Front (3) (F) All other Streets	5 - 15 ft	5 - 15 ft	0 - 10 ft
Street Side Setback (3) (G)	5 - 15 ft	0 - 15 ft	0 - 10 ft

SECTION 5. The City Council’s actions are made upon review of the Planning Commission’s recommendation, the Staff Report, all oral and written comments, and all documentary evidence presented on the Ordinance.

SECTION 6. This Ordinance for Zoning Code Amendment ZCA 20-01 shall not take effect and shall become null and void unless and until the associated Development Agreement DA 20-03, Site Plan and Design Review SPDR-807, and Planned Development Permit PDP 20-04 are approved by the City Council, and the associated Development Agreement is executed by all parties thereto.

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SECTION 7. The documents related to this Ordinance are on file and available for public review at Stanton City Hall, 7800 Katella Ave., Stanton, California 90680. The Community Development Director is the custodian of these documents.

SECTION 8. If any section, subsection, subdivision, sentence, clause, phrase, or portion of this Ordinance for any reason is held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Ordinance. The City Council hereby declares that it would have adopted this Ordinance, and each section, subsection, subdivision, sentence, clause, phrase, or portion thereof, irrespective of the fact that any one or more sections, subsections, subdivisions, sentences, clauses, phrases, or portions thereof be declared invalid or unconstitutional.

SECTION 9. The City Clerk shall certify as to the adoption of this Ordinance and shall cause a summary thereof to be published within fifteen (15) days of the adoption and shall post a Certified copy of this Ordinance, including the vote for and against the same, in the Office of the City Clerk, in accordance with Government Code Section 36933.

SECTION 10. This Ordinance is on file and has been available for public review for at least five days prior to the date of this Ordinance, in the City Clerk's office, at Stanton City Hall, 7800 Katella Ave., Stanton, California 90680.

SECTION 11. This ordinance shall be effective thirty days after its adoption.

PASSED, APPROVED, AND ADOPTED this ____rd day of _____ 2020.

DAVID J. SHAWVER, MAYOR

APPROVED AS TO FORM:

MATTHEW E. RICHARDSON, CITY ATTORNEY

STATE OF CALIFORNIA)
COUNTY OF ORANGE) ss.
CITY OF STANTON)

I, PATRICIA A. VAZQUEZ, City Clerk of the City of Stanton, California, do hereby certify that the foregoing Ordinance No. ____ was introduced at a regular meeting of the City Council of the City of Stanton, California, held on _____, 2020, and was duly adopted at a regular meeting of the City Council held on the _____, 2020, by the following roll-call vote, to wit:

AYES:	COUNCILMEMBERS:	_____
NOES:	COUNCILMEMBERS:	_____
ABSENT:	COUNCILMEMBERS:	_____
ABSTAIN:	COUNCILMEMBERS:	_____

PATRICIA VAZQUEZ, CITY CLERK

RESOLUTION NO. 2526

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF STANTON RECOMMENDING THE CITY COUNCIL APPROVE A DEVELOPMENT AGREEMENT BETWEEN THE CITY OF STANTON AND BONANNI DEVELOPMENT FOR CERTAIN REAL PROPERTY LOCATED AT 12331-12435 BEACH BOULEVARD WITHIN THE CITY OF STANTON PURSUANT TO CALIFORNIA GOVERNMENT CODE SECTION 65864 ET SEQ.

THE PLANNING COMMISSION OF THE CITY OF STANTON HEREBY RESOLVE AS FOLLOWS:

WHEREAS, on March 3, 2020, Chris Segesman representing Bonanni Development, ("Applicant") filed applications for a Zoning Code Amendment ZCA 20-01, a Development Agreement DA 20-03, Planned Development Permit PDP 20-04, and Site Plan and Design Review SPDR-807, for the development of a 3.75 acre site ("Project Site"), located at 12331-12435 Beach Boulevard for a new 321-unit multifamily apartment community ("Project"); and

WHEREAS, the City of Stanton ("City") finds the Development Agreement strengthens the public planning process, encourages private participation in comprehensive planning by providing a greater degree of certainty in that process, reduces the economic costs of development, allows for the orderly planning of public improvements and services, allocates costs to achieve maximum utilization of public and private resources in the development process, and ensures that appropriate measures to enhance and protect the environment are achieved; and

WHEREAS, pursuant to California Government Code section 65864 *et seq.*, the City is authorized to enter into Development Agreements providing for the development of land under terms and conditions set forth therein; and

WHEREAS, the Applicant proposes to develop the Project Site located in the City of Stanton, more particularly described in Exhibit "A", attached hereto and incorporated herein by this reference ("Property") for the Project; and

WHEREAS, because of the logistics, magnitude of the expenditure and considerable lead time prerequisite to planning and developing the Project, the Applicant has proposed to enter into a Development Agreement concerning the Project ("Development Agreement") to provide assurances that the Project can proceed without disruption caused by a change in the City's planning policies and requirements except as provided in the Development Agreement, which assurance will thereby reduce the actual or perceived risk of planning for and proceeding with development of the Project; and

WHEREAS, the City desires the timely, efficient, orderly and proper development of the Project in furtherance of the goals of the General Plan; and

WHEREAS, the Planning Commission finds this Development Agreement is consistent with the City's General Plan; and

WHEREAS, the Planning Commission determines by entering into the Development Agreement: (i) the City will promote orderly growth and quality development on the Property in accordance with the goals and policies set forth in the General Plan; (ii) significant benefits will be created for City residents and the public generally from increased housing opportunities created by the Project; and

WHEREAS, it is the intent of the City and Applicant to establish certain conditions and requirements related to review and development of the Project which are or will be the subject of subsequent development applications and land use entitlements for the Project as well as the Development Agreement; and

WHEREAS, the City and Applicant have reached mutual agreement and desire to voluntarily enter into the Development Agreement to facilitate development of the Project subject to the conditions and requirements set forth therein; and

WHEREAS, pursuant to the California Environmental Quality Act (Public Resources Code, § 21000 et seq.) ("CEQA") and the State CEQA Guidelines (California Code of Regulations, title 14, § 15000 et seq.), the City is the lead agency for the proposed Project; and

WHEREAS, in accordance with CEQA and the State CEQA Guidelines, the City has determined approval of the Project is exempt from the requirements of CEQA and the State CEQA Guidelines pursuant to State CEQA Guidelines section 15332, Class 32 (In-fill Development Projects); and

WHEREAS, on August 6, 2020, the City gave public notice of the Planning Commission meeting to conduct a public hearing to consider Zoning Code Amendment ZCA 20-01, Development Agreement DA 20-03, Planned Development Permit PDP 20-04 and Site Plan and Design Review SPDR-807, for the Project, by posting the public notice at three public places including Stanton City Hall, the Post Office, and the Stanton Community Services Center, noticing property owners within a 500 foot radius of the subject property, posting the notice on the City's webpage, and was made available through the agenda posting process; and

WHEREAS, on August 19, 2020 the Planning Commission of the City of Stanton conducted a duly noticed public hearing concerning the request to approve Zoning Code Amendment ZCA 20-01, Development Agreement DA 20-03, Planned Development Permit PDP20-04 and Site Plan and Design Review SPDR-807, at which hearing members of the public were afforded an opportunity to comment upon the Development Agreement; and

WHEREAS, the terms and conditions of the Development Agreement have undergone review by the Planning Commission at a publicly noticed hearing and have been found to be fair, just, and reasonable, and consistent with the General Plan; and

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WHEREAS, all other legal prerequisites to the adoption of this Resolution have occurred.

NOW THEREFORE, THE PLANNING COMMISSION OF THE CITY OF STANTON DOES HEREBY FIND:

SECTION 1: Recitals. The Planning Commission hereby finds that the fact, findings and conclusions set forth above are true and correct.

SECTION 2: CEQA. The Planning Commission hereby recommends that the City Council find the proposed Project categorically exempt from environmental review pursuant to State CEQA Guidelines, section 15332.

SECTION 3: Planning Commission Findings. Pursuant to Government Code Section 65867.5(b) and Stanton Municipal Code Section 20.510.050(D), and based on the entire record before the Planning Commission, the Planning Commission hereby makes the following findings:

1. The Development Agreement provides benefit to the City:

The Project contemplated in the Development Agreement includes lot consolidation, improvement of underutilized lots and housing opportunities for City residents. Moreover, the Development Agreement requires the Applicant to provide substantial improvements to the site and provide a financial benefit for the improvement of public facilities throughout the city.

2. The Development Agreement is consistent with the purpose, intent, goals, policies, programs, and land use designations of the General Plan and any applicable Specific Plan, and this Zoning Code:

The Project Site is in the South Gateway Mixed-Use District and is zoned Commercial General (GC) with a South Gateway Mixed-Use (SGMX) Overlay Zone. Mixed use and residential development projects are allowed in this zone with this designation. The project furthers the goals and policies of the General Plan and meets the requirements of the Zoning standards. The Code allows for incentives by way of modifications to the development standards to incentivize reinvestment in the community and new and different development opportunities. There is no Specific Plan applicable to the Project Site. The proposed Project meets the following General Plan Goals and Strategies:

- *Goal LU-3.1: A range and balance of residential densities which are supported by adequate city services. Strategy LU-3.1.2: Encourage infill and residential development within feasible development sites.* The amendment would provide for a higher range of residential densities and additional housing opportunities which would be supported by adequate city services.

- *Goal ED-2.2: Promote economic revitalization at key locations within the city, specifically the major arterials, Beach Boulevard and Katella Avenue, which carry commuters and other travelers through Stanton. Strategy 2.2.1: Encourage mixed-use development along major corridors, specifically Beach Boulevard and Katella Avenue, as well as at major city intersections and activity nodes.* The amendment would provide for additional housing opportunities close to commercial nodes, which will benefit existing and future commercial uses along Beach Boulevard, and contribute to the City's economic base.
 - *Action RC-2.1.6(b) Encourage development of underutilized and vacant infill site where public services and infrastructure are available.* The amendment would encourage development of underutilized and vacant infill sites by increasing the allowable density and number of building stories. The SGMX district is generally located along the southern portion of Beach Boulevard, which is an urbanized infill area and therefore public services and infrastructure are readily accessible and available to serve the sites within the district.
3. The Development Agreement complies with the requirements of Government Code Sections 65864 through 65869.5:

The Agreement provides assurance to the applicant for the development of the Project. The Development Agreement specifies the duration of the agreement, permitted uses of the property, density and intensity of use, and provision of public benefits to the City. Specifically, the Development Agreement provides a three-year term in which the Applicant has a vested right to develop residential development on the Project Site in accordance to existing City regulations and Planned Development Permit PDP 20-04. In exchange, the Project will provide housing opportunities in Stanton, and opportunities for improvements to public facilities throughout the City. Moreover, the Applicant will provide a high quality, development with substantial improvements to the site including a amenities for the residents and enhanced public and private improvements throughout the development.

SECTION 4: Council Body to Approve. As provided in the Development Agreement and pursuant to Stanton Municipal Code Section 20.500.030, the City Council shall be the approving body for the precise plans of development, tentative map and planned development permit for the project addressed by the Development Agreement.

SECTION 5: Planning Commission Recommendation: The Planning Commission hereby recommends that the City Council approve and adopt the Development Agreement attached hereto as Exhibit "B", entitled, "Development Agreement between the City of Stanton, a California municipal corporation and Bonanni Development".

SECTION 6: Custodian and Location of Records. The documents related to this Ordinance are on file and available for public review at Stanton City Hall, 7800 Katella

Ave., Stanton, California 90680. The Community and Economic Development Director is the custodian of these documents.

SECTION 7: Severability. If any section, subsection, subdivision, sentence, clause, phrase, or portion of this Resolution for any reason is held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Resolution.

SECTION 8: Certification. The Planning Commission Secretary shall certify to the adoption of this Resolution and cause a copy to be transmitted to the City Clerk.

ADOPTED, SIGNED, AND APPROVED by the Planning Commission of the City of Stanton at a meeting held on August 19, 2020 by the following vote, to wit:

AYES:	COMMISSIONERS:	_____
NOES:	COMMISSIONERS:	_____
ABSENT:	COMMISSIONERS:	_____
ABSTAIN:	COMMISSIONERS:	_____

Thomas Frazier, Chair
Stanton Planning Commission

Jennifer A. Lilley, AICP
Planning Commission Secretary

EXHIBIT "A"

LEGAL DESCRIPTION

Assessor Parcel Numbers 131-361-08, 131-361-09, and 131-361-03 of the City of Stanton, County of Orange, State of California, Book 131, Page 36, Block 361 of the Office of the County Recorder of said County.

EXHIBIT "B"

CITY OF STANTON AND BONANNI DEVELOPMENT

DEVELOPMENT AGREEMENT

Recorded at request of:)
City Clerk)
City of Stanton)
)
When recorded return to:)
City of Stanton)
)
_____)
Stanton, CA _____)
Attention: City Clerk)
)

Exempt from filing fees pursuant to Government Code §6103

DEVELOPMENT AGREEMENT NO. [_____]

A DEVELOPMENT AGREEMENT BETWEEN

CITY OF STANTON

and

BONANNI DEVELOPMENT

DEVELOPMENT AGREEMENT NO. [_____]

This Development Agreement (hereinafter “Agreement”) is entered into as of this ____ day of _____, 2020 by and between the City of Stanton, California (hereinafter “CITY”), and **Bonanni Development** (hereinafter “OWNER”):

RECITALS

WHEREAS, CITY is authorized to enter into binding development agreements with persons having legal or equitable interests in real property for the development of such property, pursuant to Section 65864, et seq. of the Government Code; and

WHEREAS, This Agreement constitutes a current exercise of City’s police powers to provide predictability to Owner in the development approval process by vesting the permitted uses, density, intensity of use, and timing and phasing of development consistent with the Development Plan in exchange for Owner’s commitment to provide significant public benefits to City as set forth in Section 4, below.

WHEREAS, OWNER has requested CITY to enter into a development agreement and proceedings have been taken in accordance with the rules and regulations of CITY; and

WHEREAS, the best interests of the citizens of the City of Stanton and the public health, safety and welfare will be served by entering into this Agreement; and

WHEREAS, the City Council hereby finds and determines that this development agreement is of major significance because it will enable the City to fund much needed capital improvements and provide much needed public services and will therefore also have a major, beneficial economic impact on the City; and

WHEREAS, the provision by Owner of the public benefits allows the City to realize significant public benefits. The public benefits will advance the interests and meet the needs of Stanton residents and visitors to a significantly greater extent than would development of the Property without this Agreement.

WHEREAS, the physical effects, if any, of the Project and this Agreement have been analyzed pursuant to CEQA and the Project has been found to be exempt from the requirements of CEQA; and

WHEREAS, this Agreement and the Project are consistent with the Stanton General Plan and any specific plan applicable thereto; and

WHEREAS, all actions taken and approvals given by CITY have been duly taken or approved in accordance with all applicable legal requirements for notice, public hearings, findings, votes, and other procedural matters; and

WHEREAS, development of the Property in accordance with this Agreement will provide substantial benefits to CITY and will further important policies and goals of CITY; and

WHEREAS, this Agreement will eliminate uncertainty in planning and provide for the orderly development of the Property, ensure progressive installation of necessary improvements, provide for public services appropriate to the development of the Project, and generally serve the purposes for which development agreements under Section 65864, et seq. of the Government Code are intended;

COVENANTS

NOW, THEREFORE, in consideration of the above recitals and of the mutual covenants hereinafter contained and for other good and valuable consideration, the receipt and adequacy of which are hereby acknowledged, the parties agree as follows:

1. DEFINITIONS AND EXHIBITS.

1.1 Definitions. The following terms when used in this Agreement shall be defined as follows:

1.1.1 “Agreement” means this Development Agreement.

1.1.2 “CITY” means the City of Stanton, a California municipal corporation.

1.1.3 “City Council” means the duly elected city council of the City of Stanton.

1.1.4 “Commencement Date” means the date the Term of this Agreement commences.

1.1.5 “Development” means the improvement of the Property for the purposes of completing the structures, improvements and facilities comprising the Project including, but not limited to: grading; the construction of infrastructure and public facilities related to the Project whether located within or outside the Property; the construction of buildings and structures; and the installation of landscaping. “Development” does not include the maintenance, repair, reconstruction or redevelopment of any building, structure, improvement or facility after the construction and completion thereof.

1.1.6 “Development Approvals” means all permits and other entitlements for use subject to approval or issuance by CITY in connection with development of the Property including, but not limited to:

- (a) specific plans and specific plan amendments;
- (b) tentative and final subdivision and parcel maps;
- (c) conditional use permits, public use permits and plot plans;

- (d) zoning;
- (e) grading and building permits.

1.1.7 “Development Exaction” means any requirement of CITY in connection with or pursuant to any Land Use Regulation or Development Approval for the dedication of land, the construction of improvements or public facilities, or the payment of fees in order to lessen, offset, mitigate or compensate for the impacts of development on the environment or other public interests.

1.1.8 “Development Impact Fee” means a monetary exaction other than a tax or special assessment, whether established for a broad class of projects by legislation of general applicability or imposed on a specific project on an ad hoc basis, that is charged by a local agency to the applicant in connection with approval of a development project for the purpose of defraying all or a portion of the cost of public facilities related to the development project, but does not include park “in lieu” fees specified in Government Code Section 66477, fees for processing applications for governmental regulatory actions or approvals, or fees collected under development agreements adopted pursuant to Article 2.5 of the Government Code (commencing with Section 65864) of Chapter 4.

1.1.9 “Development Plan” means the plan for development of the Property as set forth in Exhibit “C”. OWNER’s obligations under this Agreement shall be contingent on CITY’s approval of OWNER’s applications for all of the entitlements identified in Exhibit “C”.

1.1.10 “Effective Date” means the date the ordinance approving and authorizing this Agreement becomes effective.

1.1.11 “Land Use Regulations” means all ordinances, resolutions, codes, rules, regulations and official policies of CITY governing the development and use of land, including, without limitation, the permitted use of land, the density or intensity of use, subdivision requirements, the maximum height and size of proposed buildings, the provisions for reservation or dedication of land for public purposes, and the design, improvement and construction standards and specifications applicable to the development of the Property. “Land Use Regulations” does not include any CITY ordinance, resolution, code, rule, regulation or official policy, governing:

- (a) the conduct of businesses, professions, and occupations;
- (b) taxes (special or general) and assessments;
- (c) the control and abatement of nuisances;
- (d) the granting of encroachment permits and the conveyance of rights and interests that provide for the use of or the entry upon public property;
- (e) the exercise of the power of eminent domain.

1.1.12 “OWNER” means the persons and entities listed as OWNER on page 1 of this Agreement and their successors in interest to all or any part of the Property.

1.1.13 “Mortgagee” means a mortgagee of a mortgage, a beneficiary under a deed of trust or any other security-device lender, and their successors and assigns.

1.1.14 “Project” means the development of the Property contemplated by the Development Plan as such Plan may be further defined, enhanced or modified pursuant to the provisions of this Agreement.

1.1.15 “Property” means the real property described on Exhibit “A” and shown on Exhibit “B” to this Agreement.

1.1.16 “Public Benefit” refers to those benefits provided to the City and the community by Owner pursuant to Section 4.2 below.

1.1.17 “Reservation of Rights” means the rights and authority excepted from the assurances and rights provided to OWNER under this Agreement and reserved to CITY under Section 3.3 of this Agreement.

1.2 Exhibits. The following documents are attached to, and by this reference made a part of, this Agreement:

Exhibit “A” – Legal Description of the Property.

Exhibit “B” – Map showing Property and its location.

Exhibit “C” – Development Plan.

2. GENERAL PROVISIONS.

2.1 Binding Effect of Agreement. The Property is hereby made subject to this Agreement. Development of the Property is hereby authorized and shall be carried out in accordance with the terms of the Development Plan and this Agreement.

2.2 Ownership of Property. OWNER represents and covenants that it is the owner of the fee simple title to, or has an equitable interest in, the Property or a portion thereof.

2.3 City Council Findings. The City Council finds that:

2.3.1 This Agreement is consistent with the City’s General Plan.

2.3.2 This Agreement ensures a desirable and functional community environment, provides effective and efficient development of public facilities, infrastructure, and services appropriate for the development of the Project, enhances effective utilization of resources within the City.

2.3.3 This Agreement provides public benefits beyond those which are necessary to mitigate the development of the Project.

2.3.4 This Agreement strengthens the public planning process, encourages private participation in comprehensive planning and reduces costs of development and government.

2.3.5 The best interests of the citizens of the City and the public health, safety, and welfare will be served by entering into this Agreement.

2.4 Term. The term of this Agreement shall commence on the date (the “Commencement Date”) that is the Effective Date, and shall continue for a period of seven (7) years thereafter, unless this term is modified or extended pursuant to the provisions of this Agreement. Thereafter, the OWNER shall have no vested right under this Agreement, regardless of whether or not OWNER has paid any Development Impact Fee; nevertheless, OWNER may have a common law vested right to complete the Project under the “Avco rule” (see *Avco Community Developers, Inc. v. South Coast Regional Commission* (1976) 17 Cal.3d 785.).

2.5 Assignment.

2.5.1 Right to Assign. OWNER shall have the right to sell, transfer or assign the Property in whole or in part (provided that no such partial transfer shall violate the Subdivision Map Act, Government Code Section 66410, et seq.) to any person, partnership, joint venture, firm or corporation at any time during the term of this Agreement; provided, however, that any such sale, transfer or assignment shall include the assignment and assumption of the rights, duties and obligations arising under or from this Agreement and be made in strict compliance with the following conditions precedent:

(a) No sale, transfer or assignment of any right or interest under this Agreement shall be made unless made together with the sale, transfer or assignment of all or a part of the Property.

(b) Concurrent with any such sale, transfer or assignment, OWNER shall notify CITY, in writing, of such sale, transfer or assignment and shall provide CITY with an executed agreement (“Assignment and Assumption Agreement”), in a form reasonably acceptable to CITY, by the purchaser, transferee or assignee and providing therein that the purchaser, transferee or assignee expressly and unconditionally assumes all the duties, obligations, agreements, covenants, waivers of OWNER under this Agreement, including, without limitation, the covenants not to sue and waivers contained in Sections 6.2 and 7.4 hereof.

Any sale, transfer or assignment not made in strict compliance with the foregoing conditions shall constitute a default by Owner under this Agreement. Notwithstanding the failure of any purchaser, transferee or assignee to execute the agreement required by Paragraph (b) of this Subsection 2.5.1, the burdens of this Agreement shall be binding upon such purchaser, transferee or assignee, but the benefits of this Agreement shall not inure to such purchaser, transferee or assignee until and unless such agreement is executed.

2.5.2 Release of Transferring Owner. Notwithstanding any sale, transfer or assignment, a transferring OWNER shall continue to be obligated under this Agreement with respect to the transferred Property or any transferred portion thereof, unless such transferring OWNER is given a release in writing by CITY, which release shall be provided by CITY upon the full satisfaction by such transferring OWNER of the following conditions:

(a) OWNER no longer has a legal or equitable interest in all or any part of the Property subject to the transfer.

(b) OWNER is not then in default under this Agreement.

(c) OWNER has provided CITY with the notice and executed agreement required under Paragraph (b) of Subsection 2.5.1 above.

(d) The purchaser, transferee or assignee provides CITY with security equivalent to any security previously provided by OWNER to secure performance of its obligations hereunder.

2.5.3 Subsequent Assignment. Any subsequent sale, transfer or assignment after an initial sale, transfer or assignment shall be made only in accordance with and subject to the terms and conditions of this Section.

2.5.4 Utilities. The Project shall be connected to all utilities necessary to provide adequate water, sewer, gas, electric, and other utility service to the Project, prior to the issuance of a certificate of occupancy for any portion of the Project.

2.5.5 Sale to Public and Completion of Construction. The provisions of Subsection 2.5.1 shall not apply to the sale or lease (for a period longer than one year) of any lot that has been finally subdivided and is individually (and not in "bulk") sold or leased to a member of the public or other ultimate user. This Agreement shall terminate with respect to any lot and such lot shall be released and no longer be subject to this Agreement without the execution or recordation of any further document upon satisfaction of both of the following conditions:

(a) The lot has been finally subdivided and individually (and not in "bulk") sold or leased (for a period longer than one year) to a member of the public or other ultimate user; and

(b) A certificate of occupancy has been issued for a building on the lot, and the fees for such lot set forth in this Agreement have been paid.

2.6 Amendment or Cancellation of Agreement. This Agreement may be amended or canceled in whole or in part only by written consent of all parties in the manner provided for in Government Code Section 65868. This provision shall not limit any remedy of CITY or OWNER as provided by this Agreement.

2.7 Termination. This Agreement shall be deemed terminated and of no further effect upon the occurrence of any of the following events:

- (a) Expiration of the stated term of this Agreement as set forth in Section 2.4.
- (b) Entry of a final judgment setting aside, voiding or annulling the adoption of the ordinance approving this Agreement.
- (c) The adoption of a referendum measure overriding or repealing the ordinance approving this Agreement.
- (d) Completion of the Project in accordance with the terms of this Agreement including issuance of all required occupancy permits and acceptance by CITY or applicable public agency of all required dedications.

Termination of this Agreement shall not constitute termination of any other land use entitlements approved for the Property. Upon the termination of this Agreement, no party shall have any further right or obligation hereunder except with respect to any obligation to have been performed prior to such termination or with respect to any default in the performance of the provisions of this Agreement that has occurred prior to such termination or with respect to any obligations that are specifically set forth as surviving this Agreement. Upon such termination, any Development Impact Fees paid by OWNER to CITY for residential units on which construction has not yet begun shall be refunded to OWNER by CITY.

2.8 Notices.

- (a) As used in this Agreement, "notice" includes, but is not limited to, the communication of notice, request, demand, approval, statement, report, acceptance, consent, waiver, appointment or other communication required or permitted hereunder.
- (b) All notices shall be in writing and shall be considered given either: (i) when delivered in person to the recipient named below; or (ii) on the date of delivery shown on the return receipt, after deposit in the United States mail in a sealed envelope as either registered or certified mail with return receipt requested, and postage and postal charges prepaid, and addressed to the recipient named below; or (iii) on the date of delivery shown in the records of the telegraph company after transmission by telegraph to the recipient named below. All notices shall be addressed as follows:

If to CITY:

City Manager
Jarad Hildenbrand
7800 Katella Ave.
Stanton, CA 90680

Copy to:

Best Best & Krieger, LLP
Matthew Richardson
18101 Von Karman Ave.
Irvine, CA 92612

If to OWNER:

Bonanni Development
Cole Bonanni
714-892-0123
5500 Bolsa Avenue, Suite 120
Huntington Beach, CA 92649

(c) Either party may, by notice given at any time, require subsequent notices to be given to another person or entity, whether a party or an officer or representative of a party, or to a different address, or both. Notices given before actual receipt of notice of change shall not be invalidated by the change.

3. DEVELOPMENT OF THE PROPERTY.

3.1 Rights to Develop. Subject to the terms of this Agreement including the Reservation of Rights, OWNER shall have a vested right to develop the Property in accordance with, and to the extent of, this Agreement. Except as expressly provided otherwise herein, the Project shall remain subject to all Land Use Regulations and Development Approvals, whether in effect on the Effective Date or subsequently adopted or amended, that are required to complete the Project as contemplated by the Development Plan. Except as otherwise provided in this Agreement, and notwithstanding the authority of the CITY to further revising the Land Use Regulations pursuant to Government Code section 65866, the permitted uses of the Property, the density and intensity of use, the maximum height and size of proposed buildings, and provisions for reservation and dedication of land for public purposes shall be those set forth in the Land Use Regulations and Development Approvals, whether in effect on the Effective Date or subsequently adopted or amended. OWNER shall comply with all mitigation measures required to be undertaken pursuant to any document prepared in compliance with the California Environmental Quality Act with respect to the Project.

3.2 Effect of Agreement on Land Use Regulations. Except as otherwise provided under the terms of this Agreement including the Reservation of Rights, the rules, regulations and official policies governing permitted uses of the Property, the density and intensity of use of the Property, the maximum height and size of proposed buildings, and the design, improvement and construction standards and specifications applicable to development of the Property shall be the Land Use Regulations and Development Approvals, whether in effect on the Effective Date or subsequently adopted. In connection with any subsequently imposed Development Approvals and except as specifically provided otherwise herein, CITY may exercise its discretion in accordance with the Land Use Regulations then in effect, as provided by this Agreement, including, but not limited to, the Reservation of Rights. CITY shall accept for processing, review and action all applications for

subsequent development approvals, and such applications shall be processed in the same manner and the CITY shall exercise its discretion, when required or authorized to do so, to the same extent it would otherwise be entitled in the absence of this Agreement.

3.3 Reservation of Rights.

3.3.1 Limitations, Reservations and Exceptions. Notwithstanding any other provision of this Agreement, the following regulations shall apply to the development of the Property:

(a) Processing fees and charges of every kind and nature imposed by CITY to cover the estimated actual costs to CITY of processing applications for Development Approvals or for monitoring compliance with any Development Approvals granted or issued.

(b) Procedural regulations relating to hearing bodies, petitions, applications, notices, findings, records, hearings, reports, recommendations, appeals and any other matter of procedure.

(c) Regulations, policies and rules governing engineering and construction standards and specifications applicable to public and private improvements, including, without limitation, all uniform codes adopted by the City and any local amendments to those codes adopted by the CITY, including, without limitation, the CITY's Building Code, Plumbing Code, Mechanical Code, Electrical Code, and Grading Ordinance.

(d) Regulations imposing Development Exactions; provided, however, that no such subsequently adopted Development Exaction shall be applicable to development of the Property unless such Development Exaction is applied uniformly to development, either throughout the CITY or within a defined area of benefit which includes the Property. No such subsequently adopted Development Exaction shall apply if its application to the Property would physically prevent development of the Property for the uses and to the density or intensity of development set forth in the Development Plan. In the event any such subsequently adopted Development Exaction fulfills the same purposes, in whole or in part, as the fees set forth in Section 4 of this Agreement, CITY shall allow a credit against such subsequently adopted Development Exaction for the fees paid under Section 4 of this Agreement to the extent such fees fulfill the same purposes.

(e) Regulations that may be in material conflict with this Agreement but that are reasonably necessary to protect the residents of the project or the immediate community from a condition perilous to their health or safety. To the extent possible, any such regulations shall be applied and construed so as to provide OWNER with the rights and assurances provided under this Agreement.

(f) Regulations that are not in material conflict with this Agreement or the Development Plan. Any regulation, whether adopted by initiative or otherwise, limiting the rate or timing of development of the Property shall be deemed to materially conflict with the Development Plan and shall therefore not be applicable to the development of the Property.

(g) Regulations that are in material conflict with the Development Plan; provided OWNER has given written consent to the application of such regulations to development of that Property in which the OWNER has a legal or equitable interest.

(h) Regulations that impose, levy, alter or amend fees, charges, or Land Use Regulations relating to consumers or end users, including, without limitation, trash can placement, service charges and limitations on vehicle parking.

(i) Regulations of other public agencies, including Development Impact Fees adopted or imposed by such other public agencies, although collected by CITY.

3.3.2 Subsequent Development Approvals. This Agreement shall not prevent CITY, in acting on subsequent development approvals and to the same extent it would otherwise be authorized to do so absent this Agreement, from applying subsequently adopted or amended Land Use Regulations that do not materially conflict with this Agreement.

3.3.3 Modification or Suspension by State or Federal Law. In the event that State, County or Federal laws or regulations, enacted after the Effective Date of this Agreement, prevent or preclude compliance with one or more of the provisions of this Agreement, such provisions of this Agreement shall be modified or suspended as may be necessary to comply with such State or Federal laws or regulations; provided, however, that this Agreement shall remain in full force and effect to the extent it is not inconsistent with such laws or regulations and to the extent such laws or regulations do not render such remaining provisions impractical to enforce.

3.3.4 Intent. The parties acknowledge and agree that CITY is restricted in its authority to limit certain aspects of its police power by contract and that the foregoing limitations, reservations and exceptions are intended to reserve to CITY all of its police power that cannot be or are not expressly so limited. This Agreement shall be construed, contrary to its stated terms if necessary, to reserve to CITY all such power and authority that cannot be or is not by this Agreement's express terms so restricted.

3.4 Regulation by Other Public Agencies. It is acknowledged by the parties that other public agencies not within the control of CITY may possess authority to regulate aspects of the development of the Property separately from or jointly with CITY and this Agreement does not limit the authority of such other public agencies.

3.5 Timing of Development. Because the California Supreme Court held in *Pardee Construction Co. v. City of Camarillo*, 37 Cal. 3d 465 (1984), that the failure of the parties in that case to provide for the timing of development resulted in a later-adopted initiative restricting the timing of development to prevail over the parties' agreement, it is the specific intent of the Parties to provide for the timing of the Project in this Agreement. To do so, the Parties acknowledge and provide that Owner shall have the right, but not the obligation, to complete the Project in such order, at such rate, at such times, and in as many development phases and sub-phases as Owner deems appropriate in its sole subjective business judgment

4. PUBLIC BENEFITS.

4.1 Intent. The parties acknowledge and agree that development of the Property will result in substantial public needs that will not be fully met by the Development Plan and further acknowledge and agree that this Agreement confers substantial private benefits on OWNER that should be balanced by commensurate public benefits. Accordingly, the parties intend to provide consideration to the public to balance the private benefits conferred on OWNER by providing more fully for the satisfaction of the public needs resulting from the Project.

4.2 Public Benefits. In addition to complying with the Project conditions of approval which are designed to mitigate the significant environmental impacts of the Project, Owner has committed by this Agreement to contribute to CITY the following "Public Benefits."

4.2.1 OWNER shall pay a fee in the amount of three thousand dollars (\$3,000) (the "City Facilities Fee") for each Unit constructed as part of the Project. The City Facilities Fee shall be due concurrently with the issuance of the certificate of occupancy for the Project, unless a different schedule is mutually agreed upon by CITY and OWNER.

4.2.2 OWNER shall also pay a fee in the amount of fifty thousand dollars (\$50,000) (the "City Beautification/Enhancements Fee"). The City Beautification/Enhancements Fee shall be due concurrently with the issuance of the certificate of occupancy for the Project, unless a different schedule is mutually agreed upon by CITY and OWNER, and may be used by CITY in its sole discretion for beautification and enhancement projects anywhere within the City, including without limitation landscaping projects.

4.3 Development Impact Fees.

4.3.1 Amount of Fee. OWNER shall pay all Development Impact Fees in effect on the Effective Date. As of the Effective Date the Development Impact Fees are one thousand forty-nine dollars (\$1,049) per Unit built in the Project.

4.3.2 Time of Payment. The fees required pursuant to Subsection 4.3.1 shall be due and paid to CITY concurrently with the issuance of the certificate of occupancy for the Project.

4.3.3 Prepayment. In no event shall the prepayment of any Development Impact Fees required hereunder establish a vested right on the part of OWNER or any other owner of the Property or any person or entity with an interest therein to develop the Project or the Property following the expiration, cancellation or termination of the Term of this Agreement. Following the expiration, cancellation or termination of this Agreement, all Development Impact Fees then in effect shall be applicable to the Project and Property notwithstanding any provision of this Agreement and notwithstanding the prepayment of the Development Impact Fees set forth in Exhibit "D", or any combination thereof.

4.4 Dedication of On-Site Easements and Rights of Way. OWNER shall dedicate to CITY all on-site rights of way and easements deemed necessary for public improvements, in CITY's sole discretion, within 15 days of receipt of written demand from CITY.

4.5 Timing of Construction of Off-Site Infrastructure. Approval of any building permits on the Property shall be conditioned upon CITY's determination, in its sole discretion, that sufficient

progress is being made on construction of off-site infrastructure serving development of OWNER's Property.

5. REVIEW FOR COMPLIANCE.

5.1 Periodic Review. The CITY shall review this Agreement annually, on or before the anniversary of the Effective Date, in order to ascertain the compliance by OWNER with the terms of the Agreement. OWNER shall submit an Annual Monitoring Report, in a form acceptable to the City Manager, within thirty (30) days after written notice from the City Manager. The Annual Monitoring Report shall be accompanied by an annual review and administration fee sufficient to defray the estimated costs of review and administration of the Agreement during the succeeding year. The amount of the annual review and administration fee shall be set annually by resolution of the City Council.

5.2 Special Review. The City Council may order a special review of compliance with this Agreement at any time. The City Manager, or his or her designee, shall conduct such special reviews.

5.3 Procedure.

(a) During either a periodic review or a special review, OWNER shall be required to demonstrate good faith compliance with the terms of the Agreement. The burden of proof on this issue shall be on OWNER.

(b) Upon completion of a periodic review or a special review, the City Manager, or his or her designee, shall submit a report to the Planning Commission setting forth the evidence concerning good faith compliance by OWNER with the terms of this Agreement and his or her recommended finding on that issue.

(c) If the Planning Commission finds and determines on the basis of substantial evidence that OWNER has complied in good faith with the terms and conditions of this Agreement, the review shall be concluded.

(d) If the Planning Commission finds and determines on the basis of substantial evidence that OWNER has not complied in good faith with the terms and conditions of this Agreement, the Commission may recommend to the City Council modification or termination of this Agreement. OWNER may appeal a Planning Commission determination pursuant to this Section 5.3(d) pursuant to CITY's rules for consideration of appeals in zoning matters then in effect. Notice of default as provided under Section 6.3 of this Agreement shall be given to OWNER prior to or concurrent with proceedings under Section 5.4 and Section 5.5.

5.4 Proceedings Upon Modification or Termination. If, upon a finding under Section 5.3, CITY determines to proceed with modification or termination of this Agreement, CITY shall give written notice to OWNER of its intention so to do. The notice shall be given at least ten (10) calendar days prior to the scheduled hearing and shall contain:

(a) The time and place of the hearing;

(b) A statement as to whether or not CITY proposes to terminate or to modify the Agreement; and,

(c) Such other information that the CITY considers necessary to inform OWNER of the nature of the proceeding.

5.5 Hearing on Modification or Termination. At the time and place set for the hearing on modification or termination, OWNER shall be given an opportunity to be heard. OWNER shall be required to demonstrate good faith compliance with the terms and conditions of this Agreement. The burden of proof on this issue shall be on OWNER. If the City Council finds, based upon substantial evidence, that OWNER has not complied in good faith with the terms or conditions of the Agreement, the City Council may terminate this Agreement or modify this Agreement and impose such conditions as are reasonably necessary to protect the interests of the CITY. The decision of the City Council shall be final.

5.6 Certificate of Agreement Compliance. If, at the conclusion of a Periodic or Special Review, OWNER is found to be in compliance with this Agreement, CITY shall, upon request by OWNER, issue a Certificate of Agreement Compliance ("Certificate") to OWNER stating that after the most recent Periodic or Special Review and based upon the information known or made known to the City Manager and City Council that: (1) this Agreement remains in effect; and (2) OWNER is not in default. The Certificate shall be in recordable form, shall contain information necessary to communicate constructive record notice of the finding of compliance, shall state whether the Certificate is issued after a Periodic or Special Review and shall state the anticipated date of commencement of the next Periodic Review. OWNER may record the Certificate with the County Recorder.

Whether or not the Certificate is relied upon by assignees or other transferees or OWNER, CITY shall not be bound by a Certificate if a default existed at the time of the Periodic or Special Review, but was concealed from or otherwise not known to the City Manager or City Council.

6. DEFAULT AND REMEDIES.

6.1 Remedies in General. It is acknowledged by the parties that CITY would not have entered into this Agreement if it were to be liable in damages under this Agreement, or with respect to this Agreement or the application thereof. In general, each of the parties hereto may pursue any remedy at law or equity available for the breach of any provision of this Agreement, except that CITY shall not be liable in damages to OWNER, or to any successor in interest of OWNER, or to any other person, and OWNER covenants not to sue for damages or claim any damages:

(a) For any breach of this Agreement or for any cause of action that arises out of this Agreement; or

(b) For the taking, impairment or restriction of any right or interest conveyed or provided under or pursuant to this Agreement; or

(c) Arising out of or connected with any dispute, controversy or issue regarding the application or interpretation or effect of the provisions of this Agreement.

6.2 Release. Except for non-monetary remedies, OWNER, for itself, its successors and assignees, hereby releases CITY, its officers, agents and employees from any and all claims, demands, actions, or suits of any kind or nature arising out of any liability, known or unknown, present or future, including, but not limited to, any claim or liability, based or asserted, pursuant to Article I, Section 19 of the California Constitution, the Fifth and Fourteenth Amendments to the United States Constitution, or any other law or ordinance which seeks to impose any other liability or damage, whatsoever, upon CITY because it entered into this Agreement or because of the terms of this Agreement. OWNER hereby acknowledges that it has read and is familiar with the provisions of California Civil Code Section 1542, which is set forth below:

"A GENERAL RELEASE DOES NOT EXTEND TO CLAIMS THAT THE CREDITOR OR RELEASING PARTY DOES NOT KNOW OR SUSPECT TO EXIST IN HIS OR HER FAVOR AT THE TIME OF EXECUTING THE RELEASE AND THAT, IF KNOWN BY HIM OR HER, WOULD HAVE MATERIALLY AFFECTED HIS OR HER SETTLEMENT WITH THE DEBTOR OR RELEASED PARTY."

By initialing below, OWNER hereby waives the provisions of Section 1542 in connection with the matters that are the subject of the foregoing waivers and releases.

Owner's Initials

6.3 Termination or Modification of Agreement for Default of OWNER. CITY may terminate or modify this Agreement for any failure of OWNER to perform any material duty or obligation of OWNER under this Agreement, or to comply in good faith with the terms of this Agreement (hereinafter referred to as "default"); provided, however, CITY may terminate or modify this Agreement pursuant to this Section only after providing written notice to OWNER of default setting forth the nature of the default and the actions, if any, required by OWNER to cure such default and, where the default can be cured, OWNER has failed to take such actions and cure such default within sixty (60) days after the effective date of such notice or, in the event that such default cannot be cured within such sixty (60) day period but can be cured within a longer time, has failed to commence the actions necessary to cure such default within such sixty (60) day period and to diligently proceed to complete such actions and cure such default.

6.4 Termination of Agreement for Default of CITY. OWNER may terminate this Agreement only in the event of a default by CITY in the performance of a material term of this Agreement and only after providing written notice to CITY of default setting forth the nature of the default and the actions, if any, required by CITY to cure such default and, where the default can be cured, CITY has failed to take such actions and cure such default within sixty (60) days after the

effective date of such notice or, in the event that such default cannot be cured within such sixty (60) day period but can be cured within a longer time, has failed to commence the actions necessary to cure such default within such sixty (60) day period and to diligently proceed to complete such actions and cure such default.

7. LITIGATION.

7.1 Third Party Litigation Concerning Agreement. OWNER shall defend, at its expense, including attorneys' fees, indemnify, and hold harmless CITY, its agents, officers and employees from any claim, action or proceeding against CITY, its agents, officers, or employees to attack, set aside, void, or annul the approval of this Agreement, or the approval of any permit granted pursuant to this Agreement. CITY shall promptly notify OWNER of any claim, action, proceeding or determination included within this Section 8.1, and CITY shall cooperate in the defense. If CITY fails to promptly notify OWNER of any such claim, action, proceeding or determination, or if CITY fails to cooperate in the defense, OWNER shall not thereafter be responsible to defend, indemnify, or hold harmless CITY. CITY may in its discretion participate in the defense of any such claim, action, proceeding or determination.

7.2 Environmental Assurances. OWNER shall indemnify and hold CITY, its officers, agents, and employees free and harmless from any liability, based or asserted, upon any act or omission of OWNER, its officers, agents, employees, subcontractors, predecessors in interest, successors, assigns and independent contractors for any violation of any federal, state or local law, ordinance or regulation relating to industrial hygiene or to environmental conditions on, under or about the Property, including, but not limited to, soil and groundwater conditions, and OWNER shall defend, at its expense, including attorneys' fees, CITY, its officers, agents and employees in any action based or asserted upon any such alleged act or omission. CITY may in its discretion participate in the defense of any such action.

7.3 Reservation of Rights. With respect to Section 7.1 and Section 7.2 herein, CITY reserves, the right to either (1) approve the attorney(s) that the indemnifying party selects, hires or otherwise engages to defend the indemnified party hereunder, which approval shall not be unreasonably withheld, or (2) conduct its own defense; provided, however, that the indemnifying party shall reimburse the indemnified party forthwith for any and all reasonable expenses incurred for such defense, including attorneys' fees, upon billing and accounting therefore.

7.4 Challenge to Existing Land Use Approvals. By accepting the benefits of this Agreement, OWNER, on behalf of itself and its successors in interest, hereby expressly agrees and covenants not to sue or otherwise challenge any land use approval affecting the Property and in effect as of the Effective Date. Such agreement and covenant includes, without limitation, the covenant against any direct suit by OWNER or its successor in interest, or any participation, encouragement or involvement whatsoever that is adverse to CITY by OWNER or its successor in interest, other than as part of required response to lawful orders of a court or other body of competent jurisdiction. OWNER hereby expressly waives, on behalf of itself and its successors in interest, any claim or challenge to any land use approval affecting the Property and in effect as of the Effective Date. In the event of any breach of the covenant or waiver contained herein, CITY shall, in addition to any other remedies provided for at law or in equity, be entitled to:

- (a) impose and recover (at any time, including after sale to a member of the public or other ultimate user) from the party breaching such covenant or waiver, the full amount of Development Impact Fees that the breaching party would have been required to pay in the absence of this Development Agreement; and
- (b) impose any subsequently adopted land use regulation on those land use approvals for which the breaching party had not, as of the time of such breach, obtained a building permit.

OWNER hereby acknowledges that it has read and is familiar with the provisions of California Civil Code Section 1542, which is set forth below:

"A GENERAL RELEASE DOES NOT EXTEND TO CLAIMS THAT THE CREDITOR OR RELEASING PARTY DOES NOT KNOW OR SUSPECT TO EXIST IN HIS OR HER FAVOR AT THE TIME OF EXECUTING THE RELEASE AND THAT, IF KNOWN BY HIM OR HER, WOULD HAVE MATERIALLY AFFECTED HIS OR HER SETTLEMENT WITH THE DEBTOR OR RELEASED PARTY."

By initialing below, OWNER hereby waives the provisions of Section 1542 in connection with the matters that are the subject of the foregoing waivers and releases.

Owner's Initials

7.5 Survival. The provisions of Sections 7.1 through 7.4, inclusive, shall survive the termination of this Agreement.

8. MORTGAGEE PROTECTION.

The parties hereto agree that this Agreement shall not prevent or limit OWNER, in any manner, at OWNER's sole discretion, from encumbering the Property or any portion thereof or any improvement thereon by any mortgage, deed of trust or other security device securing financing with respect to the Property. CITY acknowledges that the lenders providing such financing may require certain Agreement interpretations and modifications and agrees upon request, from time to time, to meet with OWNER and representatives of such lenders to negotiate in good faith any such request for interpretation or modification. CITY will not unreasonably withhold its consent to any such requested interpretation or modification provided such interpretation or modification is consistent with the intent and purposes of this Agreement. Any Mortgagee of the Property shall be entitled to the following rights and privileges:

(a) Neither entering into this Agreement nor a breach of this Agreement shall defeat, render invalid, diminish or impair the lien of any mortgage on the Property made in good faith and for value, unless otherwise required by law.

(b) The Mortgagee of any mortgage or deed of trust encumbering the Property, or any part thereof, which Mortgagee, has submitted a request in writing to the CITY in the manner specified herein for giving notices, shall be entitled to receive written notification from CITY of any default by OWNER in the performance of OWNER's obligations under this Agreement.

(c) If CITY timely receives a request from a mortgagee requesting a copy of any notice of default given to OWNER under the terms of this Agreement, CITY shall provide a copy of that notice to the Mortgagee within ten (10) days of sending the notice of default to OWNER. The Mortgagee shall have the right, but not the obligation, to cure the default during the remaining cure period allowed such party under this Agreement.

(d) Any Mortgagee who comes into possession of the Property, or any part thereof, pursuant to foreclosure of the mortgage or deed of trust, or deed in lieu of such foreclosure, shall take the Property, or part thereof, subject to the terms of this Agreement. Notwithstanding any other provision of this Agreement to the contrary, no Mortgagee shall have an obligation or duty under this Agreement to perform any of OWNER's obligations or other affirmative covenants of OWNER hereunder, or to guarantee such performance; provided, however, that to the extent that any covenant to be performed by OWNER is a condition precedent to the performance of a covenant by CITY, the performance thereof shall continue to be a condition precedent to CITY's performance hereunder, and further provided that any sale, transfer or assignment by any Mortgagee in possession shall be subject to the provisions of Section 2.5 of this Agreement.

9. MISCELLANEOUS PROVISIONS.

9.1 Recordation of Agreement. This Agreement and any amendment or cancellation thereof shall be recorded with the Orange County Recorder by the Clerk of the City Council within ten (10) days after the City enters into the Agreement, in accordance with Section 65868.5 of the Government Code. If the parties to this Agreement or their successors in interest amend or cancel this Agreement, or if the CITY terminates or modifies this Agreement as provided herein for failure of the OWNER to comply in good faith with the terms and conditions of this Agreement, the City Clerk shall have notice of such action recorded with the Orange County Recorder.

9.2 Entire Agreement. This Agreement sets forth and contains the entire understanding and agreement of the parties, and there are no oral or written representations, understandings or ancillary covenants, undertakings or agreements that are not contained or expressly referred to herein. No testimony or evidence of any such representations, understandings or covenants shall be admissible in any proceeding of any kind or nature to interpret or determine the terms or conditions of this Agreement.

9.3 Severability. If any term, provision, covenant or condition of this Agreement shall be determined invalid, void or unenforceable, the remainder of this Agreement shall not be affected thereby to the extent such remaining provisions are not rendered impractical to perform taking into consideration the purposes of this Agreement. Notwithstanding the foregoing, the provision of the Public Benefits set forth in Section 4 of this Agreement, including the payment of the Development Impact Fees set forth therein, are essential elements of this Agreement and CITY would not have entered into this Agreement but for such provisions, and therefore in the event such provisions are

determined to be invalid, void or unenforceable, this entire Agreement shall be null and void and of no force and effect whatsoever.

9.4 Interpretation and Governing Law. This Agreement and any dispute arising hereunder shall be governed and interpreted in accordance with the laws of the State of California. This Agreement shall be construed as a whole according to its fair language and common meaning to achieve the objectives and purposes of the parties hereto, and the rule of construction to the effect that ambiguities are to be resolved against the drafting party shall not be employed in interpreting this Agreement, all parties having been represented by counsel in the negotiation and preparation hereof.

9.5 Section Headings. All section headings and subheadings are inserted for convenience only and shall not affect any construction or interpretation of this Agreement.

9.6 Singular and Plural. As used herein, the singular of any word includes the plural.

9.7 Joint and Several Obligations. If at any time during the Term of this Agreement the Property is owned, in whole or in part, by more than one OWNER, all obligations of such OWNERS under this Agreement shall be joint and several, and the default of any such OWNER shall be the default of all such OWNERS. Notwithstanding the foregoing, no OWNER of a single lot that has been finally subdivided and sold to such OWNER as a member of the general public or otherwise as an ultimate user shall have any obligation under this Agreement except as expressly provided for herein.

9.8 Time of Essence. Time is of the essence in the performance of the provisions of this Agreement as to which time is an element.

9.9 Waiver. Failure by a party to insist upon the strict performance of any of the provisions of this Agreement by the other party, or the failure by a party to exercise its rights upon the default of the other party, shall not constitute a waiver of such party's right to insist and demand strict compliance by the other party with the terms of this Agreement thereafter.

9.10 No Third Party Beneficiaries. This Agreement is made and entered into for the sole protection and benefit of the parties and their successors and assigns. No other person shall have any right of action based upon any provision of this Agreement.

9.11 Force Majeure. Neither party shall be deemed to be in default where failure or delay in performance of any of its obligations under this Agreement is caused by floods, earthquakes, other Acts of God, fires, wars, riots or similar hostilities, strikes and other labor difficulties beyond the party's control, (including the party's employment force), government regulations, court actions (such as restraining orders or injunctions), or other causes beyond the party's control. If any such events shall occur, the Term of this Agreement and the time for performance by either party of any of its obligations hereunder may be extended by the written agreement of the parties for the period of time that such events prevented such performance, provided that the Term of this Agreement shall not be extended under any circumstances for more than five (5) years.

9.12 Mutual Covenants. The covenants contained herein are mutual covenants and also constitute conditions to the concurrent or subsequent performance by the party benefited thereby of the covenants to be performed hereunder by such benefited party.

9.13 Successors in Interest. The burdens of this Agreement shall be binding upon, and the benefits of this Agreement shall inure to, all successors in interest to the parties to this Agreement. All provisions of this Agreement shall be enforceable as equitable servitudes and constitute covenants running with the land. Each covenant to do or refrain from doing some act hereunder with regard to development of the Property: (a) is for the benefit of and is a burden upon every portion of the Property; (b) runs with the Property and each portion thereof; and (c) is binding upon each party and each successor in interest during ownership of the Property or any portion thereof.

9.14 Counterparts. This Agreement may be executed by the parties in counterparts, which counterparts shall be construed together and have the same effect as if all of the parties had executed the same instrument.

9.15 Jurisdiction and Venue. Any action at law or in equity arising under this Agreement or brought by a party hereto for the purpose of enforcing, construing or determining the validity of any provision of this Agreement shall be filed and tried in the Superior Court of the County of Orange, State of California, and the parties hereto waive all provisions of law providing for the filing, removal or change of venue to any other court.

9.16 Project as a Private Undertaking. It is specifically understood and agreed by and between the parties hereto that the development of the Project is a private development, that neither party is acting as the agent of the other in any respect hereunder, and that each party is an independent contracting entity with respect to the terms, covenants and conditions contained in this Agreement. No partnership, joint venture or other association of any kind is formed by this Agreement. The only relationship between CITY and OWNER is that of a government entity regulating the development of private property and the owner of such property.

9.17 Further Actions and Instruments. Each of the parties shall cooperate with and provide reasonable assistance to the other to the extent contemplated hereunder in the performance of all obligations under this Agreement and the satisfaction of the conditions of this Agreement. Upon the request of either party at any time, the other party shall promptly execute and file or record such required instruments and writings and take any actions as may be reasonably necessary under the terms of this Agreement to carry out the intent and to fulfill the provisions of this Agreement or to evidence or consummate the transactions contemplated by this Agreement.

9.18 Eminent Domain. No provision of this Agreement shall be construed to limit or restrict the exercise by CITY of its power of eminent domain.

9.19 Agent for Service of Process. In the event OWNER is not a resident of the State of California or it is an association, partnership or joint venture without a member, partner or joint venturer resident of the State of California, or it is a foreign corporation, then in any such event, OWNER shall file with the City Manager, upon its execution of this Agreement, a designation of a natural person residing in the State of California, giving his or her name, residence and business

addresses, as its agent for the purpose of service of process in any court action arising out of or based upon this Agreement, and the delivery to such agent of a copy of any process in any such action shall constitute valid service upon OWNER. If for any reason service of such process upon such agent is not feasible, then in such event OWNER may be personally served with such process and such service shall constitute valid service upon OWNER. OWNER is amenable to the process so served, submits to the jurisdiction of the Court so obtained and waives any and all objections and protests thereto.

9.20 Authority to Execute. The person or persons executing this Agreement on behalf of OWNER warrants and represents that he or she/they have the authority to execute this Agreement on behalf of his or her/their corporation, partnership or business entity and warrants and represents that he or she/they has/have the authority to bind OWNER to the performance of its obligations hereunder.

IN WITNESS WHEREOF, the parties hereto have executed this Development Agreement on the last day and year set forth below.

OWNER

BONANNI DEVELOPMENT

By: _____

Its: _____

Dated: _____

CITY

CITY OF STANTON, a California
municipal corporation

By:_____

Mayor

Dated: _____

ATTEST:

By:_____

City Clerk

APPROVED AS TO LEGAL FORM:

BEST BEST & KRIEGER LLP

City Attorney

EXHIBIT “A”

(Legal Description of the Property)

Exhibit A

EXHIBIT “B”

(Map of the Property)

Exhibit B

EXHIBIT “C”

(Development Plan)

Zoning Code Amendment ZCA 20-01

Planned Development Permit 20-04

Site Plan and Design Review SPDR-807

Exhibit C

RESOLUTION NO. 2527

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF STANTON CALIFORNIA, RECOMMENDING THAT THE CITY COUNCIL APPROVE PLANNED DEVELOPMENT PERMIT PDP 20-04 AND SITE PLAN AND DESIGN REVIEW SPDR-807 FOR A NEW 321-UNIT MULTI-FAMILY APARTMENT COMMUNITY FOR PROPERTIES LOCATED AT 12331-12435 BEACH BOULEVARD LOCATED IN THE COMMERCIAL GENERAL (CG) AND SOUTH GATEWAY MIXED-USE (SGMX) OVERLAY ZONE.

THE PLANNING COMMISSION OF THE CITY OF STANTON HEREBY RESOLVE AS FOLLOWS:

WHEREAS, Section 20.520.020 of the SMC allows a Planned Development Permit to modify development standards, and Section 20.530.020 of the Stanton Municipal Code (SMC) requires a Site Plan and Design Review for all structures erected to accommodate any of the land uses and activities listed in Article 2 (Zone-Specific Standards); and

WHEREAS, on March 3, 2020, Chris Segesman representing Bonanni Development, ("Applicant") filed applications for a Zoning Code Amendment ZCA 20-01, Development Agreement DA 20-03, Planned Development Permit PDP 20-04, and Site Plan and Design Review SPDR-807, for the development of a 3.75 acre site ("Project Site"), located at 12331-12435 Beach Boulevard for a new 321-unit multifamily apartment community ("Project"); and

WHEREAS, on August 6, 2020, the City gave public notice of the Planning Commission meeting to conduct a public hearing to consider a Zoning Code Amendment ZCA 20-01, Development Agreement DA 20-03, Planned Development Permit PDP 20-04, and Site Plan and Design Review SPDR-807, for the Project, by posting the public notice at three public places including Stanton City Hall, the Post Office, and the Stanton Community Services Center, noticing property owners within a 500 foot radius of the subject property, posting the notice on the City's webpage, and was made available through the agenda posting process; and

WHEREAS, on August 19, 2020, the Planning Commission of the City of Stanton conducted a duly noticed public hearing concerning the request to approve Zoning Code Amendment ZCA 20-01, Development Agreement DA 20-03, Planned Development Permit PDP 20-04 and Site Plan and Design Review PPD-807, for the development of a 3.75 acre site, located at 12331-12435 Beach Boulevard in the Commercial General (CG) and South Gateway Mixed-Use (SGMX) Overlay Zone; and

WHEREAS, the Planning Commission finds and determines that the Project is within that class of projects (*i.e.*, Class 32 – In-fill Development projects) which consists of in-fill development meeting the conditions described in Section 15332 of the CEQA Guidelines; that is, (a) the project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning

designation and regulations, (the Project development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses, (c) the project site has no value as habitat for endangered, rare or threatened species, (d) approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality, and (e) the site can be adequately served by all required utilities and public services. The Planning Commission finds and determines that the Property is located within an "urbanized area", as that term is defined in Section 15387 of the CEQA Guidelines, and meets the aforementioned conditions and will not cause a significant effect on the environment and is, therefore, categorically exempt from the provisions of CEQA staff has reviewed the environmental form submitted by the applicant in accordance with the City's procedures. Based upon the information received and staff's additional analysis, the project has been determined to be categorically exempt pursuant to the California Environmental Quality Act (CEQA), Section 15332, Class 32 (In-fill Development); and

WHEREAS, the Planning Commission has carefully considered all pertinent testimony and information contained in the staff report prepared for this application as presented at the public hearing; and

WHEREAS, all legal prerequisites have occurred prior to the adoption of this resolution.

NOW THEREFORE, THE PLANNING COMMISSION OF THE CITY OF STANTON DOES HEREBY FINDS AND DETERMINES THAT:

SECTION 1: All of the facts, findings and conclusions set forth in this resolution are true and correct, and are incorporated herein by this reference.

SECTION 2: The Planning Commission hereby recommends that the City Council find the proposed Project categorically exempt from environmental review pursuant to State CEQA Guidelines, section 15332. Specifically:

1. As explained in the August 19, 2020, Planning Commission staff report, the proposed Project is consistent with the City of Stanton's General Plan, all applicable general plan policies, as well as the applicable zoning designation and regulations. The proposed Project would further the City's goals of developing much needed housing.
2. The proposed Project Site is within the City of Stanton's municipal boundaries in the center of town on Beach Boulevard and the site is less than five acres in size. The site is substantially surrounded by urban uses, residential uses to the northwest, east and south, a mixed-use development consisting of a commercial shopping center and a townhome subdivision to the west, and commercial uses to the north, as explained in the Planning Commission staff report.
3. As detailed in the Class 32 Infill Streamlining Checklist the Project Site has no value as habitat for endangered, rare or threatened species. The Project Site is currently developed with commercial and office uses and paved parking lot. The

Project Site is located within a developed, urbanized area with no sensitive species, habitat, or natural communities. The Project Site does not occur near or within any Multiple Species Habitat Conservation Plan (MSHCP) Criteria Cell or area designated for MSHCP conservation. There are no MSHCP Reserve Assembly Requirements associated with the Project Site, and there are no incompatibilities with respect to development of the Project Site and Urban/Wildlands interface issues. There is no potential for narrow endemic, rare, or endangered plant species. Riparian or riverine habitats, vernal pools, or any other potential jurisdictional waters or wetlands are absent from the Project Site.

4. Approval of the Project would not result in any significant effects relating to traffic, noise, air quality, or water quality. The Project Site has frontage along Beach Boulevard and can be served by all required utilities that run through and under Beach Boulevard. Moreover, the proposed Project can be adequately served by all public services.

For the foregoing reasons, the Planning Commission recommends that the City Council find the proposed project categorically exempt from environmental review pursuant to State CEQA Guidelines, section 15332.

Because the Planning Commission recommends that the City Council find the project categorically exempt from CEQA, the Planning Commission hereby makes the following additional recommendations to the City Council, specifically that the City Council find none of the exceptions to the exemptions outlined in State CEQA Guidelines, section 15300.2 applies:

1. The cumulative impacts of successive projects of the same type in the same place, over time is not significant. The likelihood of multiple housing projects of this type on this site over time is very low. Once the project is built it is likely to remain for its useful life. Thus, cumulative impacts are not likely to occur on the site and would not be significant.
2. There are no unusual circumstances surrounding the development of this site that would lead to a potentially significant effect on the environment. This is an urban infill site, of the exact type and character for which the infill exemption exists. The Project Site faces and is immediately adjacent to the City's main thoroughfare, Beach Boulevard. The site is a prime candidate for infill development because it is substantially surrounded on all sides and is available to connect into existing utilities that surround the site. There are no unique circumstances about development of the site that would distinguish it from other infill sites such that environmental impacts would likely occur from development of the Project.
3. The stretch of Beach Boulevard that the proposed Project fronts is not a highway officially designated as a state scenic highway. There are no

other state scenic highways in the Project vicinity. Thus, the proposed Project would not result in any damage to scenic resources within a state scenic highway.

4. A search of the EnviroStor website as of August 11, 2020 (available at <https://www.envirostor.dtsc.ca.gov/public/>) confirms that the Project Site is not included on any list compiled pursuant to Section 65962.5.
5. The Project would not result in any impacts to historical resources as neither the site nor any improvements on the site contain any historical significance at the national, state or local level.

Because none of the exceptions to the categorical exemptions applies, the Planning Commission recommends that the City Council proceed with finding the Project exempt from environmental review pursuant to State CEQA Guidelines, section 15332.

SECTION 3: In accordance with the requirements as set forth in Section 20.520.060 of the Stanton Municipal Code for a Planned Development Permit the Planning Commission recommends the City Council make the following findings:

1. The Planned Development Permit will:

a. Be allowed within the subject base zone;

The subject property is zoned Commercial General (CG) with a South Gateway Mixed-Use (SGMX) Overlay Zone. The South Gateway Mixed-Use (SGMX) Overlay Zone allows for residential development and therefore the Project is permitted.

b. Be consistent with the purpose, intent, goals, policies, actions, and land use designations of the General Plan and any applicable specific plan;

The Project is consistent with the City's General Plan, specifically:

- *Goal LU-3.1: A range and balance of residential densities which are supported by adequate city services. Strategy LU-3.1.2: Encourage infill and mixed-use development within feasible development sites.* The Project site has been underutilized for numerous years. The Project would provide for a multi-family residential project consisting of 321 units. The Project is an infill development in an established area and therefore will have access to existing public services and utilities.
- *Goal CD-1.2: Promote an attractive streetscape and public right-of-way, especially along major primary and secondary corridors, that is consistent with the desired vision and image of Stanton.* The Project would provide extensive landscaping for an enhanced pedestrian atmosphere along Beach Boulevard. In addition, the elevations of the units along Beach Boulevard and Stanford Avenue are designed to

Resolution No. 2527

August 19, 2020

Page 4

provide an enhanced streetscape inclusive of high quality elevations, with architectural features on the upper floors of the building to ensure the improvements are visible from Beach Boulevard.

- *Goal ED-2.2: Promote economic revitalization at key locations within the city, specifically the major arterials, Beach Boulevard and Katella Avenue, which carry commuters and other travelers through Stanton. Strategy 2.2.1: Encourage mixed-use development along major corridors, specifically Beach Boulevard and Katella Avenue, as well as at major city intersections and activity nodes.* The mixed-use Project would provide housing for people close to commercial nodes, which will benefit existing and future commercial uses along Beach Boulevard, and contribute to the City's economic base.
- *Action RC-2.1.6(b) Encourage development of underutilized and vacant infill site where public services and infrastructure are available.* The Project constitutes infill development; all public facilities and utilities located along Beach Boulevard and Stanford Avenue are readily accessible and available to serve the site.

c. Be generally in compliance with all of the applicable provisions of this Zoning Code relating to both on-site and off-site improvements that are necessary to accommodate flexibility in site planning and property development and to carry out the purpose, intent, and requirements of this Chapter and the subject base zone, including prescribed development standards and applicable design guidelines, except for those provisions modified in compliance with this Chapter;

The Project conforms to the current Municipal Code requirements. The exceptions to the requirements relate to setback, private open space, unit size and parking. The Municipal Code allows the Planned Development Permit (PDP) to be considered for modification to a strict implementation of the Code to allow for high quality projects that ensure efficient use of the land and better living environment, high standards of environmental quality and enhanced amenities. Flexibility related to private open space, increased front setbacks and varying unit sizes allows for a creative and innovative project offering increased public and private amenities, improved street frontage and improved community amenities as well as a desirable project to improve the economic and livable character of this neighborhood.

d. Ensure compatibility of property uses within the zone and general neighborhood of the proposed development;

The Project is allowed by right in the South Gateway Mixed-Use (SGMX) Overlay Zone. The project is anticipated to be a compliment to the adjacent residential neighborhoods. The enhanced pedestrian focus on Beach Boulevard will improve the public experience and integrate this project into the overall corridor and connect the residential neighborhoods to the mixed use zones.

2. The proposed project will produce a comprehensive development of superior quality and excellence of design (e.g., appropriate variety of structure placement and orientation opportunities, appropriate mix of structure sizes, high quality architectural design, significantly increased amounts of landscaping and improved open space, improved solutions to the design and placement of parking and loading facilities, incorporation of a program of highly enhanced amenities (e.g., additional public art), LEED or other “green” related standards, etc.) than might otherwise occur from more typical development applications;

The Project will provide a mix of dwelling unit sizes including studios, one- and two-bedroom units. Unique and desirable amenities are provided throughout the Project, enhancing the experience for residents, and providing buffers to the adjacent properties. All parking for the Project is located on site in a structure for the use of residents and guests. A parking analysis was conducted for this Project which supports the adequacy of the parking provided.

3. Proper standards and conditions have been imposed to ensure the protection of the public health, safety, and welfare;

With the approval of the Planned Development Permit allowing for a reduction in the required parking, reduction in private outdoor space, reduction in various minimum unit sizes and exceeding the maximum setbacks in the Front Setback (Beach Blvd.), the Project would be in conformance with the California Building Code, the City of Stanton Municipal Code, and the intent of the General Plan. The Project is sensitive to the existing surrounding uses and is designed to a high standard that will contribute to the character of the surrounding community. The Project will not cause any adverse effects in terms of noise or pollutants to the surrounding communities or the general public. The Project is subject to all conditions of approval to ensure the protection of the public health, safety, and welfare.

4. Proper on-site traffic circulation (e.g.; pedestrian and vehicular) and control is designed into the development to ensure protection for fire suppression and police surveillance equal to or better than what would normally be created by compliance with the minimum setback and parcel width standards identified in Article 2 (Zone-Specific Standards);

The Project provides one main access driveway on Beach Boulevard at the center of the property, one second access point at the north end of the site nearest the flood control channel and a fire access lane on the southern end of the parcel. With a raised median on Beach Boulevard, the main driveway is for “right in right out” only. This driveway provides direct access to the parking structure and to surface level guest parking. Access to the garage is controlled by an automatic gate with appropriate placement to ensure sufficient stacking length to contain all residential queue on the site without backing up to Beach Boulevard. The secondary access is anticipated to serve those traveling north

on Beach Boulevard to enter and access the parking garage through the roadway that travels around to the rear of the project. This access also doubles as one of the fire lanes and includes a hammerhead turn around for fire truck maneuvering. The final access would be right in right out from Beach and would be for emergency purposes.

5. The subject parcel is adequate in terms of size, shape, topography, and circumstances to accommodate the proposed development;

The Project is an infill development and has access to existing utilities, roads and infrastructure. The three properties make up a rectangular site accessed from Beach Boulevard. The Project complements the size and shape of the parcel and effectively makes use of the space available. The property is relatively flat and will remain flat upon completion of the Project. There are no major grade changes proposed, which will lessen the impact on the surrounding properties.

6. Adequate public services and facilities exist, or will be provided, in compliance with the conditions of approval, to serve the proposed development and the approval of the proposed development will not result in a reduction of public services to properties in the vicinity to be a detriment to public health, safety, and general welfare;

Within Stanton, other public facilities include the library services available to the community, and the public spaces and activities at the Stanton Civic Center. The proposed project is located within an urbanized area, is accessible by existing streets, and is located within the service areas of all existing utilities and public services for the area. Further, conditions of approval for the project will ensure that the proposed development will not result in a reduction of public services to properties in the vicinity to be a detriment to public health, safety, and general welfare.

7. The proposed development, as conditioned, will not have a substantial adverse effect on surrounding properties or their allowed use;

The Project is allowed in the South Gateway Mixed-Use District and the South Gateway Mixed-Use (SGMX) Overlay Zone. The Project Site is in a built-out, urban setting. The site and the surrounding properties are fully served by various utility service providers. There will be no significant service or system upgrades needed to serve the mixed-use development. Therefore, potential impacts associated with demand for these services would be less than significant. There will be no adverse effects on the surrounding properties and their allowed uses.

8. If the development proposes to mix residential and commercial uses whether done in a vertical or horizontal manner, the residential use is designed in a manner that it is appropriately buffered from the commercial use and is provided sufficiently enhanced amenities to create a comfortable and healthy residential environment and to provide a positive quality of life for the residents. The enhanced amenities may

include additional landscaping, additional private open space, private or separated entrances, etc;

The Project will provide for a residential project. The project has been designed to compliment a Mixed use environment considering rooftop amenities, street-level community features and private courtyards throughout to enhance the livability of the project overall while complimenting adjacent uses.

9. The design, location, operating characteristics, and size of the proposed development will be compatible with the existing and future land uses in the vicinity, in terms of aesthetic values, character, scale, and view protection;

In accordance with the Stanton General Plan, in preparation for future opportunities in the City of Stanton, a land use concept was formulated that builds upon the vision of Stanton through establishment of new mixed-use designations to encourage redevelopment in key areas along Beach Boulevard. The utilization of modern site planning provides additional housing opportunities in the form of high-quality amenities for the apartments on underutilized lots. The Project incorporates high quality architectural designs and materials, and incorporates varying architectural treatments on the elevations of the building. The Project site plan incorporates extensive landscaping, enhanced paving, and landscaped edges that provide a sense of place within the development. With the incorporation of these features, the Project provides an aesthetically pleasing development that is compatible with the overall neighborhood.

10. The applicant agrees in writing to comply with any and all conditions imposed by the review authority in the approval of the Planned Development Permit;

If the development is approved, the applicant would agree, in writing, to comply with any and all conditions imposed by the review authority in the approval of the Planned Development Permit.

SECTION 4: In accordance with the requirements as set forth in Section 20.530 of the Stanton Municipal Code for Site Plan and Design Review application the Planning Commission hereby recommends the City Council make the following findings:

1. Allowed within the Subject zone.

The Project is permitted within the subject zone. The Project site is located within the base zone of Commercial General (CG) within the South Gateway Mixed-Use (SGMX) Overlay Zone. The Project includes 321 apartment units, a parking structure, and associated improvements. The applicant has applied for a Planned Development Permit to modify development standards including certain setbacks, build-to-zone requirements, and parking.

2. Designed so that

- a. The project will not be detrimental to the public health, safety, or general welfare and not detrimental to adjacent properties.

The Project will not be detrimental to the public health, safety, or general welfare, and not detrimental to adjacent property. The Project includes the demolition of the existing commercial structures, consolidation of underutilized lots and the construction of 321 new apartment units, a parking structure, and associated improvements. Conditions of approval have been included to ensure that during the construction phase, appropriate measures are taken to minimize the impacts of the construction activities in the residential neighborhood.

- b. Architectural design and functional plan of the structures and related improvements are of high aesthetic quality and compatible with adjacent developments;

The building includes high quality architectural design and materials. The site as a whole incorporates extensive landscaping, enhanced paving, and landscaped edges that provide a sense of place within the Project. Community amenities will enhance the street frontage and create a more pedestrian orientation for this important corridor.

- c. Structures and related improvements are suitable for the proposed use of the property and provide adequate consideration of the existing and contemplated uses of land and orderly development in the general area of the subject site; and

The Stanton General Plan identifies the Project Site within the South Gateway Mixed-Use District. The Project will be developed as a residential community complimenting adjacent commercial and residential uses. The structures and related improvements are suitable for the proposed use.. The Project has been designed to complement the anticipated future uses to provide a strong frontage on Beach Boulevard to complement the anticipated mixed-use developments in the area.

- d. The project's site plan and design is consistent with the City's Design Standards and Guidelines, if any.

The City does not currently have any adopted design guidelines. However, the Project is designed to be compatible and provides enhanced public and private amenities to compliment and improve the existing developments within the neighborhood and the city.

3. Designed to address the following criteria, as applicable:

- a. Compliant with the Zoning Code, Municipal Code Title 16 (Buildings and Construction), and all other applicable City regulations and policies;

A Planned Development Permit allows for modifications to development standards. The project is in compliance with the Zoning and Municipal Codes

and all other city regulations and policies. Therefore, the Project meets applicable land use and development standards.

b. Efficient site layout and design;

The Project will feature 321 apartment units, providing a range of housing sizes including studios, one- and two-bedroom units. The structure is within the height limitations for the zone. The property is rectangular in shape and the development would efficiently utilize the existing infill site. Therefore, the Project is designed efficiently and adequately.

c. Adequate yards, spaces, walls, and fences, parking, loading, and landscaping that fit within neighboring properties and developments;

The development provides courtyards, pedestrian amenities and open space areas throughout the Project area with trees and shrubs lining the perimeter of the property. Parking is provided within an enclosed garage including 546 parking spaces. A parking comparison study was provided of similar projects in Anaheim, Huntington Beach and Aliso Viejo. The comparable sites were found to have parking ratios ranging between 1.60 and 1.78 spaces per unit, which is lower than the 2.0 parking ratio required by the City of Stanton. The Project provides a parking ratio of 1.70 per dwelling unit which is comparable to these similar projects. In summary, the analysis concluded that the proposal would provide sufficient parking to accommodate the units.

d. Relationship to streets and highways that are adequate in width and pavement type to carry the quantity and kind of traffic generated by the proposed development;

The Project can be accommodated on the street without creating any significant impact on the traffic or level of service of Beach Boulevard and Stanford Avenue.

e. Compatible and appropriate scale to neighboring properties and developments;

The Project would be compatible with existing mixed-use, commercial and residential developments in the area. The Project's design includes landscape features and public amenities on the street level to improve the community appearance and the high quality design and materials create an improved entrance to this important gateway to the City. .

f. Efficient and safe public access (both pedestrian and vehicular) and parking;

The Project provides one access driveways on Beach Boulevard. With a raised median on Beach Boulevard, the driveway on Beach Boulevard is for "right in right out" only. Secondary driveway for Fire Access is provided further south on Beach Boulevard. The main driveway provides access to the parking structure and is controlled by an automatic gate with appropriate distance from Beach Boulevard to ensure sufficient stacking length to contain

any residential queue within the site without backing up to Beach Boulevard. A parking analysis was submitted to demonstrate that the proposed parking configuration would be sufficient for the type of units provided. Conditions of approval are included for the development to ensure the spaces are utilized appropriately, including that a parking management plan would be administered by property management and would employ appropriate mechanisms to ensure the parking spaces are utilized appropriately.

- g. Appropriate and harmonious arrangement and relationship of proposed structures and signs to one another and to other development in the vicinity, based on good standards of design;

The Project is solely for residential development. The adjacent properties consist of residential and commercial developments, including mobile home parks, retail, service and commercial office buildings. The Project proposes landscape buffers along the property lines to screen the building from the adjacent development or to enhance the appearance of the property and connect the site to adjacent mixed-use projects. The architectural style of the building is consistent with the newer adjacent mixed-use developments that have been approved in the City. The public right-of-way improvements along Beach Blvd. also enhance the aesthetic quality of the public right-of-way by softening the pedestrian experience with use of landscape buffers.

- h. Appropriate relationship to land use and development of adjacent properties, including topographic and other physical characteristics of the land;

The construction and improvements at the Project site are consistent with the existing surrounding uses. The topography of the land and adjacent areas is generally flat, and the new development would not create a significant topographical difference in property heights. The surrounding vicinity is a mixture of residential and commercial structures. Therefore the Project would be appropriate in relation to adjacent properties.

- i. Proper site utilization and the establishment of a physical and architectural relationship to existing and proposed structures on the site;

The Project meets utilizes and establishes physical and architectural features through the utilization of modern site planning. This provides additional housing opportunities on a large underutilized residential lot. The development utilizes high quality architectural designs and materials, and incorporates varying architectural treatments including wall offsets, significant vertical and horizontal articulation on the building elevations.

- j. Compatible architectural style with the character of the surrounding area, both to avoid repetition of identical design where not desired, and to ensure compatibility in design where desired;

The design features of the development are architecturally compatible with the newer developments within the neighborhood and city. The building

proposes high quality architectural design and materials. The design and character of the project is designed to complement and enhance the existing neighborhood and create a high quality entrance into this gateway of the City.

- k. Harmonious relationship with existing and proposed developments and the avoidance of both excessive variety and monotonous repetition;

The Project provides architectural features to avoid design repetition, including the use of varying architectural finishes to create articulation along the longer elevation and differing elevation heights to provide an expressive rooflines.

- l. Compatible in color, material, and composition of the exterior elevations to neighboring visible structures;

The Project is compatible in color, material and composition of the exterior elevations to neighboring visible structures.

- m. Appropriate exterior lighting that provides for public safety and is not of a nature that will constitute a hazard or nuisance to adjacent properties;

The development will incorporate exterior lighting that will be appropriate in scale and will provide for public safety. All exterior lighting will be kept at a reasonable level of intensity and directed away from adjacent properties and public streets to minimize glare.

- n. Compatible in scale and aesthetic treatment of proposed structures with public areas;

The Project site as a whole incorporates extensive landscaping enhanced paving, and landscaped edges that provide a sense of place within the development. With the incorporation of these features, the Project provides an aesthetically pleasing residential development that is compatible with the overall neighborhood. The Project is conditioned and required to comply with all outside agency permitting requirements to ensure the use does not adversely affect the surrounding air quality or water quality. Therefore, the Project is compatible with existing and future land uses.

- o. Appropriate open space and use of water-efficient landscaping; and

The development will include private and common open space areas throughout the development. The development provides for extensive landscaping which would meet the adopted Water Efficient Ordinance Guidelines as required by Stanton Municipal Code.

- p. Consistent with the General Plan and any applicable Specific Plan;

The Project is consistent with the City's General Plan, specifically:

- *Goal LU-3.1: A range and balance of residential densities which are supported by adequate city services. Strategy LU-3.1.2: Encourage infill*

and mixed-use development within feasible development sites. The Project site has been underutilized for numerous years. The Project would provide for a 321 multi-family unit apartments, parking garage and amenities. The Project is an infill development in an established area and therefore will have access to existing public services and utilities.

- *Goal CD-1.2: Promote an attractive streetscape and public right-of-way, especially along major primary and secondary corridors, that is consistent with the desired vision and image of Stanton.* The Project would provide extensive landscaping for an enhanced pedestrian atmosphere along Beach Boulevard. In addition, the elevations of the units along Beach Boulevard are designed to provide an enhanced streetscape inclusive of high quality elevations, with architectural features on the upper floors of the building to ensure the improvements are visible from Beach Boulevard.
- *Goal ED-2.2: Promote economic revitalization at key locations within the city, specifically the major arterials, Beach Boulevard and Katella Avenue, which carry commuters and other travelers through Stanton. Strategy 2.2.1: Encourage mixed-use development along major corridors, specifically Beach Boulevard and Katella Avenue, as well as at major city intersections and activity nodes.* The residential Project would provide housing for people close to commercial nodes, which will benefit existing and future commercial uses on Beach Boulevard, and contribute to the City's economic base.
- *Action RC-2.1.6(b) Encourage development of underutilized and vacant infill site where public services and infrastructure are available.* The Project constitutes infill development; all public facilities and utilities located along Beach Boulevard are readily accessible and available to serve the site.

SECTION 5: That based upon the above findings, the Planning Commission hereby recommends that the City Council approve Planned Development Permit (PDP) 20-04 to allow for modifications to setback, private open space, minimum unit size and parking ratios; and Site Plan and Design Review (SPDR)-807 to develop a new 321-unit multi-family apartment community for the property located at 12331-12435 Beach Boulevard in the Commercial General (CG) and South Gateway Mixed-Use (SGMX) Overlay Zone in accordance with the stamped approved plans as approved with this Resolution and subject to the Conditions of Approval as attached hereto in Exhibit A.

ADOPTED, SIGNED AND APPROVED by the Planning Commission of the City of Stanton at a regular meeting held on August 19, 2020 by the following vote, to wit:

AYES:	COMMISSIONERS:	_____
NOES:	COMMISSIONERS:	_____
ABSENT:	COMMISSIONERS:	_____
ABSTAIN:	COMMISSIONERS:	_____

Thomas Frazier, Chairperson
Stanton Planning Commission

Jennifer A. Lilley, AICP
Planning Commission Secretary

**EXHIBIT A
SITE PLAN AND DESIGN REVIEW SPDR-807 AND
PLANNED DEVELOPMENT PERMIT PDP20-04
12331-12435 BEACH BOULEVARD**

CONDITIONS OF APPROVAL

Number

GENERAL CONDITIONS

1. Unless and until the Project applicant and property owner sign and return a City-provided affidavit accepting these conditions of approval, there shall be no entitlement of the application. The Project applicant and property owner shall have thirty (30) calendar days to return the signed affidavit to the Community Development Department. In addition, the Applicant shall record the Conditions of Approval in the Office of the County Recorder. Proof of recordation shall be provided to the Planning Division prior to Certificate of Occupancy.
2. As a condition of issuance of this approval, the applicant shall indemnify, protect, defend, and hold the City and/or any of its officials, officers, employees, agents, departments, agencies, authorized volunteers and instrumentalities thereof, harmless from any and all claims, demands, lawsuits, writs of mandamus, and other actions and proceedings (whether legal, equitable, declaratory, administrative or adjudicatory in nature), and alternative dispute resolution procedures (including, but not limited to arbitrations, mediations, and other such procedures), judgments, orders, and decisions (collectively "Actions"), brought against the City, and/or any of its officials, officers, employees, agents, departments, agencies and instrumentalities thereof, that challenge, attack, or seek to modify, set aside, void, or annul, any action of, or any permit or approval issued by the City and/or any of its officials, officers, employees, agents, departments agencies, and instrumentalities thereof (including actions approved by the voters of the City) for or concerning the project, whether such Actions are brought under the Ralph M. Brown Act, California Environmental Quality Act, the Planning and Zoning Law, the Subdivision Map Act, Community Redevelopment Law, Code of Civil Procedures Sections 1085 or 1094.5, or any other federal, state, or local constitution, statute, law, ordinance, charter, rule, regulation, or any decision of a court of competent jurisdiction. It is expressly agreed that the City shall have the right to approve, which approval will not be unreasonably withheld, the legal counsel providing the City's defense, and that applicant shall reimburse City for any costs and expenses directly and necessarily incurred by the City in the course of the defense. City shall promptly notify the applicant of any Action brought and City shall cooperate with applicant in the defense of the Action.
3. Within forty-eight (48) hours of the approval of this Project, the applicant/developer shall deliver to the Community Development Department a check payable to the County Clerk-Recorder in the amount of Fifty Dollars (\$50.00) County administrative fee, to enable the City to file the Notice of Exemption pursuant to Fish and Game Code §711.4 and California Code of Regulations, Title 14, section 753.5. If, within such forty-eight (48) hour period, the applicant/developer has not delivered to the Community Development Department the check required above, the approval for the Project granted herein shall be void.

- 4 Any and all correction notice(s) generated through the plan check and/or inspection process is/are hereby incorporated by reference as conditions of approval and shall be fully complied with by the owner, applicant and all agents thereof.
- 5 Prior to occupancy of the subject building, all conditions of the Project shall be met.
- 6 Prior to commencement of the business operation, all requirements of the Orange County Fire Authority, Orange County Health Department, and Stanton Building and Safety Division shall be satisfied.
- 7 The Project/use will be constructed, developed, used, operated and permanently maintained in accordance with the terms of the application, plan drawings submitted, and conditions imposed in this Resolution of Approval, the Resolution of Approval for Site Plan and Design Review (SPDR)-807, and Planned Development Permit (PDP) 20-04.
- 8 The development and/or use shall be in conformity with all applicable provisions of the Stanton Municipal Code and Planned Development Permit (PDP) 20-04 and shall conform to the requirements of the Subdivision Map Act, as applicable.
- 9 Prior to the issuance of a certificate of occupancy, all landscaping shall be installed and maintained as depicted in the approved landscape plan. A final landscape shall be submitted subject to the review and approval of the Community Development Director showing details including an irrigation and lighting plan, common area improvements, and the furniture and light standards in the common open space area. The landscape plan shall include all calculations and certifications as required by the Section 20.315.050 of the Stanton Municipal Code and the adopted Water Efficient Ordinance Guidelines. The applicant or his successor in interest shall maintain the landscape planted in right of way of the frontage of their property.
- 10 All exterior lighting shall be kept at a reasonable level of intensity and directed away from adjacent properties and public streets to minimize glare. A lighting and photometric plan certified shall be approved by the Community Development Director prior to installation.
- 11 If any perimeter wall is damaged by the Applicant(s)/Owners(s) during any portion of the demolition and construction process, the damaged property must be repaired at the cost of the Applicant(s)/Owner(s). All walls or fences shall comply with Chapter 20.310 of the SMC and material shall be approved by the Planning Division.
- 12 All utilities located on the site that are unable to be placed underground shall be screened with decorative paneling, fencing, and landscaping to the satisfaction of the Community Development Director.
- 13 Prior to issuance of building permits, a will-serve letter from CR&R shall be submitted to the Planning Division.
- 14 No person on vehicle machinery related to the construction of the Project shall be on the property prior to 7:30 a.m. No construction shall occur until 8:00 a.m. The Public Works Director or the Community Development Director or his/her designee may

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further restrict the hours and days of construction based on substantiated complaints received from surrounding neighbors and/or require an onsite inspector to be paid for by the Applicant/Developer (1-4 hour minimum charge per day).

- 15** Prior to issuance of building permits, all required school impact fees shall be paid.
- 16** Prior to the issuance of building permits, all required sewer connection fees shall be paid.
- 17** Any changes to the approved plans which occur through the Building plan check must also be approved by authorized Planning Division Staff.
- 18** Final design plans shall be submitted for the review and approval of the Community Development Director prior to issuance of Building permit. All architectural treatments and exterior color scheme shall be constructed as illustrated on final plans and renderings approved.
- 19** On-site security lighting shall be arranged so that direct rays will not shine on adjacent properties or produce glare for street traffic.
- 20** Security gate systems shall be equipped with a Knox box system providing access with a Knox submaster key for emergency access by police and fire services. The security gate system shall be approved in writing by the Orange County Sheriff's Department and Orange County Fire Authority prior to issuance of building permits.
- 21** A comprehensive sign program for both building and freestanding monument signs shall be submitted for Community Development Department approval prior to issuance of building permits. The developer shall not erect or display on the subject property any signs which have not been approved in writing by the Community Development Department.
- 22** A Parking Management Plan shall be submitted to the review and approval of the Community Development Director prior to the issuance of building permit to consider strategies and options for parking controls, management and remedies related to on-site parking.
- 24** Applicant shall furnish, three (3) complete sets of plans (Structural, Mechanical, Electrical, and Plumbing) designed and signed in ink by the required licensed professionals. Said plans submitted shall contain structural calculations. Mechanical plans shall include duct and equipment data. Plumbing plans shall include isometric drawing of drain vents and water system.
- 25** All plans shall meet the 2016 Title 24 Energy Code.
- 26** All plans shall be designed in conformance with the 2016 California Building Code, 2016 California Plumbing Code, 2016 California Mechanical Code, the 2016 California Electrical, the 2016 Green Building Standards, 2016 Title 24 Energy Code and Code as amended by City Ordinance. All plans submitted after January 1, 2020 shall comply with 2019 California Building codes.

- 27** Electrical plans shall include service, panel schedules and feeder size. Panel schedules and motors shall comply with requirements of the 2019 edition of the California Electrical Codes.
- 28** Prior to issuance of permits, the applicant shall provide approval by the Orange County Fire Authority.
- 29** The conditions of approval will be required to be copied on the approved set of plans prior to issuance of building permits. All the conditions must be completed prior to final approval and issuance of the Certificate of Occupancy.
- 30** Applicant will be required to have all the contractors and sub-contractors recycle construction materials to the maximum extent possible. All recyclable construction materials are to be taken to an approved Transfer Station.
- 31** Applicant will be required to submit a Waste Management plan (WMP) for the demolition and new construction phases of the Project. All recyclable construction materials are to be taken to an approved Transfer Station.
- 32** A stamped soils investigation report shall be submitted with the plans for plans check. Report shall include soil bearing capacity, seismic study, in compliance with the Seismic Hazard Mapping Act of the State of California, grading, paving, sulfate test and other pertinent information under good engineering practice.
- 33** Compliance with mandatory California Green code requirements including but not limited to, recycling by occupants, solar ready for building, electric vehicle (EV) charging for new construction, and commissioning reports.
- 34** Prior to demolition, an asbestos report shall be submitted with a clearance letter from the South Coast Air Quality Management District (SCAQMD) prior to the issuance of a demolition permit.
- 35** Applicant shall submit Improvement Plans prepared by a Registered Civil Engineering for public works (off-site) improvements. Plan check fees shall be paid in advance.
- 36** City public works encroachment permit shall be taken out for all work in the public right-of-way prior to start of work. All work shall be done in accordance with Orange County RDMD or APWA and City standards and to the satisfaction of the City Inspector and completed before issuance of Certificate of Occupancy.
- 37** Prior to issuance of certificate of occupancy, the applicant shall replace any deficient sidewalk or driveway approaches or cause to fix any other frontage improvement located in the public right of way that do not meet the requirements of the Federal American Disabilities Act (ADA) and State of California Title 24. The applicant shall submit a plan for any improvement, in consultation with or as required by the Engineering Division Manager, and obtain a permit from the Public Works Department prior to any work within the right of way. The applicant shall grant an easement to the City for pedestrian purposes for any improvement such as driveway approaches for compliance with ADA requirements.

- 38 Prior to issuance of certificate of occupancy, the applicant shall remove and replace any existing public improvements at the development site which have existing damage, are damaged due to construction, or otherwise below current standards, to the satisfaction of the City Engineer.
- 39 No construction materials or construction equipment shall be stored on public streets.
- 40 All trucks hauling materials in and out of the Project site shall be subject to restricted time and days of operation and truck route as determined by the City Engineer.
- 41 Prior to issuance of grading permits, applicant shall pay sewer connection fees to the City for connection to the City/County sewer system, if applicable.
- 42 A sewer study shall be completed showing adequate capacity for the sewage from the site. If adequate capacity does not exist, improvements to the public system will be required to provide capacity.
- 43 An on-site grading and drainage plan shall be prepared and submitted to the City Engineer for approval. Plan shall be 24" X 36", ink on Mylar, with elevations to nearest 0.01 foot, scale 1"=10'. Plan shall be prepared by Registered Civil Engineer. Public works improvements may be shown on this plan. Grading plan check fees must be paid in advance.
- 44 Pad certification by the Design Civil Engineer and Soil Engineer is required prior to the issuance of building permit.
- 45 Applicant shall properly maintain all BMPs installed on the site, as listed in the approved Water Quality Management Plan (WQMP), including requirements for vector control.
- 46 Applicant shall identify parties responsible for the long-term maintenance and operation of the structural treatment control BMPs for the life of the Project and a funding mechanism for operation and maintenance. This shall be identified prior to approval of the WQMP.
- 47 Applicant shall submit a Water Quality Management Plan incorporating Best Management Practices (BMP) in conformance with the requirements of NPDES. Requirements of the WQMP will include construction of onsite water treatment, and maximization of infiltration.
- 48 A final construction staging plan shall be submitted for the review and approval of the Director of Public Work and the Community Development Director prior to the issuance of any building permit.
- 49 The Construction Contractor(s) shall utilize electric powered construction equipment when feasible. When electric powered construction equipment is not feasible, the Construction Contractor(s) shall utilize newer construction equipment that contains all available mufflers, engine barriers, and other sound suppressing appurtenances.
- 50 A final truck haul plan shall be submitted to the review and approval of the Director of Public Works and the Community Development Director prior to the issuance of

any building permit.

- 51** The Property Owner/Developer shall place a project notification sign prior to issuance of any building permit at the Project Site's with the location to be determined by the Director of Public Works, which would include: Name and phone number of the local contact person residents may call to complain about noise. Upon receipt of a complaint, the Construction Contractor(s) shall respond immediately by reducing noise to meet Code requirements. Copies of all complaints and subsequent communication between the affected residents and Construction Contractor(s) shall be forwarded to the City's Community Development Director.
- 52** "Silent" compressors shall be required.
- 53** A final plan for placement of any generators used or needed, fencing, noise barriers, waste dumping receptacles and other related construction materials potentially creating noise impacts for the project shall be submitted for the review and approval of the Director of Public Works and the Community Development Director prior to the issuance of building permits to ensure proper distance and buffering from any sensitive neighboring property.
- 54** The Construction Contractor(s) shall not use jackhammers or hoe rams (breakers) to demolish the existing pavement between the hours of 8 p.m. and 7 a.m. on weekdays, including Saturday, or at any time on Sunday or a federal holiday.
- 55** The street improvements shall be constructed to the satisfaction of the City Engineer and Caltrans. A Caltrans permit shall be obtained for any work within the public right-of-way on Beach Blvd.
- 56** Each Project driveway shall maintain sufficient corner sight distance at the driveways. At all times, a maximum height of thirty inches for shrubs, planting, and other visual obstructions shall be maintained.
- 57** All survey monuments destroyed shall be replaced and tied out in conformance with the County of Orange Surveyor's requirements.
- 58** The private drive entrance, private drives, and end of private drive turn-around areas of the Property shall be approved by the Orange County Fire Authority.
- 59** All grading, drainage, storm drain construction, private street or drive improvements, utility installation, landscaping, irrigation, and all other Subdivision improvements shall meet the City of Stanton standards.
- 60** All improvements shall meet the City Flood Management requirements.
- 61** The applicant must provide the City with access rights to the property at least once per year to perform State mandated environmental inspections.
- 62** Construction shall meet all of the City's Stormwater/NPDES Requirements, City Local Implementation Plan (LIP), California's General Permit for Stormwater Discharges Associated with Construction Activity, Notice of Intent (NOI) requirements of the State Water Resources Control Board and notification of the issuance of a Waste Discharge Identification (WDID) Number for Projects subject to

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this requirement, and shall provide a Water Quality Management Plan (WQMP), and a Stormwater Pollution Prevention Plan (SWPPP), and shall use Best Management Practices (BMP).

- 63** Prior to OCFA clearance of a final map or issuance of a precise grading permit or a building permit, if a grading permit is not required:
- fire master plan (service code PR145)
 - alternative methods and materials (AM&M) request (PR910)
- 64** Prior to issuance of a precise grading permit or a building permit, if a grading permit is not required:
- gates (service code PR180)
 -
- 65** Prior to issuance of a building permit:
- A-3 architectural (service codes PR204-P208)
 - R-2 architectural (PR272)
 - alternative methods and materials (AM&M) request (service code PR910), if any portion of the requests shall accompany the architectural submittal
 - hazardous materials compliance and chemical classification (service codes PR315-PR328)
 - emergency responder radio system design (service code PR928); this submittal may be deferred when acceptable to the Building Department, but the required conduit must be installed prior to concealing interior construction
 - underground piping for private hydrants and fire sprinkler systems (service code PR470-PR475)
 - fire sprinkler system (service codes PR400-PR465)
- 66** Prior to concealing interior construction:
- fire alarm system (PR530)
 - hood and duct extinguishing system (service code PR335)
- 67** Prior to occupancy:
- Emergency Responder Digital Radio System: An emergency responder digital radio system shall be provided in this structure. Refer to CFC 510 and the OCC/OCFA DAS/BDA guidelines (available at ocfa.org) for requirements. Evidence of compliance with emergency responder digital radio system design and performance criteria shall be provided prior to occupancy.
 - Temporary/Final Occupancy Inspections: Prior to issuance of temporary or final certificate of occupancy, all OCFA inspections shall be completed to the satisfaction of the OCFA inspector and be in substantial compliance with codes and standards applicable to the project and commensurate with the type of occupancy (temporary or final) requested. Inspections shall be scheduled at least five days in advance by calling OCFA Inspection Scheduling at 714-573-6150.
 - Phased Occupancy: Phased occupancy of this structure shall be permitted only with prior approval from OCFA and the Building Official. Requests for phased occupancy shall be submitted for evaluation by OCFA as an alternate materials and methods proposal (PR910) accompanying the architectural submittal. Such requests shall be made prior to start of construction only.
 - Emergency Access Easements: Irrevocable reciprocal access easements for

emergency access purposes to the benefit of the city shall be recorded concurrently with the final map or, where no final map is required, prior to approval of the fire master plan.

- Preconstruction Meeting: Before commencement of construction, the applicant or responsible party shall attend a pre-construction meeting with an OCFA inspector. Call OCFA Inspection Scheduling at 714-573-6150 at least five days in advance to schedule and pay for the pre-construction meeting.
- Lumber-drop Inspection: After installation of required fire access roadways and hydrants, the applicant shall receive clearance from the OCFA prior to bringing combustible building materials onsite. Call OCFA Inspection Scheduling at 714-573-6150 with the Service Request number of the approved fire master plan at least five days in advance to schedule the approved fire master plan at least five days in advance to schedule the lumber drop inspection.

68 The Applicant shall create and maintain clear sightlines to front of Project site to support natural surveillance of property by vehicle and pedestrian traffic on Beach Blvd. The following measures shall be implemented:

- Ensure clear lines of sight to building front and access points.
- Window coverings, signs, and vegetation shall be maintained so as not to interfere with the ability to see into or out of buildings.
- Nighttime lighting shall be installed to highlight entry points and draw attention to business locations during non-business hours as a deterrent to trespassers or undesired activities, such as graffiti.

69 The applicant shall ensure a clear separation of space between the public sidewalks and the ground floor residential areas, especially along Beach Boulevard. Defining separation of public vs. private space may discourage people looking into units.

70 The entry for the garage may become an entry point to the garage and building for unauthorized persons. The applicant shall include additional security features, such as enhanced lighting, security cameras/CCTV monitored by staff, and advisory/restricted entry signs.

71 The applicant shall implement the following measures to ensure that fire service areas do not offer secluded areas for trespassers or undesired activities:

- Secure access from Beach Boulevard entry points.
- Install appropriate lighting and placement of objects to minimize hiding spots or obstructed views from streets.
- Consider additional security features, such as enhanced lighting, security cameras/CCTV monitored by staff, and advisory/restricted entry signs.

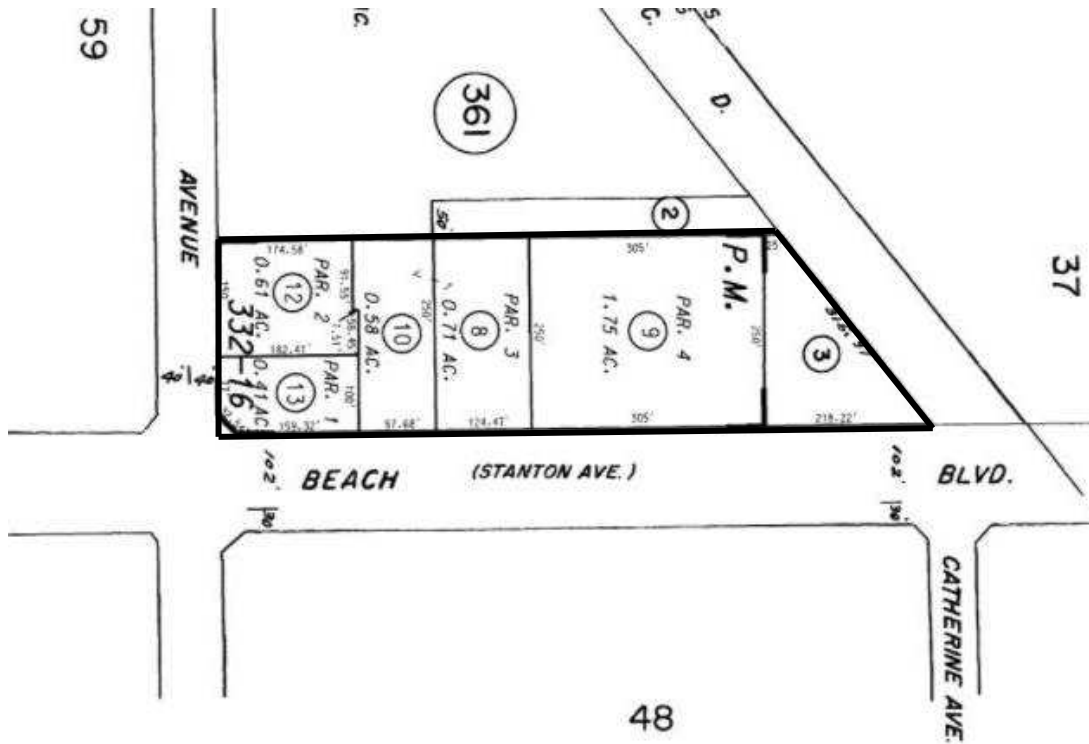
72 The applicant shall implement the following measures to minimize vehicles in the parking garage from becoming targets for theft.

- Create barriers to access garage from outside to discourage unauthorized entry.
- Install landscaping, lighting and physical barriers near lower level openings.

- Install interior lighting to eliminate dark areas.
- 73** The applicant shall maintain perimeter fencing to provide clear boundaries. North and east site perimeters may become attractive entry points for trespassers. Solid fencing may invite graffiti and create hiding areas. Visually permeable materials that discourage climbing shall be utilized.
- 74** Bicycle storage lockers shall be incorporated to support alternative transportation and discourage theft.
- 75** The Applicant shall incorporate the following security and visibility features:
- Ensure implementation of controlled access to prevent unauthorized users/trespassing.
 - Maintain visibility into amenity areas, such as the fitness center and lounges, to discourage undesired use.
 - Ensure windows open to public areas to encourage natural surveillance.
 - Configure the leasing office to promote observation of building exteriors by on-site staff.
 - Encourage appropriate activities in courtyard/common areas to build sense of community and increase observation of areas. Social events, classes, and other activities can increase interaction between residents and encourage sense of belonging and ownership in the location.
 - Interior hallways and corridors shall be well lit and easy to navigate. Directional signs must be easy to read and follow.
- 76** The Applicant shall implement and ensure use of the following public safety elements:
- Radio-Controlled access to garages/fire service areas (Click-2-Enter)
 - Knox Box placement
 - Visible address (north & south ends of complex)
 - Visibility of businesses/main entrances from street (day & night).
 - Addresses indicating floor and sequential unit number help for emergency response.
- 77** Physical inspections of the property by 24/7 staff at various times of day/evening shall be provided. Physical inspection and monitoring of building exterior and parking garage will assist in identifying unauthorized users, inoperable doors/locks and property damage issues (graffiti). Security cameras could supplement for physical inspections.

12331- 12435 Beach Boulevard

Project Area



ATTACHMENT D



MAIN ENTRY OF PROJECT ALONG BEACH BOULEVARD

Project Team

APPLICANT/OWNER:
BONANNI DEVELOPMENT
 5500 Bolsa Avenue, Suite 120
 Huntington Beach, CA 92649
 (714) 892-0123
 Contact: Cole Bonanni
 cole@bonannidevelopment.com

RESIDENTIAL ARCHITECT:
AO ARCHITECTS
 144 North Orange Street
 Orange, CA 92866
 (714) 639-9860
 Contact: Ioanna Magiati
 ioannam@aoarchitects.com

CIVIL ENGINEER:
WALDEN & ASSOCIATES
 2552 White Road, Suite B
 Irvine, CA 92614
 (949) 660-0110
 Contact: Dave Bacon
 dbacon@waldenassociates.net

LANDSCAPE ARCHITECT:
MJS
 507 30th Street
 Newport Beach, CA 92663
 (949) 675-9964
 Contact: Dan Delle
 dan@mjs-la.com



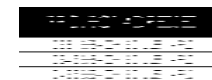
VICINITY MAP

BONANNI DEVELOPMENT
 HUNTINGTON BEACH, CA.

**BEACH BOULEVARD
 APARTMENTS**
 STANTON, CA
DESIGN REVIEW
SUBMITTAL
 AUGUST 05, 2020

SHEET INDEX

SHEET	TITLE
C-1	COVER SHEET
A-1.1	DATA SUMMARY
A-1.2	CORPORAL SITE PLAN
A-1.3	CORPORAL SITE PLAN (ALTERNATE)
A-1.4	CORPORAL WALKWAY PLAN
A-1.5	CORPORAL FIRE MAINTENANCE PLAN
A-1.6	CORPORAL FLOOD HAZARD MAP
A-2.1	CORPORAL SITE EROSION PLAN
A-2.2	CORPORAL SITE EROSION PLAN (ALTERNATE)
A-2.3	CORPORAL SITE EROSION PLAN (ALTERNATE)
A-2.4	CORPORAL SITE EROSION PLAN (ALTERNATE)
A-2.5	CORPORAL SITE EROSION PLAN (ALTERNATE)
A-3.1	CORPORAL SITE EROSION PLAN
A-3.2	CORPORAL SITE EROSION PLAN
A-4.1	CORPORAL SITE EROSION PLAN
1.1	TABLE OF CONTENTS
1.2	COMPREHENSIVE SITE PLAN
1.3	CORPORAL SITE PLAN
1.4	PAVING PLAN & SITE EROSION PLAN
1.5	WALKWAY PLAN
1.6	WALKWAY PLAN
1.7	WALKWAY PLAN
1.8	WALKWAY PLAN
1.9	WALKWAY PLAN
1.10	WALKWAY PLAN
1.11	WALKWAY PLAN
1.12	WALKWAY PLAN



ATTACHMENT E

CS-1

BEACH BOULEVARD APARTMENTS

BONANNI DEVELOPMENT

5500 BOLSA AVE., SUITE 120 | HUNTINGTON BEACH, CA 92649

STANTON, CA

DATE: 08-05-2020
 JOB NO.: 2019-464

AO ARCHITECTS

144 NORTH ORANGE ST., ORANGE, CA 92866
 (714) 639-9860



PROJECT DESCRIPTION

GROSS LAND AREA:	3.74 ACRES
TOTAL UNITS:	32 UNITS
DENSITY:	85.8 DU/AC

EXISTING/PROPOSED USES

[illegible]

VOLUME 1

— — — — —

[illegible]

Year	1990	1991	1992	1993	1994	1995
1	100	100	100	100	100	100
2	100	100	100	100	100	100
3	100	100	100	100	100	100
4	100	100	100	100	100	100
5	100	100	100	100	100	100
6	100	100	100	100	100	100
7	100	100	100	100	100	100
8	100	100	100	100	100	100
9	100	100	100	100	100	100
10	100	100	100	100	100	100

RESIDENTIAL PARKING REQJ RLD

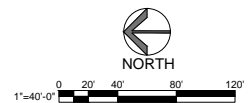
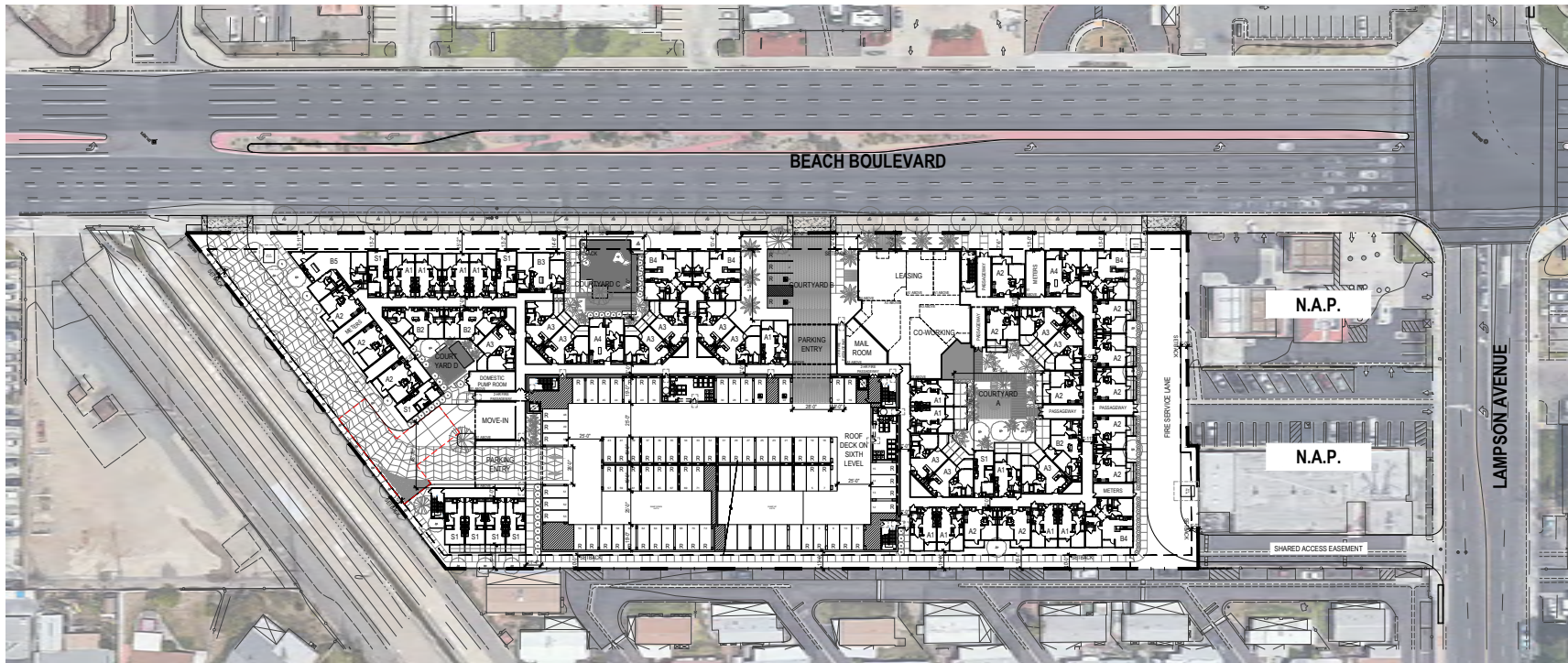
TOTAL STALLS REQUIRED	
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ACCESSIBLE PARKING REQUIRED (NOC. USED IN COURT)

TOTAL STALLS REQUIRED	16
-----------------------	----

PARSING PROVIDED:

NO. 12, 116, 141, 151, 171, 214, 235, 241



BEACH BOULEVARD APARTMENTS

BONANNI DEVELOPMENT

5500 BOLSA AVE., SUITE 120 | HUNTINGTON BEACH, CA 92649

STANTON, CA

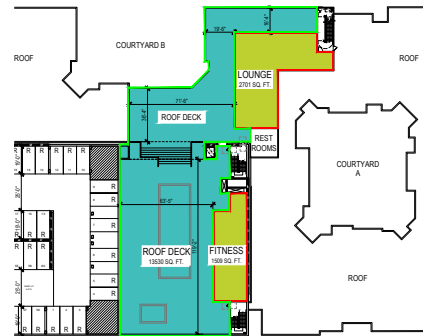
CONCEPTUAL SITE PLAN

A1.2

DATE: 08-05-2020
JOB NO.: 2019-464

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144 NORTH ORANGE ST., ORANGE, CA 92866
(714) 639-9860





ROOF DECK LEVEL 2

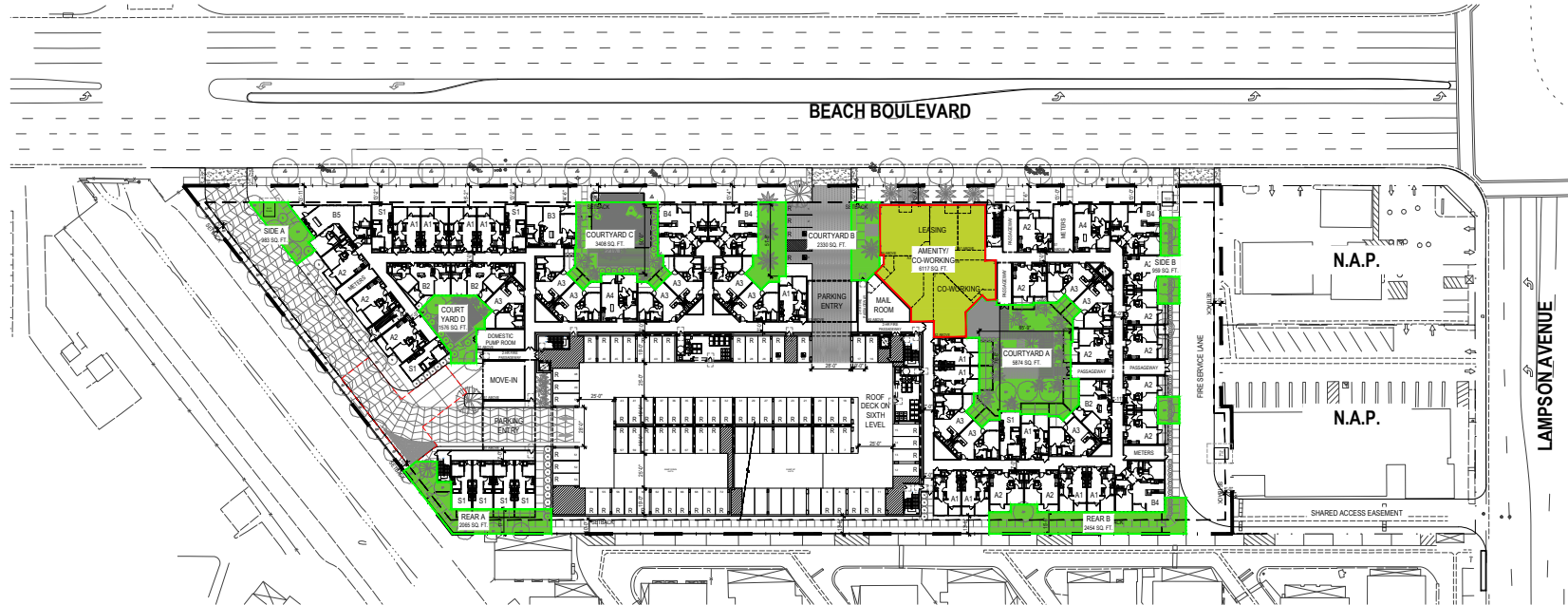
OPEN SPACE LEGEND	
	AT GRADE OPEN SPACE
	INTERIOR AMENITY SPACE
	ROOF DECK
NOTE: OPEN SPACE AREA HAS A MINIMUM DIMENSION OF 15'-0"	

OPEN SPACE PROVIDED	
AT GRADE OPEN SPACE	11,200
INTERIOR AMENITY SPACE	2,800
ROOF DECK	19,300
TOTAL OPEN SPACE PROVIDED	33,300

COMMON OPEN SPACE	
COURTYARD A	8,000
COURTYARD B	3,400
COURTYARD C	3,400
COURTYARD D	1,800
REAR A	2,000
REAR B	2,000
ROOF DECK	19,300
TOTAL COMMON OPEN SPACE	32,800

Common Open Space includes all outdoor areas, including courtyards, roof decks, and rear yards, that are accessible to all residents of the project. This space is provided in accordance with the requirements of the applicable codes and standards.

PRIVATE OPEN SPACE			
UNIT TYPE	COUNT	AREA (SQ. FT.)	TOTAL AREA (SQ. FT.)
1-BED	10	1,000	10,000
2-BED	20	2,000	20,000
3-BED	10	3,000	30,000
TOTAL	40	6,000	60,000



GROUND LEVEL 1

CONCEPTUAL OPEN SPACE PLAN

A1.3

BEACH BOULEVARD APARTMENTS

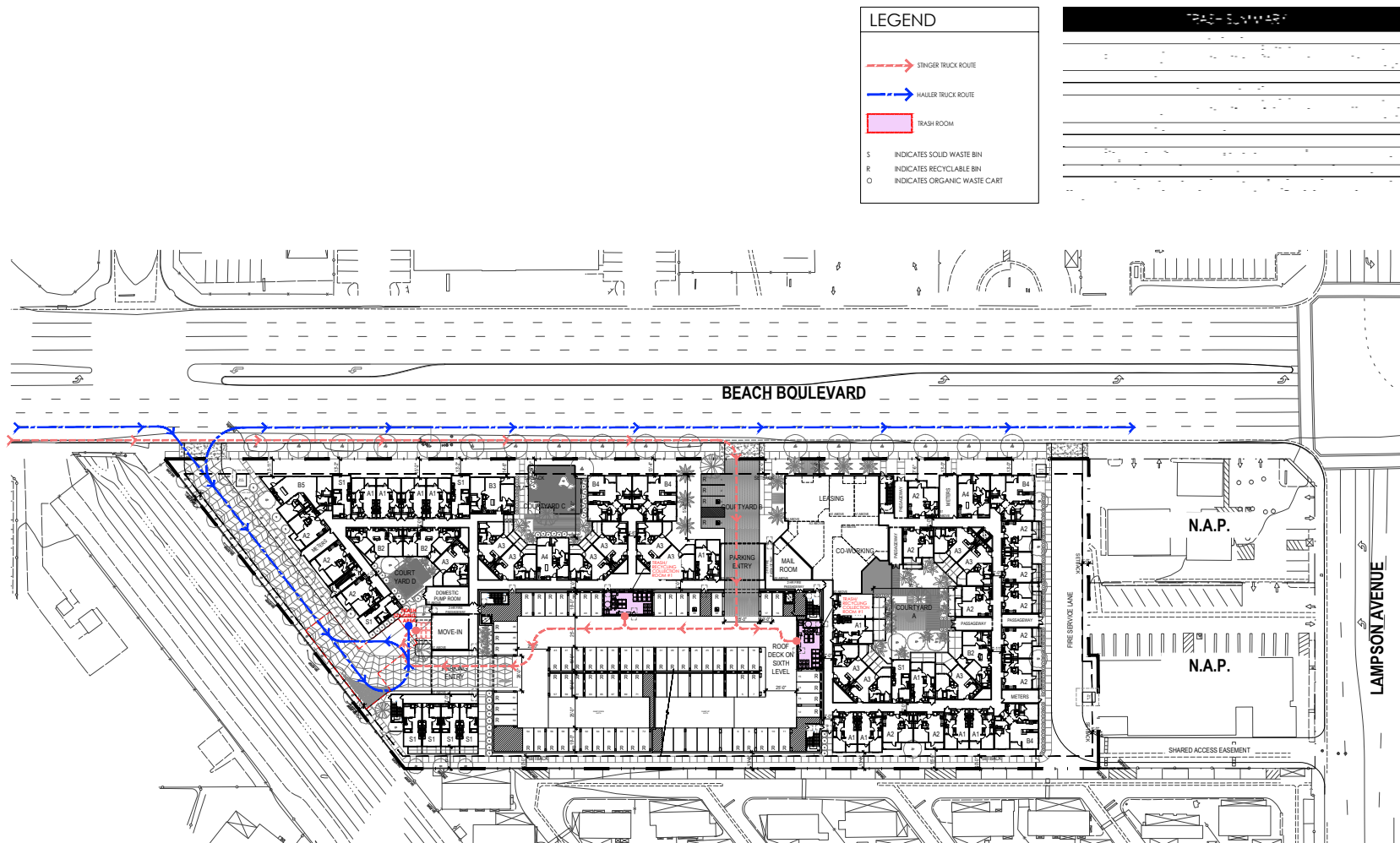
BONANNI DEVELOPMENT
5500 BOLSA AVE., SUITE 120 | HUNTINGTON BEACH, CA 92649

STANTON, CA

DATE: 08-05-2020
JOB NO.: 2019-464

AO ARCHITECTS
144 NORTH ORANGE ST., ORANGE, CA 92866
(714) 639-9860





TRASH NARRATIVE

- A slinger truck will enter the parking structure from the main entry on Beach Boulevard. Next, the slinger will move trash/recycling bins from Trash Rooms #1 and #2 through the parking structure onto the Trash Staging Area. A hauler truck driving along Beach Boulevard will pull into service lane toward the Move-in area begin operations. Once complete, the hauler truck will reverse then exit back up along the service lane toward beach Boulevard. The Move-in area will be temporarily closed until all waste collecting operations have been completed.

TRASH ROOMS

SOLID WASTE

- A min. total of THREE(3) 4-cu.yard trash bins are anticipated to be on site at all times for twice a week pick-up schedule.
- Each Trash Room will have TWO(2) 4-cu.yard trash bin.

RECYCLABLES

- A min. total of THREE(3) 4-cu.yard recycle bins are anticipated to be on site at all times for twice a week pick-up schedule.
- Each Trash Room will have TWO(2) 4-cu.yard recycle bins.

ORGANICS

- A min. total of TWO (2) 2-cu.yard organic bins are anticipated to be on site at all times for twice a week pick-up schedule.
- Each Trash Room will have ONE(1) 2-cu.yard organic bin.

DIMENSIONS

- Each Trash Room measures 17'-4" x 32'-2" with an area of approx. 557 sq. ft.

COLLECTION

- Waste will be collected via chutes (one for recyclables and one for solid waste) located within two separate enclosures in the parking structure on each level. These chutes end at the two trash termination rooms on the ground level where waste is scheduled for twice a week pick-up.
- The trash chutes will contain a mechanism that will allow complete shut-off in order to remove/replace the bins as they require emptying and limit access to all other floors when any one chute door is opened.
- A vehicle appropriate for towing trash bins will be part of contracting with the service provider.

MAINTENANCE

- A porter will be required to monitor the trash levels daily. The maintenance of the trash rooms will be monitored and managed by Property Management.

STAGING AREA

- The Staging Area is where the collection of all bins will take place and where the hauler (trash truck) will pick-up the bins. It is located in front of the Move-in area by the secondary parking structure entry.



0 20' 40' 80' 120'
1"=40'-0"

CONCEPTUAL WASTE MANAGEMENT PLAN

A1.4

BEACH BOULEVARD APARTMENTS

BONANNI DEVELOPMENT

5500 BOLSA AVE., SUITE 120 | HUNTINGTON BEACH, CA 92649

STANTON, CA

DATE: 08-05-2020

JOB NO.: 2019-464
















AO ARCHITECTS

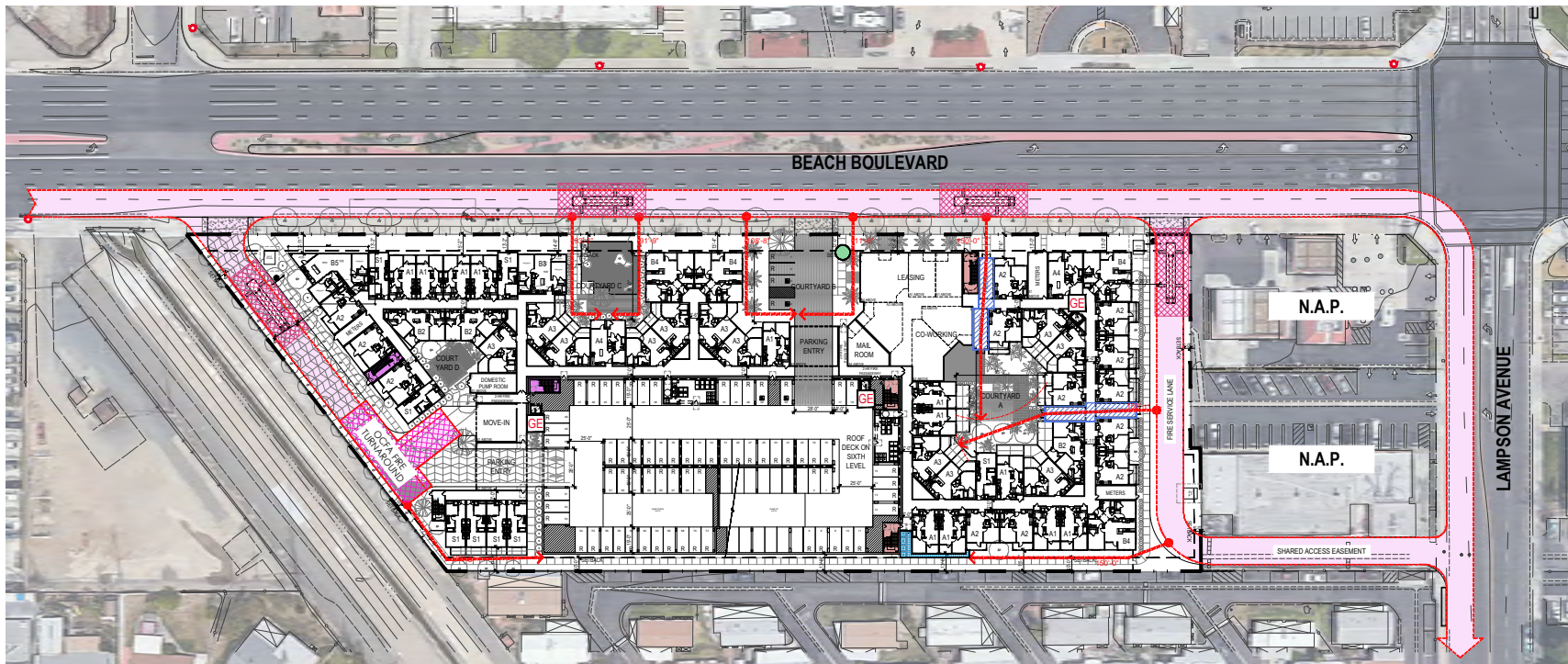
144 NORTH ORANGE ST., ORANGE, CA 92866

(714) 639-9860



LEGEND

-  FIRE APPARATUS
-  BUILDING ADDRESS/ IDENTIFICATION LOCATIONS
-  QUERRY SIZE ELEVATOR
-  EXISTING PUBLIC FIRE HYDRANT
-  NEW PUBLIC FIRE HYDRANT
-  NEW FIRE DEPT. CONNECTION
-  FIRE LANE SIGN PER DETAIL
-  150 HOSE PULL
-  20' PAVED FIRELANE
-  25' X 65' FIRE STAGING AREA WITH MIN. 20' SETBACK FROM BUILDING
-  AREA BEYOND 150' ACCESS TO COMBUSTIBLE STRUCTURE
-  2-HOUR FIRE PASSAGEWAY
-  EXIT STAIR (ROOF ACCESS)
-  EXIT STAIR
-  2-HOUR FIRE RATED EXIT CORRIDOR



NOTE: ALL POWER LINES AND UTILITIES ALONG BEACH BOULEVARD ARE TO BE RELOCATED UNDERGROUND, EXCEPT FOR TRANSMISSION LINES WHICH ARE LOCATED AT 85 FEET HIGH.



1"=40'-0"

CONCEPTUAL FIRE MASTER PLAN

A1.5

BEACH BOULEVARD APARTMENTS

BONANNI DEVELOPMENT

5500 BOLSA AVE., SUITE 120 | HUNTINGTON BEACH, CA 92649

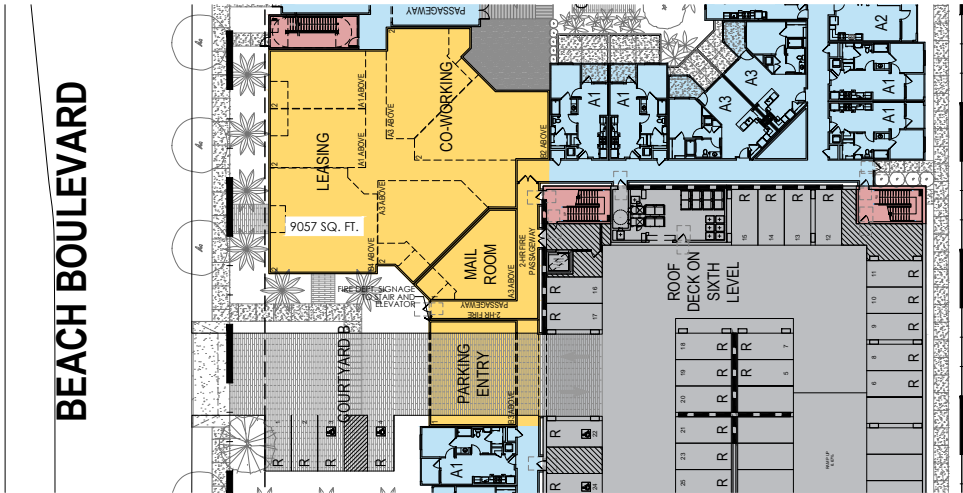
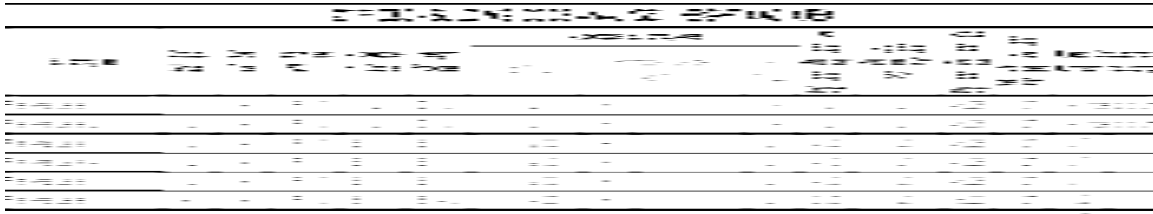
STANTON, CA

DATE: 08-05-2020
JOB NO.: 2019-464

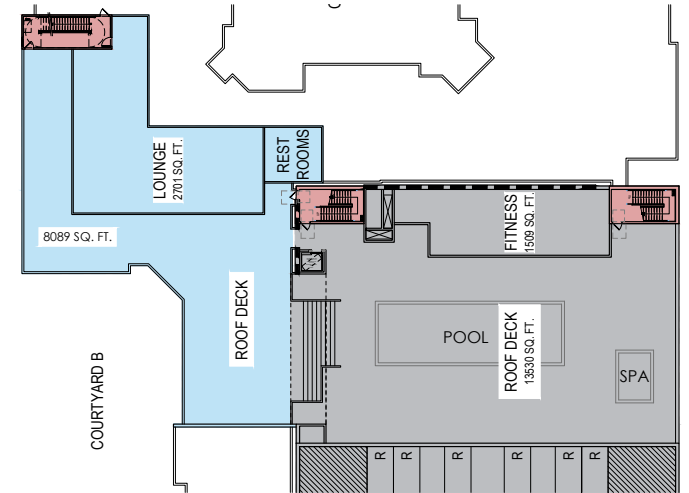
AO ARCHITECTS

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(714) 639-9860

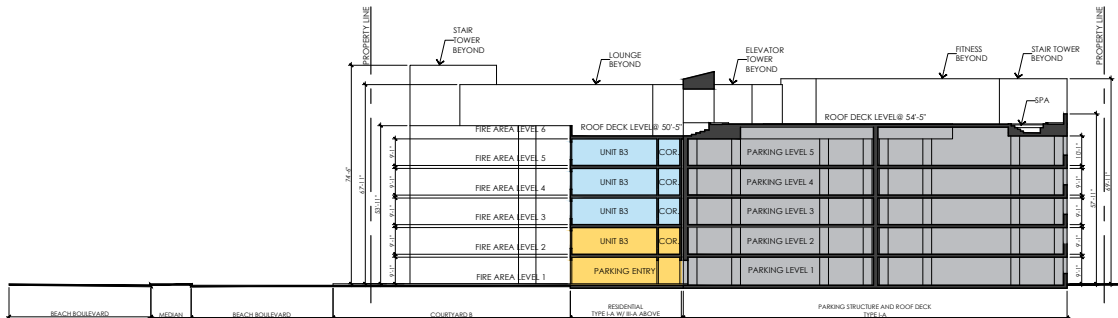




GROUND LEVEL FLOOR PLAN

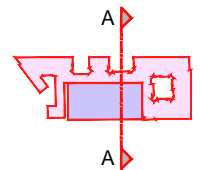


SIXTH (ROOF) LEVEL FLOOR PLAN



BUILDING SECTION A

SECTION LEGEND	
	TYPE II-A RESIDENTIAL UNITS
	TYPE I-A CONCRETE PODIUM (LEVELS 1-2)
	TYPE I-A PARKING STRUCTURE AND ROOF DECK
	EXIT STAIR (ROOF ACCESS)



1"=20'-0"

BEACH BOULEVARD APARTMENTS

BONANNI DEVELOPMENT

5500 BOLSA AVE., SUITE 120 | HUNTINGTON BEACH, CA 92649

STANTON, CA

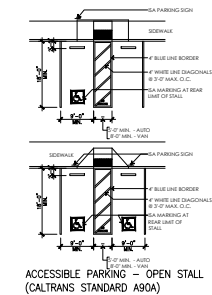
CONCEPTUAL BUILDING SECTION

A1.6

DATE: 06-11-2020
JOB NO.: 2019-464

AO ARCHITECTS
144 NORTH ORANGE ST., ORANGE, CA 92866
(714) 639-9860

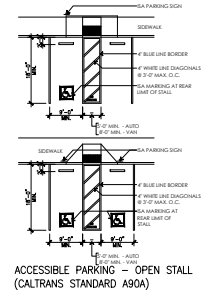
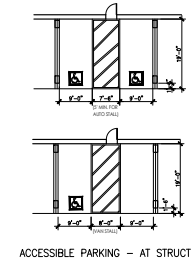
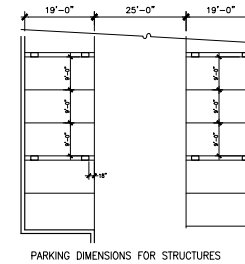




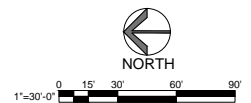
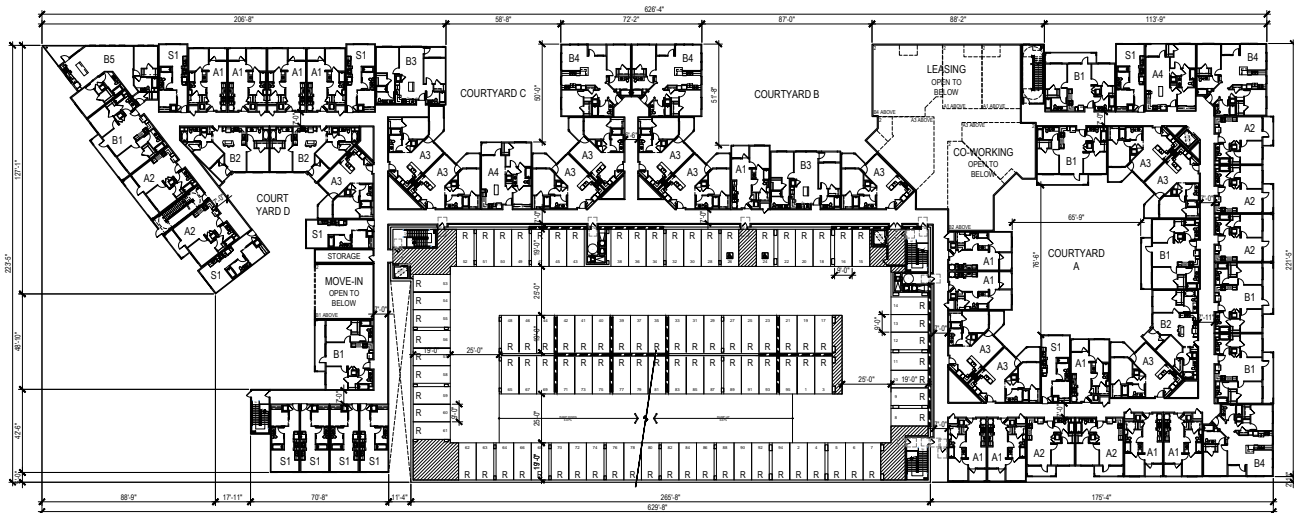
1/16"=1'-0" 0 8' 16' 32'



AD
Architecture.
Design.
Relationships.



PARKING DIMENSION STANDARDS 1
1/16"=1'-0"



SECOND LEVEL FLOOR PLAN

A2.2

BEACH BOULEVARD APARTMENTS

BONANNI DEVELOPMENT

5500 BOLSA AVE., SUITE 120 | HUNTINGTON BEACH, CA 92649

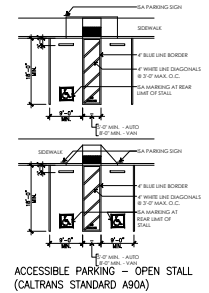
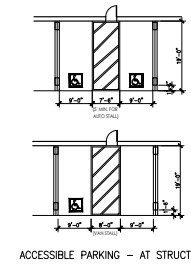
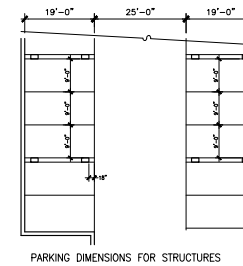
STANTON, CA

DATE: 06-11-2020
JOB NO.: 2019-464

AO ARCHITECTS

144 NORTH ORANGE ST., ORANGE, CA 92866
(714) 639-9860

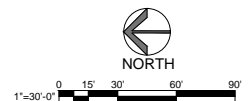
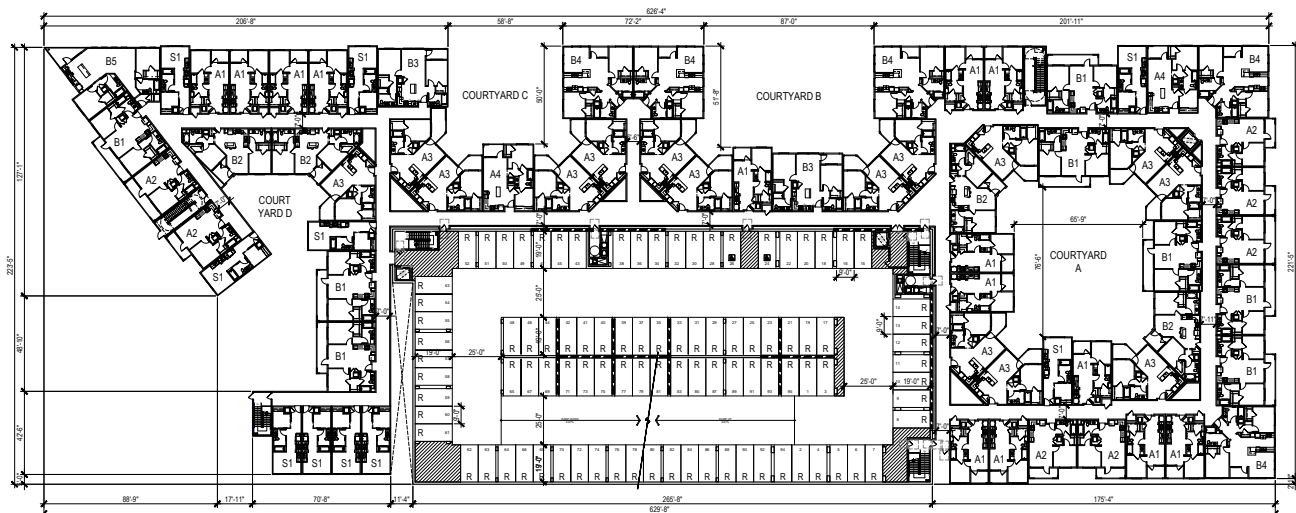




PARKING DIMENSION STANDARDS 1

0 8' 16' 32' 48'

1/16"=1'-0"



BEACH BOULEVARD APARTMENTS

BONANNI DEVELOPMENT

5500 BOLSA AVE., SUITE 120 | HUNTINGTON BEACH, CA 92649

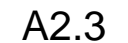
STANTON, CA

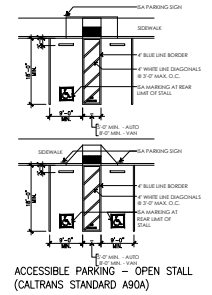
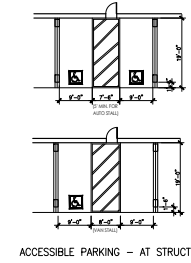
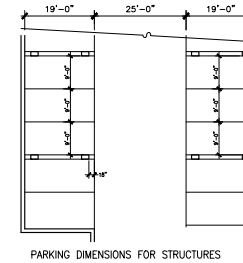
THIRD-FIFTH LEVEL FLOOR PLAN

DATE: 06-11-2020
JOB NO.: 2019-464

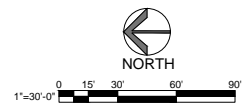
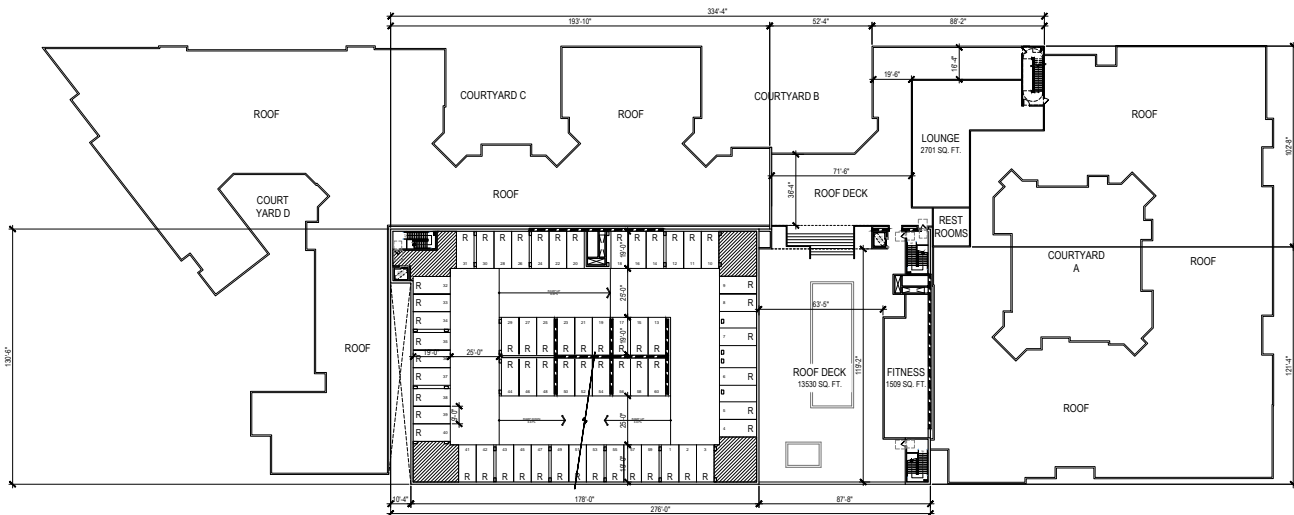
AO ARCHITECTS

144 NORTH ORANGE ST., ORANGE, CA 92866
(714) 639-9860





PARKING DIMENSION STANDARDS 1
1/16"=1'-0"



SIXTH LEVEL FLOOR PLAN (ROOF DECK)

A2.4

BEACH BOULEVARD APARTMENTS

BONANNI DEVELOPMENT

5500 BOLSA AVE., SUITE 120 | HUNTINGTON BEACH, CA 92649

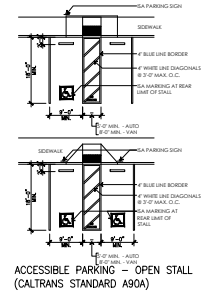
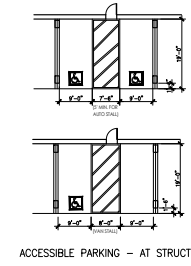
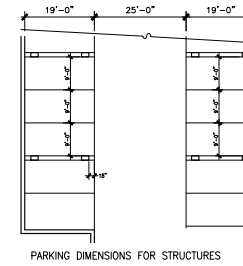
STANTON, CA

DATE: 06-11-2020
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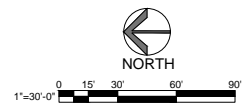
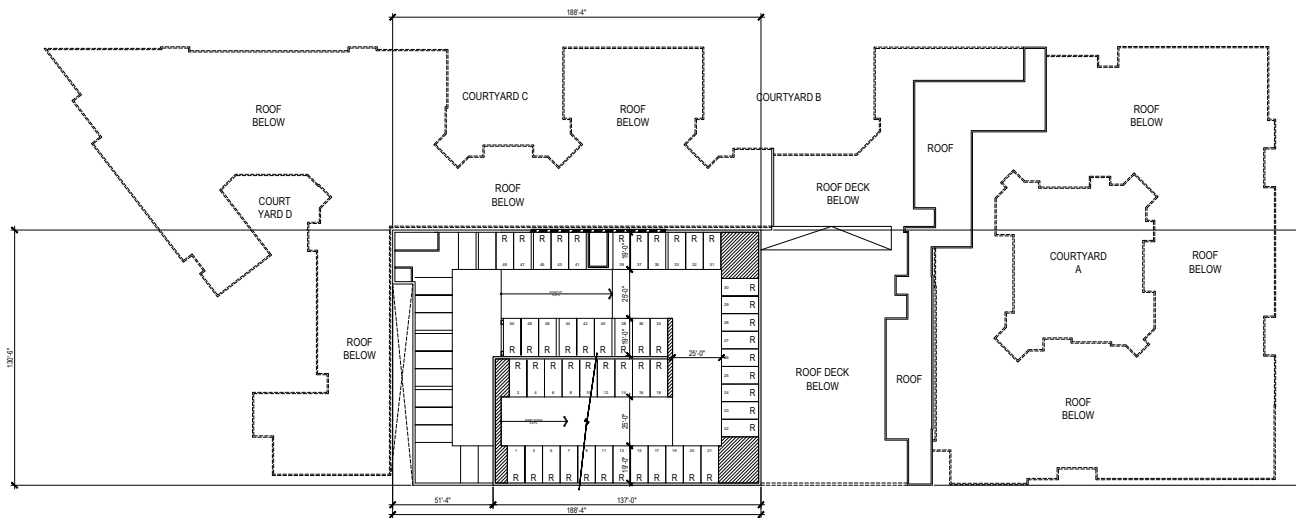




PARKING DIMENSION STANDARDS 1

0 8' 16' 32' 48'

1/16"=1'-0"



BEACH BOULEVARD APARTMENTS

BONANNI DEVELOPMENT

5500 BOLSA AVE., SUITE 120 | HUNTINGTON BEACH, CA 92649

STANTON, CA

SEVENTH LEVEL FLOOR PLAN

DATE: 06-11-2020
JOB NO.: 2019-464

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(714) 639-9860

A2.5

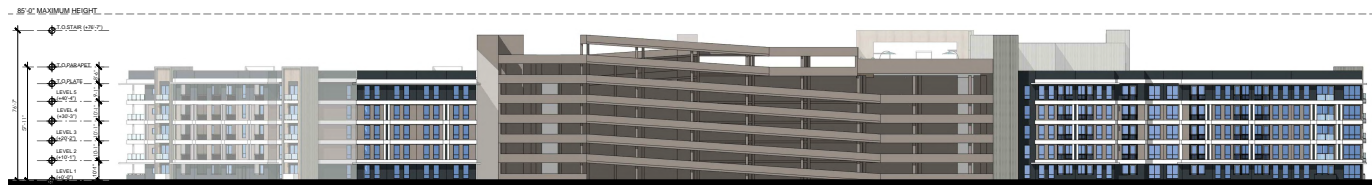




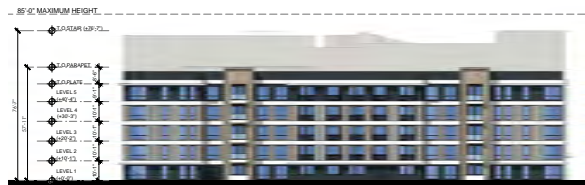
EAST ELEVATION 4



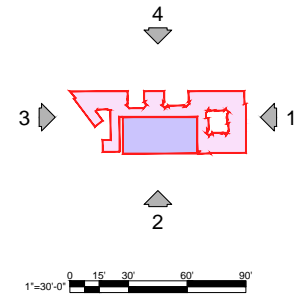
NORTH ELEVATION 3



WEST ELEVATION 2



SOUTH ELEVATION 1



CONCEPTUAL ELEVATIONS

A3.1

BEACH BOULEVARD APARTMENTS

BONANNI DEVELOPMENT

5500 BOLSA AVE., SUITE 120 | HUNTINGTON BEACH, CA 92649

STANTON, CA

DATE: 08-05-2020
JOB NO.: 2019-464

AO ARCHITECTS

144 NORTH ORANGE ST., ORANGE, CA 92866
(714) 639-9860





VIEW OF MAIN ENTRY COURTYARD ON BEACH BLVD. 1



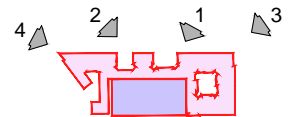
VIEW OF MAIN ENTRY HEADING SOUTH ON BEACH BLVD. 2

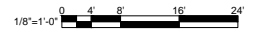
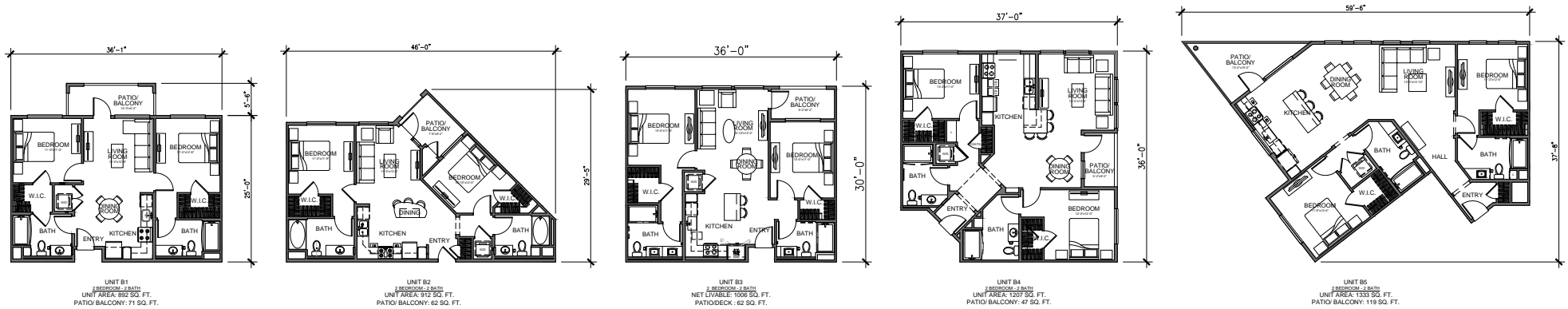
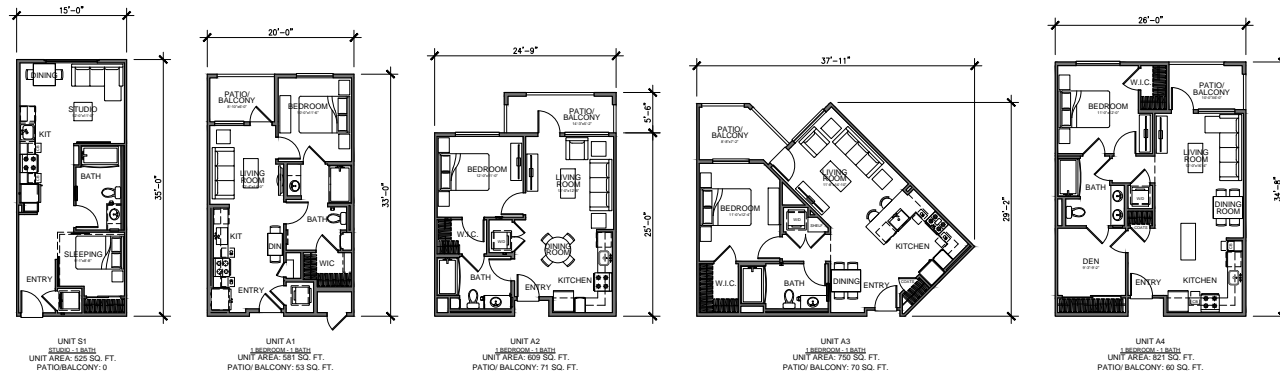


VIEW OF EAST ELEVATION LOOKING NORTH ALONG BEACH BLVD. 3



VIEW OF EAST ELEVATION LOOKING SOUTH ALONG BEACH BLVD. 4





CONCEPTUAL UNIT PLANS

A4.1

BEACH BOULEVARD APARTMENTS

BONANNI DEVELOPMENT

5500 BOLSA AVE., SUITE 120 | HUNTINGTON BEACH, CA 92649

STANTON, CA

DATE: 06-11-2020
JOB NO.: 2019-464

AO ARCHITECTS

144 NORTH ORANGE ST., ORANGE, CA 92866
(714) 639-9860



MAR 03 2020

CITY OF STANTON

COMMUNITY DEVELOPMENT

INITIAL STUDY

ENVIRONMENTAL INFORMATION FORM

Information Required as Part 1 of Initial Study of Environmental Impacts.

----- For Office use -----

Application Number and Title: SPDR-807, PDP20-04, LLA20-01,
DA20-03, ZC20-01 & EPA20-01Date Submitted: 3/3/2020

The following information is required for all projects, which are subject to review pursuant to the California Environmental Quality Act (CEQA). Complete disclosure of environmental data is required. NOTE: THIS INFORMATION MUST RELATE TO THE DEVELOPMENT AS DESCRIBED IN SECTIONS 11 & 12. Reference materials needed to complete this application are available at the Community Development Department at City Hall, 7800 Katella Avenue, Stanton, CA 90680. If necessary, answers may be continued on additional pages. Please print or type.

I. General Information

1. Name, address, telephone number, fax number and email of person to be contacted concerning this project: Chris Segesman

Email: chris@bonannidevelopment.com Phone: 714-892-0123Address: 5500 Bolsa Avenue, STE 120 / HB / 92649

2. Name and address of legal property owner as shown on tax statement:

Parcel 1 - John H. Johnson & Colette M. JohnsonParcel 2 - LN Ventures, LLCParcel 3 - Wholesale Manufactured Homes

3. Address of project and/or description of location: _____

12435, 12345 & 12331 Beach Blvd

4. Assessor's Parcel Number(s) of project site: 131-361-08, 131-361-09, 131-361-03

5. Indicate the project application which accompanies this form: _____

6. Have any preliminary documents been prepared for this project (i.e. level 1, 2 or 3 soil assessment or traffic impact analysis)? If yes, please identify name and date prepared Phase I ESA Report, Parking Study, Traffic Study,

Air Quality Study & Noise Study

7. List and describe any other related permits and other public approvals required for this project, including those required by city, regional, state or federal agencies (i.e., Corps of Engineers, CalTrans, Air Pollution Control District or Orange County): We are working with Caltrans

8. Existing zoning district(s) of project site: Commercial General Zone

9. Existing General Plan Designation(s) South Gateway Mixed Use District

10. Existing Specific Plan Designation(s) South Gateway Mixed Use Overlay

11. Fully describe the nature and purpose of the proposed project including the ultimate use of the property: _____

The purpose of the project is to develop a class A luxury apartment complex with

top quality living and amenity space for residence.

12. Community benefits to be derived from the project: _____

The residence of this new community will enjoy a vibrant living space complete with state

of-of-the-art gym, rooftop resort style pool, lounge, spa and many other community spaces for residence.

II. Project Description

1. Project Description

- a. Site size in acres or square footage: 3.74 acres

- b. Highest and lowest elevations on site: 80 ft

- c. Number of floors of proposed construction: 5 floors residential

- d. Number of proposed off-street parking spaces provided: 546 Stalls

- e. Anticipated project schedule (timeline): _____

Start of Construction - November 2020

Date of first occupancy - March 2022

Final Completion - July 2022

- f. Is this project dependent on an existing or future project? If yes, please explain: NO

- g. Anticipated future phases: This project will be built in one phase
- h. If RESIDENTIAL, include the number of units, unit sizes, range of sale prices or rents, and gross density (units) acre:
321 units, 525-1333 sq. ft., rents from \$1,900-\$2,800, 86 units per acre
- i. If COMMERCIAL and/or OFFICE, indicate the square footage of each type (i.e., office, sales area, restaurant); whether neighborhood, city or regionally oriented; and total square footage of building area:
NA
- j. If INDUSTRIAL, indicate type, estimated employment per shift, loading facilities, square footage of office area and total square footage of building area: NA
- k. If INSTITUTIONAL, indicate the major function, estimated employment per shift, estimated occupancy, and total square footage of building:
NA
- l. If the project involves a variance, conditional use permit or rezoning application, state this and explain clearly why it is required:
yes, higher density
- m. Number and species of existing trees that are six (6) inches or larger in diameter:
None
- n. Number, size, and species of trees to be removed: None
- o. Describe any power lines, water, sewer or storm drain mains, pipelines or other transmission lines which are located on or adjacent to the property: Power lines along Beach Blvd. will be placed under ground.
In addition, gas and sewer lines along the east side will be re-routed.
- p. Name of creeks and natural or man-made drainage channels through or adjacent to the property: NA

q. Primary vehicle access to property comes from which street(s):
Beach Blvd.

r. Are any easements known to traverse the site? If yes, explain the type and purpose: NA

2. Provide details on existing uses of the site. Are there existing structures on the site? If yes, describe uses and whether they will be demolished or relocated; if residential, give the number of current occupants: _____

Parcel 1 - Commercial center comprised of a bar and various stores. Parcel 2 - vacant lot

Parcel 3 - Manufactured homes sales center/office

3. Is site within water and sewer service areas? Yes

4. Is any portion of the site within the 100-year/500-year floodplain? NO

5. Is the site within an Airport Land Use Plan? If yes, what airport plan(s) is it within and do restrictions affect the proposal? NO

6. Is the site listed on California EPA's Hazardous Site List? NO

III. ENVIRONMENTAL ANALYSIS

1. Are the following items applicable to the project or its effects? Discuss at end all items checked yes or maybe (attach additional sheets as necessary).

Yes	Maybe	No		
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	A.	Change in existing features of any lakes, reservoirs or hills, or substantial alteration of ground contours.
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	B.	Change in scenic views or vistas from existing residential areas or public lands or roads.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	C.	Change in character of general area of project.
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	D.	Produce or involve large amounts of solid waste or litter.

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	E.	Disrupt or adversely affect a historic or archaeological site.
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	F.	Change in dust, ash, smoke, fumes or odors in vicinity.
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	G.	Change in lake, stream or ground water quality or quantity, or alteration of existing drainage patterns.
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	H.	Substantial change in existing noise or vibration levels in the vicinity.
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	I.	Site on filled land or on slope of 10 percent or more.
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	J.	Use or disposal of potentially hazardous material such as toxic substances, flammable or explosives.
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	K.	Substantial change in demand for public services (police, fire, water, sewage, schools, etc.)
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	L.	Substantially increase fuel or energy consumption (electricity, oil, natural gas, etc.)
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	M.	Relationship to a larger project or series of projects.
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	N.	Substantially diminish habitat for fish, wildlife or plants.

2. Provide copies of photographs, either on a disc or printed, that provide thorough coverage of the site. Include photographs of the surrounding properties to illustrate type(s) of land use and intensity of development. Snapshots or Polaroid® photos will be accepted.

3. Provide site plan showing buildings, parking, landscaped areas, easements, adjacent streets, driveways, paved areas, public and private utilities and other distinguishing characteristics of the site. The site plan must be accurately drawn to an appropriate scale to adequately depict the required information. All features or structures shown should be accurately labeled. Failure to properly reflect existing and proposed conditions may result in rejection of the initial statement and delay processing of the application.
4. Certification: I hereby certify that the statements furnished above and in the attached exhibits present the data and information required for this initial evaluation to the best of my ability, and that the facts, statements, and information presented herein are true and correct to the best of my knowledge and belief. I understand that requests may be made for additional information to complete the application.

DATE: 3/3/20

Chris Segeman
(Name – print)

Ch
(Signature)

Reviewed by Community Development Staff

DATE: 3/16/2020

Rose Rivera
(Name – print)

Rose Rivera
(Signature)

Materials that will assist you in answering the above questions include: The City General Plan, Flood Zone Maps, Assessor Parcel Books, the City Zoning Map and Stanton Plaza Specific Plan.



August 6, 2020

Chris Segesman
Bonanni Development
5500 Bolsa Ave, Suite 120
Huntington Beach, CA 92649

**Re: Parking Study- Stanton Residential Development
12331, 12345 and 12435 Beach Blvd, Stanton**

Dear Chris,

Per your request, we have conducted a parking study for the proposed residential development. This letter presents our analysis in regards to parking for the proposed uses.

PROJECT INFORMATION

The proposed development “Stanton 2.0” includes constructing 321-unit apartments, including 48 studios, 187 one-bedrooms, and 86 two-bedrooms and a parking structure of 546 parking spaces. The site contains three parcels of land that are located at 12331, 12345 and 12435 Beach Boulevard in the City of Stanton. All existing buildings and facilities will be demolished. Site plan is shown in **Exhibit 1**.

PARKING STANDARDS

According to Stanton’s Zoning Ordinance, the required parking for multifamily dwelling is one (1) space per studio, two (2) spaces per one-bedroom unit and 2.75 spaces per two-bedroom unit, plus guest parking at one (1) space per three (3) dwelling units. As shown in **Table 1**, the required parking is 766 spaces. With 546 parking spaces provided, the project has a parking deficiency of 220 parking spaces compared to the required parking. However, the study believes that the provided parking is adequate based on a comparison study of similar multifamily residential developments, as discussed further in the following paragraph.

K2 Traffic Engineering, Inc.

1442 Irvine Blvd, Suite 210, Tustin, CA 92780 T.714-832-2116 Email: kay@k2traffic.com

Table 1. Parking Calculation per Stanton Municipal Code

Multi-Family Dwellings	Dwelling Unit (DU)	Parking Requirement	Required Parking
Studio	48	1 space per DU	48
One-Bedroom	187	2 spaces per DU	374
Two-Bedroom	86	2.75 spaces per DU	237
Guest Parking	321	1 space for per 3 DU	107
Required Parking			766
Provided Parking			546
Deficiency			220

COMPARABLE PROJECTS

K2 Traffic Engineering recently conducted a parking analysis of three similar multifamily residential developments in order to determine the empirical parking ratio per dwelling units. The parking ratios of comparable sites ranged from 1.60 to 1.70 with an average of 1.68 spaces per dwelling unit. A summary of this parking analysis is shown in **Table 2**.

The proposed development “Stanton 2.0” provides a parking ratio of 1.70 spaces per dwelling unit exceeds the average parking ratio (1.68) of comparable sites. Based on the comparison analysis, the provided parking ratio appears reasonably adequate.

Table 2. Comparable Parking Ratios

Location			Dwelling Units (DU)				Provided Parking	Parking Ratio Per DU
Comparable Apartment	City	Address	Studio	One- Bedroom	Two- Bedroom	Total		
The George	Anaheim	2211 E. Oranewood Ave	20	180	140	340	578	1.70
Ocean and Beach	Huntington Beach	19891 Beach Blvd	28	91	54	173	277	1.60
Vantis	Aliso Viejo	90 Vantis Drive	16	236	183	435	753	1.73
Average Parking Ratio								1.68
Subject Developments								
Stanton 2.0	Stanton	12331,12345 and 12435 Beach Blvd	48	187	86	321	546	1.70

PARKING MANAGEMENT PLAN


As a conservative approach, the proposed development should prepare a Parking Management Plan and monitor parking conditions continuously. The following parking strategies may be considered in the Parking Management Plan:

1. Issue parking permits on a fee basis for up to two vehicles per dwelling unit. Additional parking permits may be purchased at higher costs, subject to availability.
2. Prohibit storage of non-vehicular properties within the parking area.
3. Prohibit long-term parking of non-operative vehicles.
4. Periodical inspections by the management to ensure compliance with the above provisions.
5. No public street parking (outside of the project) will be issued to residents of the proposed project. Notice of such restrictions is to be provided to residents and placed in the rental/lease agreements or CC&Rs, as appropriate.

Parking Management Plan is subject to final approval of the governing authorities including, but not limited to, Community Development, Public Works, and Fire Departments of the City of Stanton.

Regards,

K2 Traffic Engineering, Inc.


Jende "Kay" Hsu, T.E.
California Licensed TR2285



K2 Traffic Engineering, Inc.

1442 Irvine Blvd, Suite 210, Tustin, CA 92780 T.714-832-2116 Email: kay@k2traffic.com

BEACH BOULEVARD

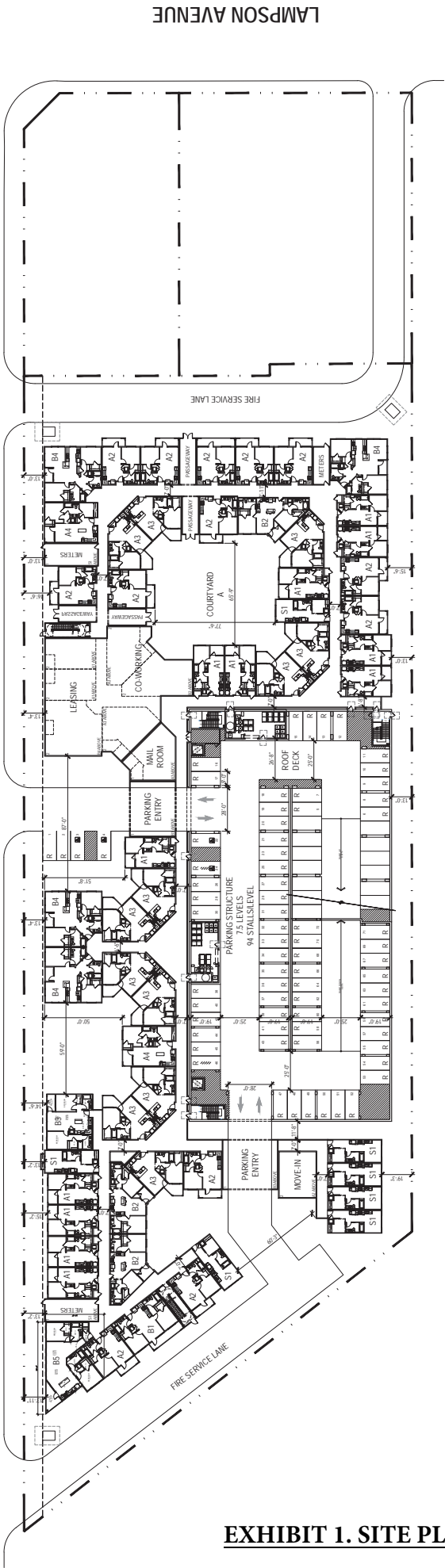


EXHIBIT 1. SITE PLAN



GROUND LEVEL FLOOR PLAN

A2.1

DATE: 03-03-2020
JOB NO.: 2019-464

STANTON, CA

BEACH BOULEVARD APARTMENTS

BONANNI DEVELOPMENT
5500 BOLSA AVE., SUITE 120 | HUNTINGTON BEACH, CA 92649

144 NORTH ORANGE ST., ORANGE, CA 92866
771.111.4300 ORAN





TRAFFIC IMPACT STUDY

Stanton 2.0 Apartment

12331, 12345 and 12435 Beach Boulevard, Stanton

Date: April 2, 2020

Prepared For:

Bonanni Development

5500 Bolsa Ave, Suite 120

Huntington Beach, CA 92649

Prepared By:

K2 Traffic Engineering, Inc.

1442 Irvine Blvd, Suite 210

Tustin, CA 92780

(714) 832-2116

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Traffic Impact Study for Stanton 2.0 Apartment
12331, 12345 and 12435 Beach Boulevard, Stanton



Prepared under the supervision of

A handwritten signature in black ink, appearing to read "Jende Kay Hsu", written over a horizontal line.

Jende Kay Hsu, P.E., T. E.

Lic. # T2285

EXECUTIVE SUMMARY

The purpose of this study is to evaluate traffic impact of the proposed Beach Boulevard Apartment located at 12331, 12345 and 12435 Beach Boulevard in the City of Stanton. The proposed development includes 321 apartment units (including 41 Studios, 196 one-bedrooms, and 84 two-bedrooms) and removal of all existing buildings.

The project is expected to have a NET trip generation of 102 trips in the AM peak hour, including 22 inbound and 80 outbound trips, 55 trips in the PM peak hour, including 35 inbound and 20 outbound trips, and 929 daily trips. The project does not generate any significant impact and mitigation measure is not required.

Project's off-site improvements include modifying the raised median on Beach Boulevard to facilitate an exclusive northbound left-turn lane at Driveway "A" and Catherine Avenue. "STOP" (R1-1) and "RIGHT TURN ONLY" (R3-5R) signs will be posted for egress traffic at Driveway "A".

Mid-block Driveway "B" is the main entrance to the parking structure and leasing office. This driveway provides right-in-right-out access as left turns will be blocked by the existing median island on Beach Boulevard. Queue analysis indicates that up to two (2) cars in the queue are expected in the AM peak hour with a 95th percentile queue length of 38 feet. Approximately 100 feet of queuing space is provided between the driveway and the parking structure, sufficient to accommodate the expected queue.

For each project driveway, it is necessary that the height of shrubs, planting, and other visual obstructions be limited to a maximum height of thirty inches to maintain sufficient corner sight distance at the driveways.

INTRODUCTION

The purpose of this study is to evaluate traffic impact of the proposed Beach Boulevard Apartment located at 12331, 12345 and 12435 Beach Boulevard in the City of Stanton. Vicinity map is shown in **Exhibit 1**.

The project site consists of three lots at 12331, 12345 and 12435 Beach Boulevard. Existing land uses include the sales office (2,000 square feet) and showrooms of Wholesale Manufactured Homes, cocktail bar (2,950 square feet), retail stores (3,168 square feet), restaurant (2,900 square feet) and auto repair (2,400 square feet). All existing buildings will be demolished to accommodate the proposed development of 321 apartment units (including 41 studios, 196 one-bedroom and 84 two-bedroom units). The proposed site plan is shown in **Exhibit 2**.

The existing raised median island on Beach Boulevard will be modified to provide an exclusive northbound left-turn lane at Driveway "A" and Catherine Avenue.

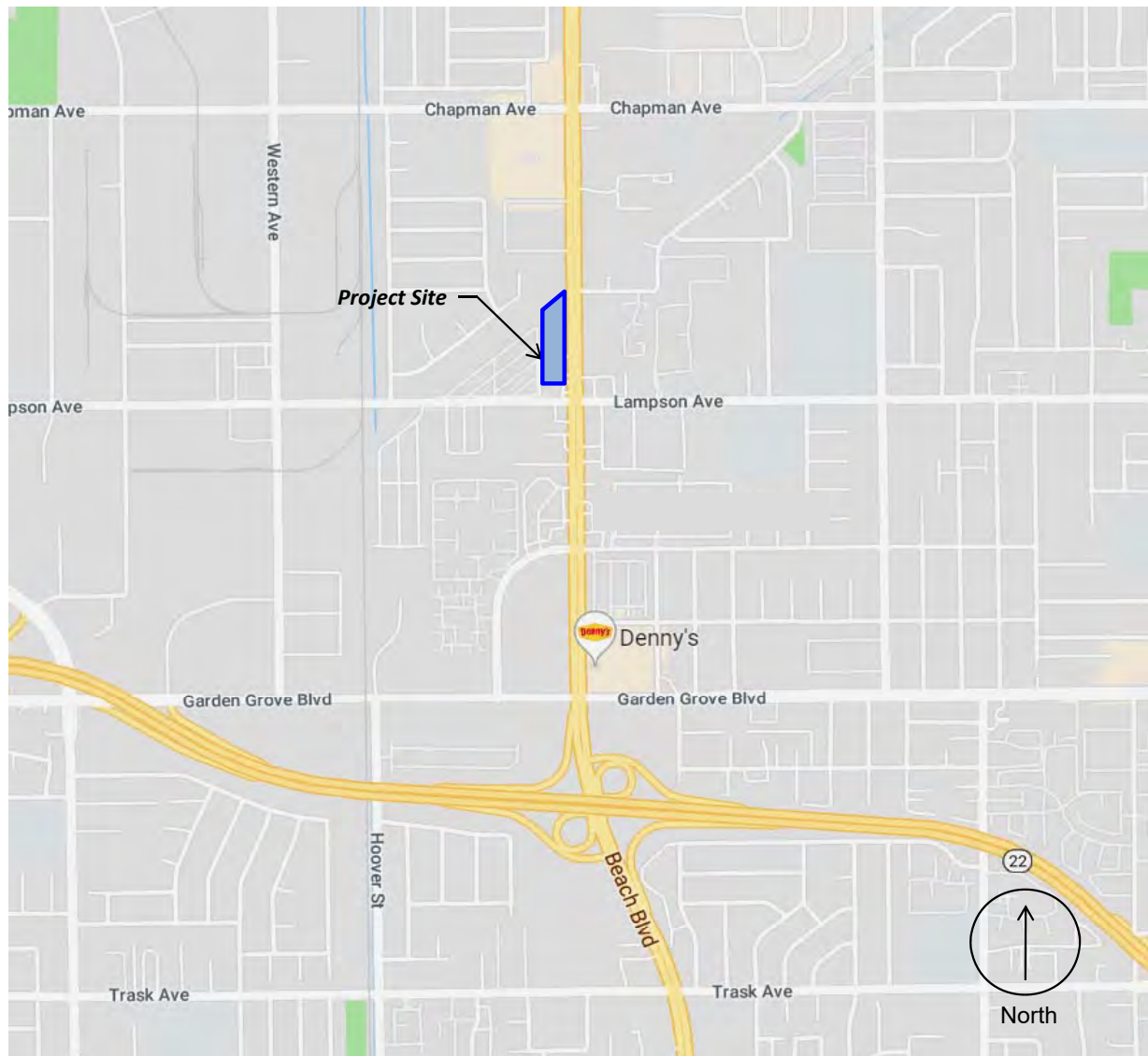
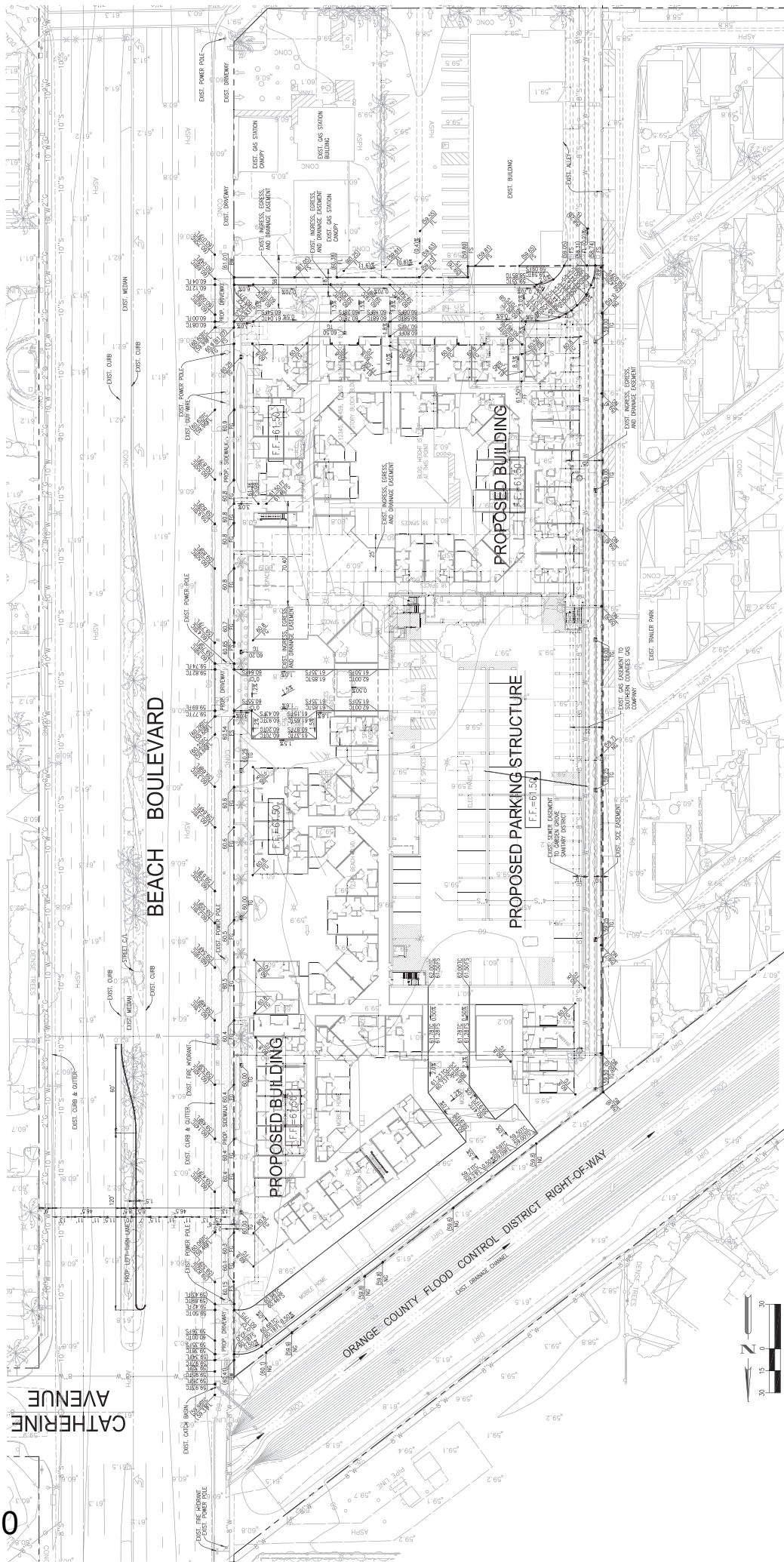


EXHIBIT 1. Vicinity Map
No to Scale



WALDEN & ASSOCIATES
 CIVIL ENGINEERS - LAND SURVEYORS - PLANNERS
 2550 MARSH ROAD, SUITE 200
 ANAHEIM, CA 92804
 (714) 639-9860

ARCHITECTS ORANGE
 144 NORTH ORANGE ST., ORANGE, CA 92666
 (714) 639-9860

SCHEMATIC GRADING PLAN

DATE: 3/25/2020
 JOB NO.: 2016-948-001

BEACH BOULEVARD APARTMENTS
 BONANNI DEVELOPMENT
EXHIBIT 2. SITE PLAN

STANTON, CALIFORNIA

STUDY SCENARIOS

According to the scoping agreement (see **Appendix A**), the following intersections are included in this study for level of service analysis to evaluate the potential traffic impacts:

1. Beach Boulevard at Chapman Avenue
2. Beach Boulevard at Catherine Avenue/Driveway "A"
3. Beach Boulevard at Lampson Avenue
4. Beach Boulevard at Garden Grove Boulevard

Except the intersection of Beach Boulevard and Catherine Avenue (#2), all other study intersections are currently controlled by traffic signals.

For the signalized intersection, the Level of Service (LOS) analysis is based on Intersection Capacity Utilization (ICU). **Table 1** provides the definition for LOS associated with values of volume-to-capacity ratios (V/C).

Table 1. LOS Definitions – Signalized Intersections (ICU Analysis)

LOS	V/C Ratio
A	0.00 – 0.60
B	0.61 – 0.70
C	0.71 – 0.80
D	0.81 – 0.90
E	0.91- 1.00
F	> 1.00

For non-signalized intersections or driveways, the LOS analyses are performed using SYNCHRO software based on the methodologies prescribed in the Highway Capacity Manual (HCM 2010). **Table 2** provides the definition for LOS associated with average control delay.

Table 2. LOS Definitions – Unsignalized Intersections (HCM Analysis)

LOS	Average Control Delay of Minor Approach (seconds/vehicle)
A	0 - 10
B	>10 - 15
C	>15 - 25
D	>25 - 35
E	>35 - 50
F	>50

In compliance with the *2017 Congestion Management Program* (CMP), established by the Orange County Transportation Authority (OCTA), and the scoping agreement, the following scenarios are included in this analysis:

- i. Existing Conditions
- ii. Existing Conditions plus Project
- iii. Project Opening Year (2021) with Cumulative Developments
- iv. Project Opening Year (2021) with Cumulative Developments plus Project

EXISTING CONDITIONS

Project site is located west of Beach Boulevard between Lampson Avenue and Catherine Avenue. Beach Boulevard is a north-south Principal Arterial that provides four lanes in each direction separated by raised medians and exclusive left-turn lanes at major intersections. The posted speed limit is 45 mph. On-street parking is prohibited along Beach Boulevard in the project vicinity.

Lampson Avenue is an east-west Secondary Arterial with four lanes undivided. The posted speed limit is 40 mph in the project vicinity. On-street parking is generally allowed along Lampson Avenue except at intersections. The intersection of Beach Boulevard and Lampson Avenue is controlled by traffic signals.

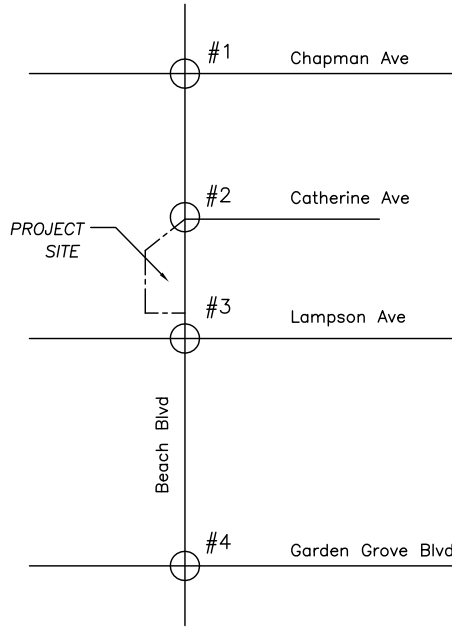
Traffic counts of AM and PM peak hour turning movements at study intersections were collected on Thursday, February 20, 2020. Lane configurations and traffic volumes at the study intersections are shown in **Exhibit 3**. Complete traffic data can be found in **Appendix B**.

Level of service (LOS) and V/C ratio for existing conditions are shown in **Table 3**. The analysis worksheets can be found in **Appendix C**. All study intersections operate at acceptable LOS D or better in the AM and PM peak hours under existing conditions except the following:

- Intersection #4, Beach Boulevard at Garden Grove Boulevard: LOS F in the AM and PM peak hours.

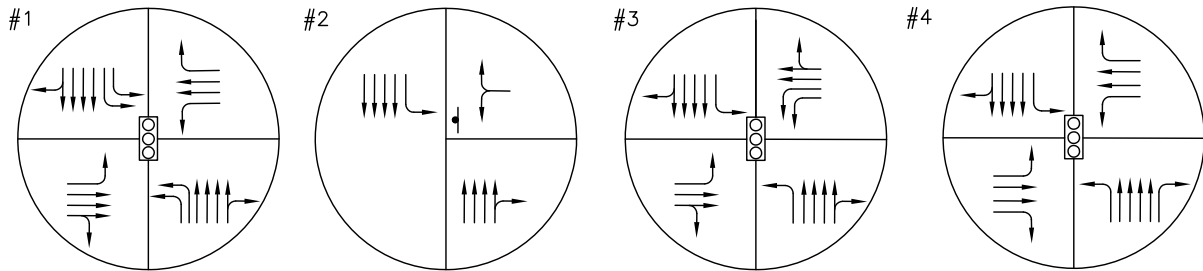
Table 3. Existing Conditions

Intersection	AM Peak Hour		PM Peak Hour	
	LOS	ICU/ Delay(s)	LOS	ICU/ Delay(s)
1. Beach Blvd at Chapman Ave	C	0.791	D	0.845
2. Beach Blvd at Catherine Ave	C	22.4	D	30.8
3. Beach Blvd at Lampson Ave	C	0.801	D	0.877
4. Beach Blvd at Garden Grove Blvd	F	1.157	F	1.046

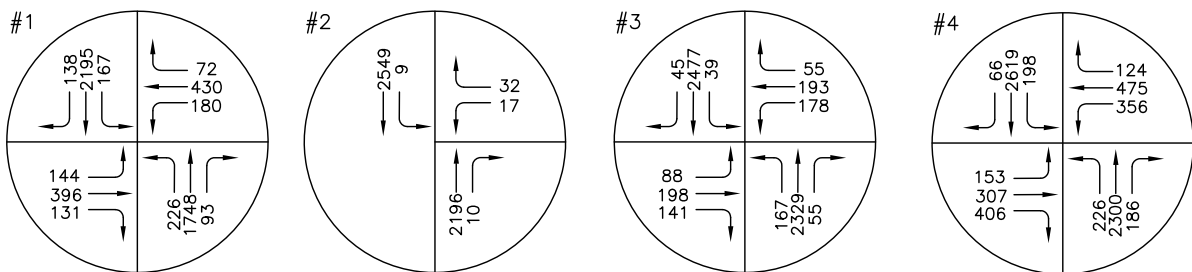


LEGEND:

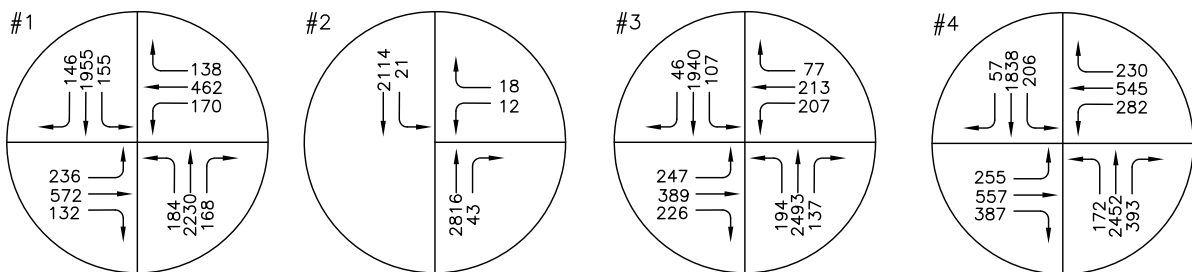
- STUDY INTERSECTION
- TRAFFIC SIGNAL
- STOP SIGN



AM PEAK



PM PEAK



**EXISTING LANE CONFIGURATIONS
AND TRAFFIC VOLUMES**

Beach Blvd Apartment
12331, 12345, 12435 Beach Blvd, Stanton

TRIP GENERATION

Trip generation represents the amount of traffic attracted and produced by the project development. Based upon the recommendations from *Trip Generation, Tenth Edition*, published by the Institute of Transportation Engineers (ITE), applicable trip generation rates are shown in **Table 4**.

Table 4. Trip Generation Rate

Land Use (ITE Code)	Unit	Daily	AM Peak Hour			PM Peak Hour		
			Rate	In	Out	Rate	In	Out
Multifamily Housing (Mid-Rise) (221)	Dwelling Unit	5.44	0.36	26%	74%	0.44	61%	39%
Small Office Building (712)	1,000 Sq. Ft.	16.19	1.92	82%	18%	2.45	32%	68%
Shopping Center (820)	1,000 Sq. Ft.	37.75	0.94	62%	38%	3.81	48%	52%
Drinking Place (925)	1,000 Sq. Ft.	113.60	-	-	-	11.36	66%	34%
High-Turnover (Sit-Down) Restaurant (932)	1,000 Sq. Ft.	112.18	9.94	55%	45%	9.77	62%	38%
Automobile Care Center (942)	1,000 Sq. Ft.	31.10	2.25	66%	34%	3.11	48%	52%

Project trip generation were calculated and summarized in **Table 5**. The project is expected to have a NET trip generation of 102 trips in the AM peak hour, including 22 inbound and 80 outbound trips, 55 trips in the PM peak hour, including 35inbound and 20 outbound trips, and 929 daily trips.

Table 5. Project Trip Generation

Land Use	Unit	Quantity	AM Peak Hour			PM Peak Hour			Daily
			Total	In	Out	Total	In	Out	
Proposed Use									
Multifamily Housing (Mid-Rise) (221)	Dwelling Unit	321	116	30	86	141	86	55	1,746
Existing-Use Credit									
Small Office Building (712)	1000 Sq. Ft.	-2.000	-4	-3	-1	-5	-2	-3	-32
Shopping Center (820)	1000 Sq. Ft.	-3.168	-3	-2	-1	-12	-6	-6	-120
Drinking Place (925)	1000 Sq. Ft.	-2.950	-	-	-	-34	-22	-12	-335
High-Turnover (Sit-Down) Restaurant (932)*	1000 Sq. Ft.	-2.900	-	-	-	-28	-17	-11	-325
Automobile Care Center (942)	1000 Sq. Ft.	-2.400	-7	-3	-4	-7	-4	-3	-5
Total Existing-Use Credit			-14	-8	-6	-86	-51	-35	-817
NET Trip Generation			102	22	80	55	35	20	929

* Restaurant is not open until 3 PM

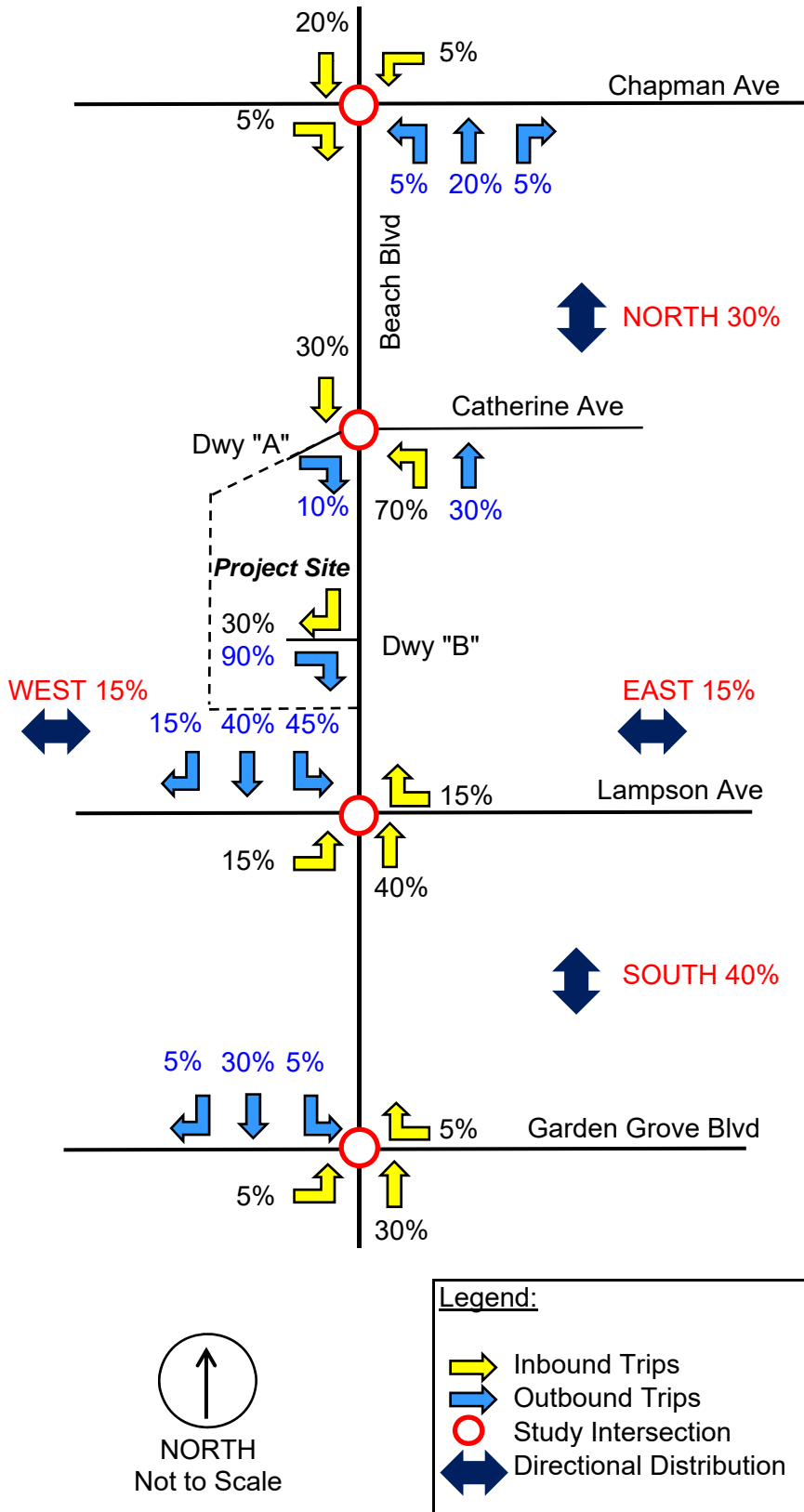
TRIP DISTRIBUTION

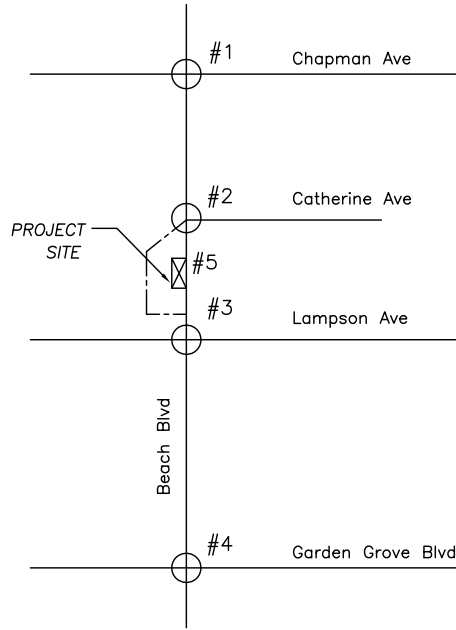
Trip distribution represents the directional orientation of traffic to and from the proposed project. Directional orientation is largely influenced by the geographical location of the site, among many other factors. The trip distribution pattern for the project is illustrated on **Exhibit 4**.

TRAFFIC ASSIGNMENT

The traffic assignment to and from the site has been based upon the results of trip generation, trip distribution, and access layouts. **Exhibit 5** illustrates the traffic assignment of the proposed project in the AM and PM peak hour.

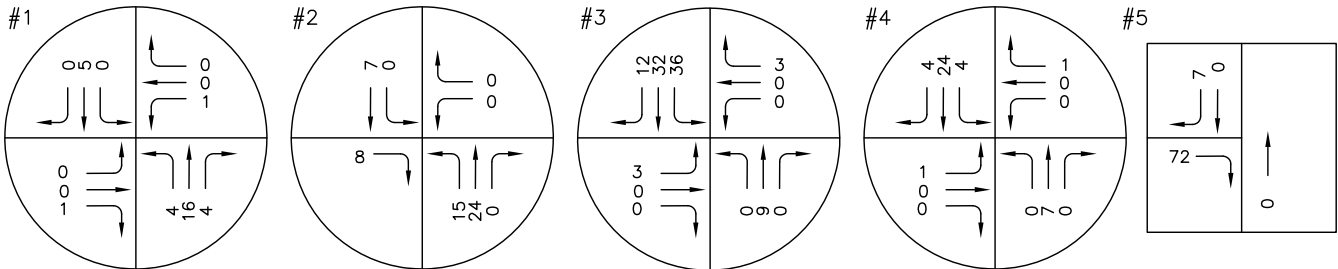
EXHIBIT 4. TRIP DISTRIBUTION



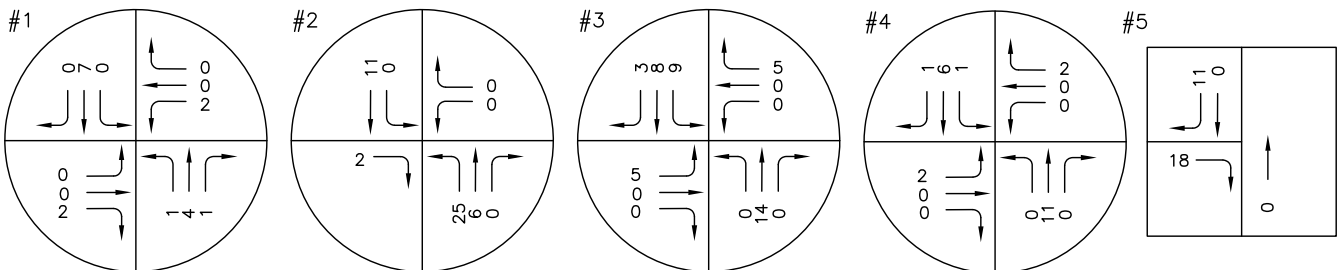


- LEGEND:**
- STUDY INTERSECTION
 - TRAFFIC SIGNAL
 - STOP SIGN
 - DRIVEWAY

AM PEAK



PM PEAK



TRAFFIC ASSIGNMENT

Beach Blvd Apartment
12331, 12345, 12435 Beach Blvd, Stanton

EXISTING CONDITIONS WITH PROJECT

Traffic volumes at the study intersections for existing conditions plus project are shown in **Exhibit 6**. The level of service and V/C ratios are shown in **Table 6**. All study intersections will operate at LOS D or better for the AM and PM peak hours except the following:

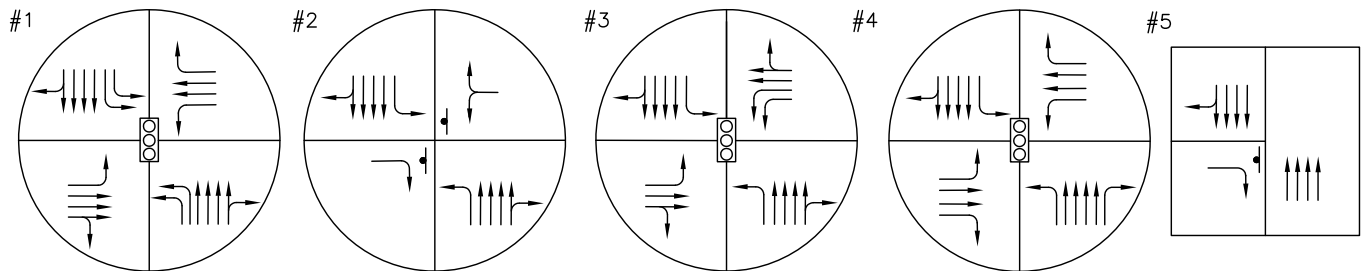
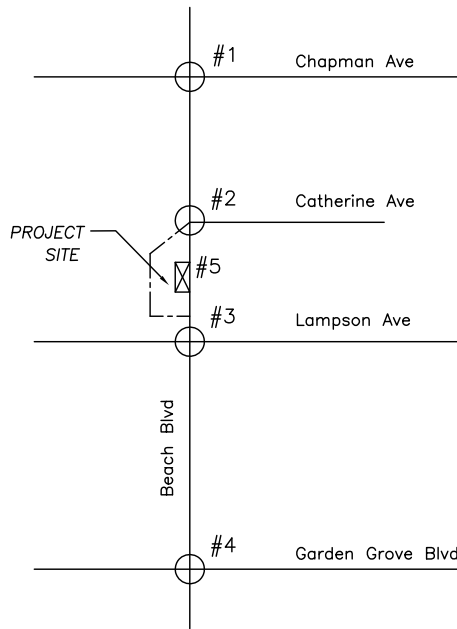
- Intersection #4, Beach Boulevard at Garden Grove Boulevard: LOS F in the AM and PM peak hours.

Table 6. Existing Conditions plus Project

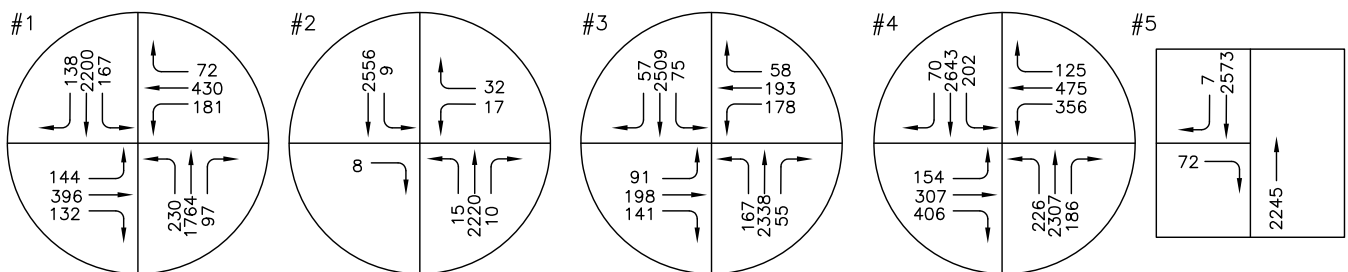
Intersection	AM Peak Hour		PM Peak Hour	
	LOS	ICU/ Delay(s)	LOS	ICU/ Delay(s)
1. Beach Blvd at Chapman Ave	C	0.793	D	0.846
2. Beach Blvd at Catherine Ave	C	22.7	D	30.8
3. Beach Blvd at Lampson Ave	D	0.809	D	0.884
4. Beach Blvd at Garden Grove Blvd	F	1.163	F	1.049



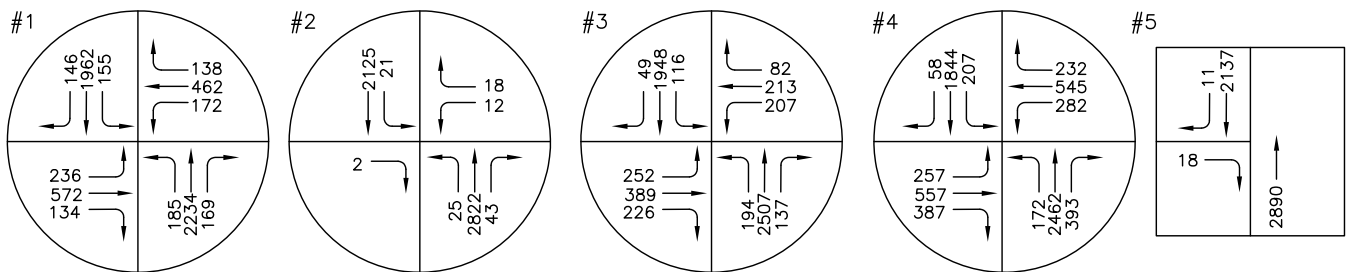
NORTH
NOT TO SCALE



AM PEAK



PM PEAK



Beach Blvd Apartment
12331, 12345, 12435 Beach Blvd, Stanton

EXISTING PLUS PROJECT TRAFFIC VOLUMES

CUMULATIVE DEVELOPMENTS

Based on the information provided by the Planning Department of the City of Stanton, the following cumulative developments are taken into consideration for analysis of the opening year conditions:

- Village Center and Village Center North: The development of Village Center includes 123 multi-family dwelling units and 105,000 square feet of commercial retail; The development of Village Center North includes 114 multi-family dwelling units.
- Stanton 1.0: The mixed-use development includes 300 apartment units and 6,200 square feet of retail uses.

Exhibit 7 illustrates the locations of the cumulative development project. **Exhibit 8** shows the traffic generated by this project at study intersections.

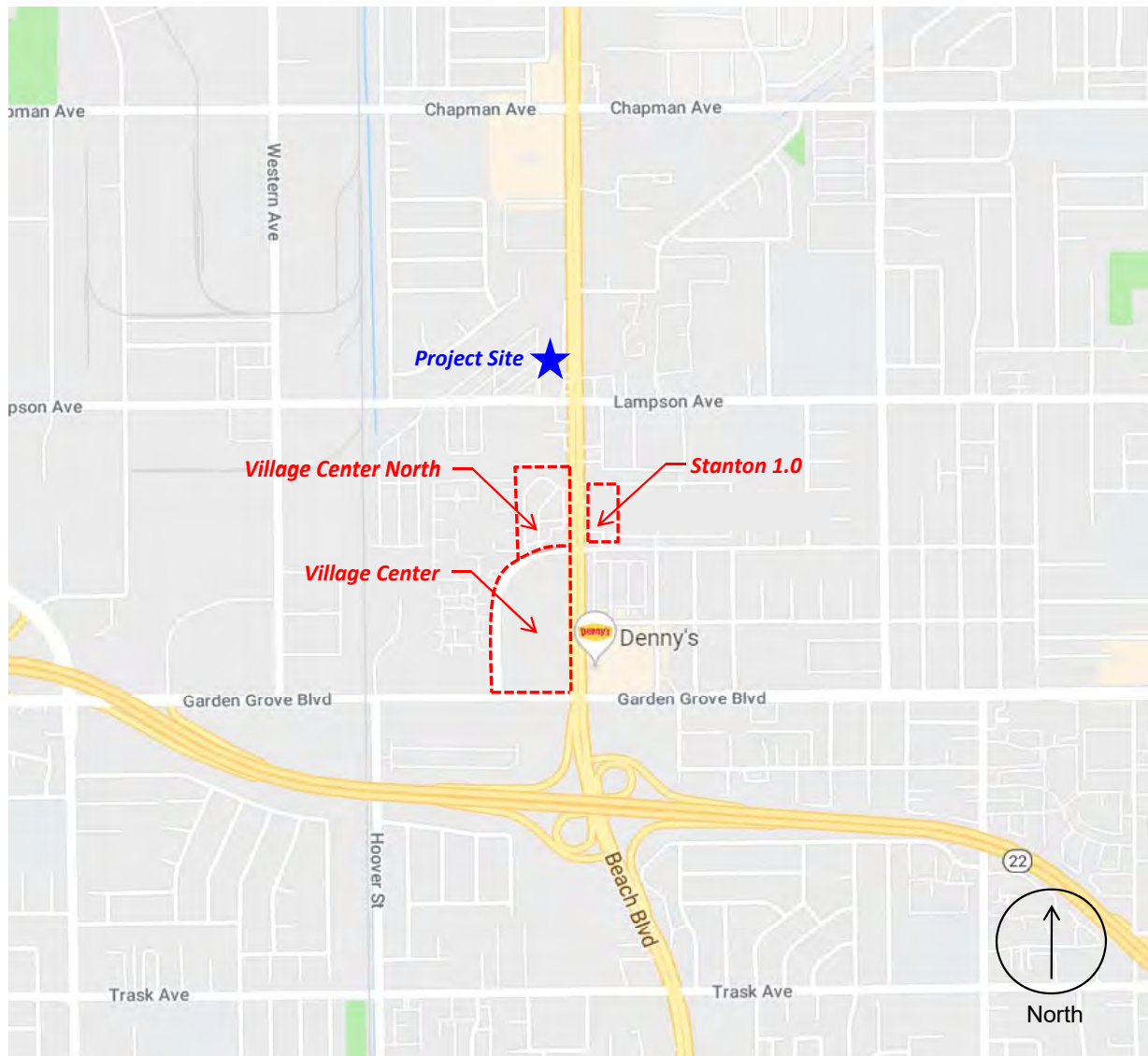
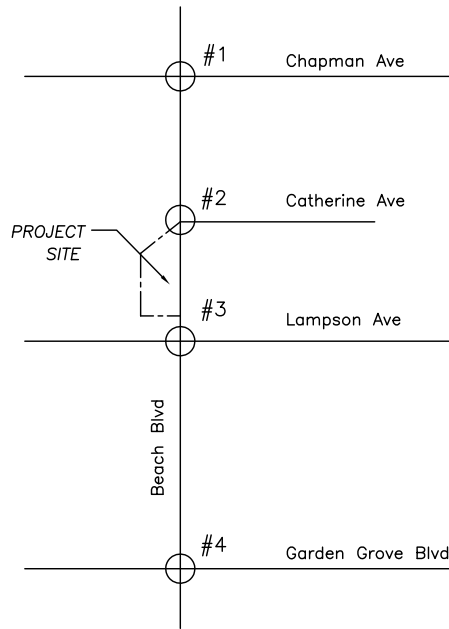
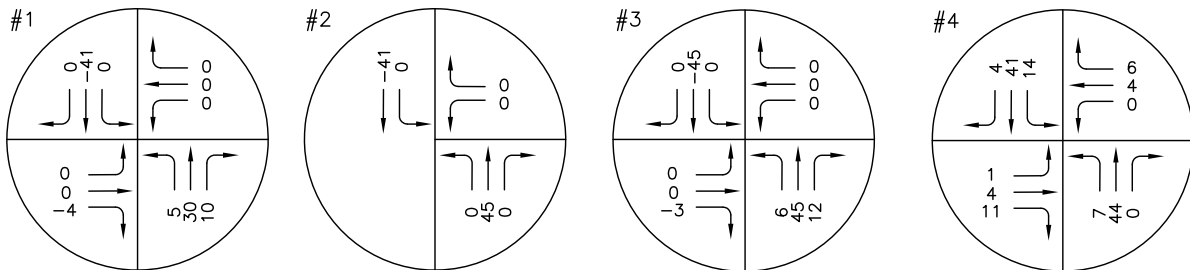


Exhibit 7. Location of Cumulative Projects
No to Scale

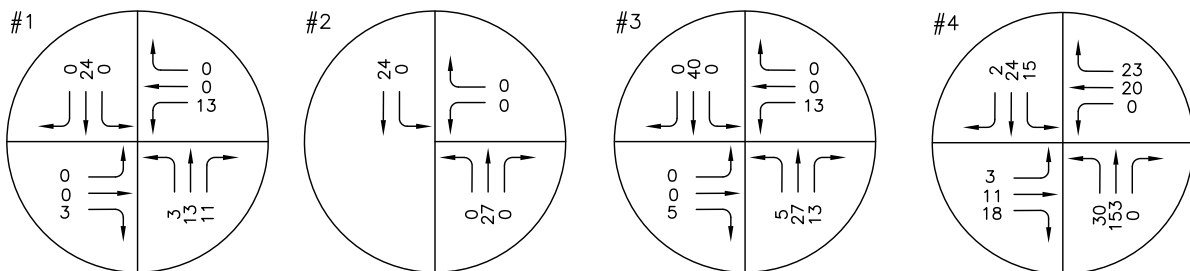


- LEGEND:
- STUDY INTERSECTION
 - TRAFFIC SIGNAL
 - STOP SIGN

AM PEAK



PM PEAK



CUMULATIVE PROJECTS TRAFFIC VOLUMES

Beach Blvd Apartment
12331, 12345, 12435 Beach Blvd, Stanton

OPENING YEAR CUMULATIVE CONDITIONS

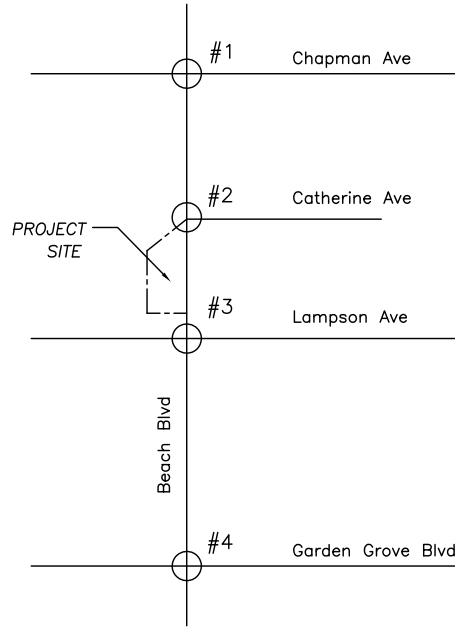
For project opening year 2021, the annual growth rate of two percent (2%) is used. This factor represents traffic increases resulting from regional growth. With proposed off-site improvement, lane configurations and traffic controls Traffic volumes for the project opening year with cumulative developments are illustrated in **Exhibit 9**.

The project's level of service under opening year with cumulative developments conditions are shown in **Table 7**. All study intersections operate at acceptable LOS E or better in the AM and PM peak hours except the following:

- Intersection #4, Beach Boulevard at Garden Grove Boulevard: LOS F in the AM and PM peak hours.

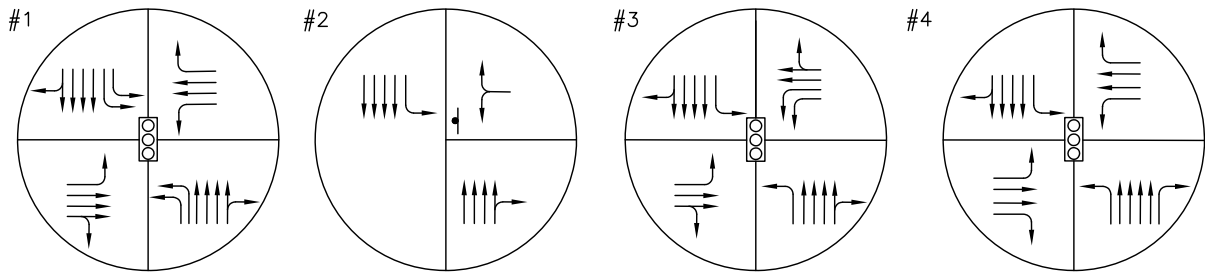
Table 7. Opening Year (2021) Cumulative Conditions - Without Project

Intersection	AM Peak Hour		PM Peak Hour	
	LOS	ICU/ Delay(s)	LOS	ICU/ Delay(s)
1. Beach Blvd at Chapman Ave	C	0.800	D	0.866
2. Beach Blvd at Catherine Ave	C	23.7	D	32.4
3. Beach Blvd at Lampson Ave	D	0.810	E	0.906
4. Beach Blvd at Garden Grove Blvd	F	1.200	F	1.114

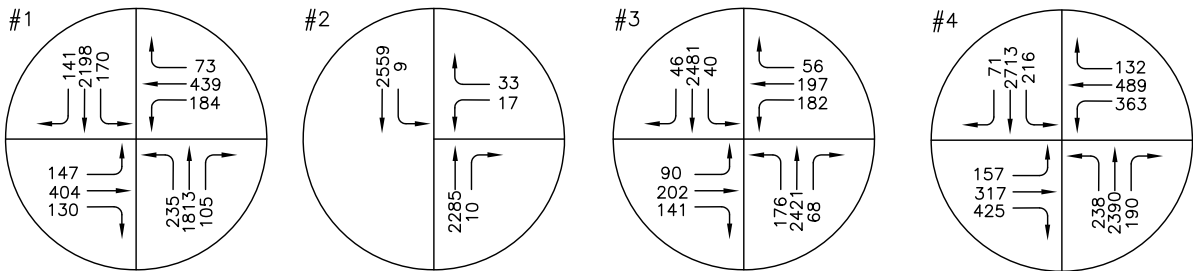


LEGEND:

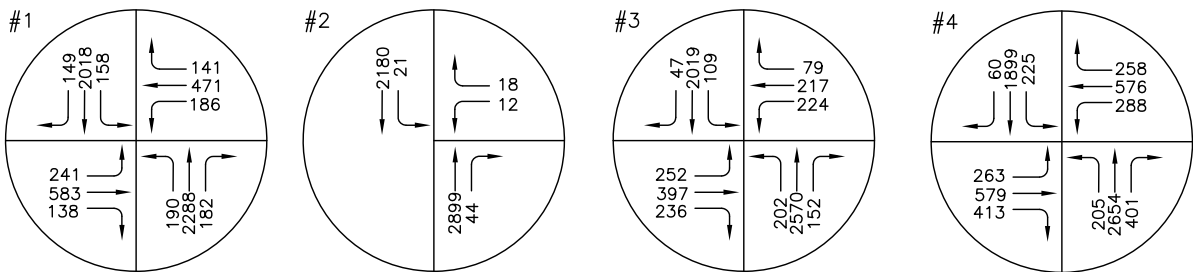
- STUDY INTERSECTION
- TRAFFIC SIGNAL
- STOP SIGN



AM PEAK



PM PEAK



OPENING YEAR WITH CUMULATIVE
TRAFFIC VOLUMES

Beach Blvd Apartment
12331, 12345, 12435 Beach Blvd, Stanton

OPENING YEAR CUMULATIVE CONDITIONS PLUS PROJECT

Traffic volumes for the project opening year with cumulative developments plus project traffic volumes are illustrated in **Exhibit 10**. The level of services and V/C ratios at study intersections under opening year cumulative plus project conditions are shown in **Table 8**. All study intersections operate at acceptable LOS E or better in the AM and PM peak hours except the following:

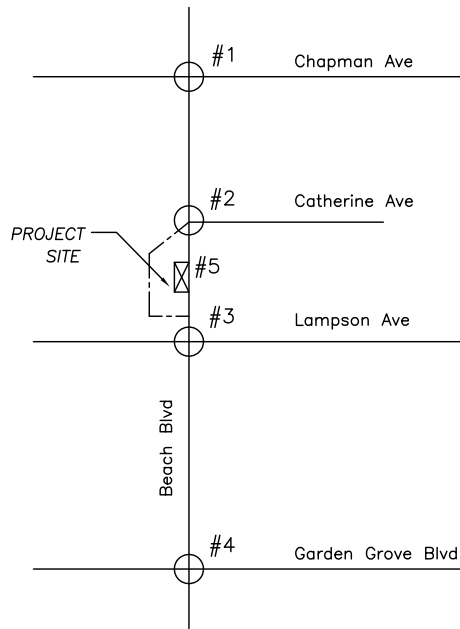
- Intersection #4, Beach Boulevard at Garden Grove Boulevard: LOS F in the AM and PM peak hours.

Table 8. Opening Year Cumulative Conditions plus Project

Intersection	AM Peak Hour		PM Peak Hour	
	LOS	ICU/ Delay(s)	LOS	ICU/ Delay(s)
1. Beach Blvd at Chapman Ave	D	0.803	D	0.867
2. Beach Blvd at Catherine Ave	C	24.5	D	32.6
3. Beach Blvd at Lampson Ave	D	0.818	E	0.914
4. Beach Blvd at Garden Grove Blvd	F	1.205	F	1.118

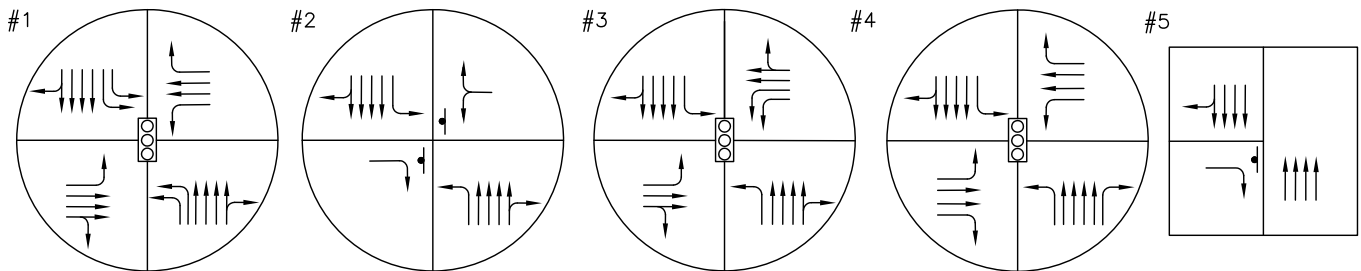


NORTH
NOT TO SCALE

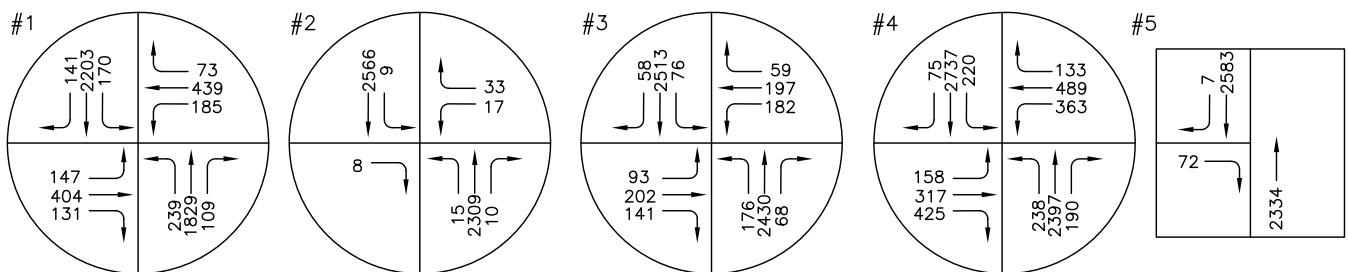


LEGEND:

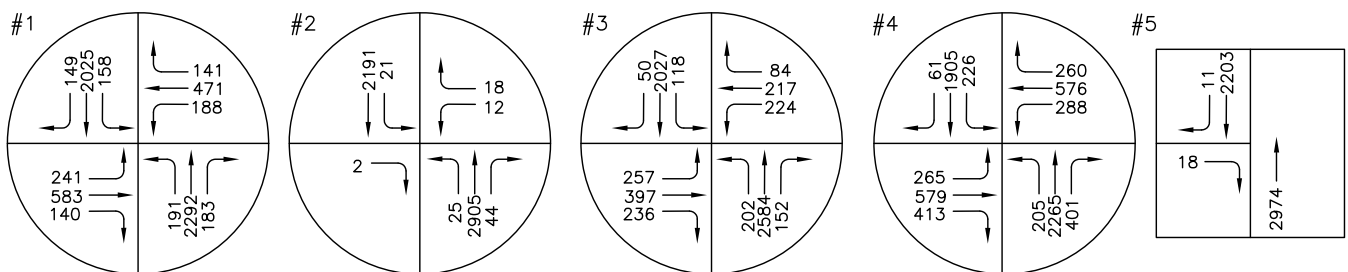
- STUDY INTERSECTION
- ⊞ TRAFFIC SIGNAL
- STOP SIGN
- ⊞ DRIVEWAY



AM PEAK



PM PEAK



OPENING YEAR WITH CUMULATIVE
PLUS PROJECT TRAFFIC VOLUMES

Beach Blvd Apartment
12331, 12345, 12435 Beach Blvd, Stanton

THRESHOLD OF SIGNIFICANT IMPACT

In accordance with 2019 Orange County Transportation Authority (OCTA) Congestion Management Plan (CMP), the traffic impact is deemed significant and mitigation is required if both of the following conditions are met:

- I. The intersection operates at worse than LOS E, and
- II. The ICU increases by 0.10 or more.

The traffic impacts of the proposed project based on existing conditions are shown in **Table 9**. The project does not have a significant traffic impact and mitigation measure is, therefore, not required.

Table 9. Project Intersection Impact Analysis - Existing Conditions

No.	Intersection	W/O Project		With Project		Increase	Significant Impact
		LOS	ICU/ Delay(s)	LOS	ICU/ Delay(s)		
AM PEAK							
1	Beach Blvd at Chapman Ave	C	0.791	C	0.793	0.002	No
2	Beach Blvd at Catherine Ave*	C	22.4	B	22.7	0.3	No
3	Beach Blvd at Lampson Ave	C	0.801	D	0.809	0.008	No
4	Beach Blvd at Garden Grove Blvd	F	1.157	F	1.163	0.006 (<0.10)	No
PM PEAK							
1	Beach Blvd at Chapman Ave	D	0.845	D	0.846	0.001	No
2	Beach Blvd at Catherine Ave*	D	30.8	D	30.8	0	No
3	Beach Blvd at Lampson Ave	D	0.877	D	0.884	0.007	No
4	Beach Blvd at Garden Grove Blvd	F	1.046	F	1.049	0.003 (<0.10)	No

* Stop controlled at minor approach with delay shown in seconds

The traffic impacts of the proposed project based on the opening year (2021) conditions are shown in **Table 10**. The project does not have a significant traffic impact and mitigation measure is, therefore, not required.

Table 10. Project Intersection Impact Analysis - Opening Year (2021)

No .	Intersection	W/O Project		With Project		Increase	Significant Impact
		LOS	ICU/ Delay(s)	LOS	ICU/ Delay(s)		
AM PEAK							
1	Beach Blvd at Chapman Ave	C	0.800	D	0.803	0.003	No
2	Beach Blvd at Catherine Ave*	C	23.7	C	24.5	0.8	No
3	Beach Blvd at Lampson Ave	D	0.810	D	0.818	0.008	No
4	Beach Blvd at Garden Grove Blvd	F	1.200	F	1.205	0.005 (<0.10)	No
PM PEAK							
1	Beach Blvd at Chapman Ave	D	0.866	D	0.867	0.001	No
2	Beach Blvd at Catherine Ave*	D	32.4	D	32.6	0.2	No
3	Beach Blvd at Lampson Ave	E	0.906	E	0.914	0.008	No
4	Beach Blvd at Garden Grove Blvd	F	1.114	F	1.118	0.004 (<0.10)	No

*Stop controlled at minor approach with delay shown in seconds

SITE ACCESS

Driveway “A” at the site’s north end provides access between Beach Boulevard and the parking structure. Project’s off-site improvements include modifying the raised median on Beach Boulevard to facilitate an exclusive northbound left-turn lane at Driveway “A” and Catherine Avenue. “STOP” (R1-1) and “RIGHT TURN ONLY” (R3-5R) signs will be posted for egress traffic at Driveway “A”.

Mid-block Driveway “B” is the main entrance to the parking structure and leasing office. This driveway provides right-in-right-out access as left turns will be blocked by the existing median island on Beach Boulevard. Queue analysis indicates that up to two (2) cars in the queue are expected in the AM peak hour with a 95th percentile queue length of 38 feet. Approximately 100 feet of queuing space is provided between the driveway and the parking structure, sufficient to accommodate the expected queue.

The summary of queue analysis for the opening year plus project is shown in **Table 11**. The analysis worksheets can be found in **Appendix D**.

Table 11. Mid-Block Driveway Queue Analysis

Time Period	Driveway Approach		Intersection	
	95% Queue		Delay	
AM Peak Hour	1.9 car	38 feet	36.9 sec	0.7 sec
PM Peak Hour	0.3 car	6 feet	21.3 sec	0.1 sec

At the south end of the site, driveway “C” is a fire/service lane which is not connected with the parking structure. No project traffic is expected at this driveway.

For each project driveway, it is necessary that the height of shrubs, planting, and other visual obstructions be limited to a maximum height of thirty inches to maintain sufficient corner sight distance at the driveways.

ON-SITE CIRCULATION

On-site circulation appears efficient and safe without unnecessary bottlenecks. The site plan is subject to review and final approval by the Fire Department, Planning Department and Traffic Engineer.

APPENDIX A

SCOPING AGREEMENT

Traffic Impact Study Scope

Project Names:	Beach Boulevard Apartments	
Project Address:	12331, 12345, 12435 Beach Blvd, Stanton	
Project Description:	Development of new apartment with 316 dwelling units, including 43 studios, 194 one-bedrooms, and 79 two-bedrooms. See Exhibit 1 for Site Plan. Demolition of existing buildings, including showrooms and sales office (2,000 sq. ft.) for mobile home, bar (2,950 sq. ft.), shopping center (3,168 sq.ft.), restaurant (2,900 sq. ft.), and auto repair (2,400 sq. ft.). See Exhibit 2 .	
	Consultant	Developer
Name	Kay Hsu, PE, TE K2 Traffic Engineering, Inc.	Chris Segesman Bonanni Development
Address	1442 Irvine Blvd, Ste 210 Tustin, CA 92780	5500 Bolsa Ave, Suite 120 Huntington Beach, CA 92649
Telephone	714-832-2116	562-537-6908
Email	khsu@k2traffic.com	chris@bonannidevelopment.com

A. Trip Generation

Proposed Land Use	Multifamily Housing (Mid-Rise)
Reference	Trip Generation (10th Edition) by ITE

Net Trip Generation	Inbound	Outbound	Total
AM Peak Hour	22	78	100
PM Peak Hour	34	19	53
Daily Trip	902	See Exhibit 3 for Trip Generation	

B. Trip Distribution

Predicted distribution as shown on **Exhibit 4**

C. Background Traffic

Project Opening Year	2021	Growth Rate	2% Annual
----------------------	------	-------------	-----------

D. Study Intersections

1. Beach Blvd at Chapman Ave	5. Project Driveway (Mid-block) at Beach Blvd
2. Beach Blvd at Catherine Ave	
3. Beach Blvd at Lampson Ave	
4. Beach Blvd at Garden Grove Ave	

E. Specific Issues to be addressed in the Study

1. Study scenarios: Existing Conditions, Existing Plus Project, Opening Year with Cumulative Projects, Opening Year with Cumulative Projects Plus Project. Each study scenario will include a description of impacts, if any, and mitigation measures.
2. Cumulative projects to be provided by Planning Dept. and attached hereon, if any.

Recommended by:

 2/12/2020

Consultant Date
Submitted on 2/12/2020

Approved by:

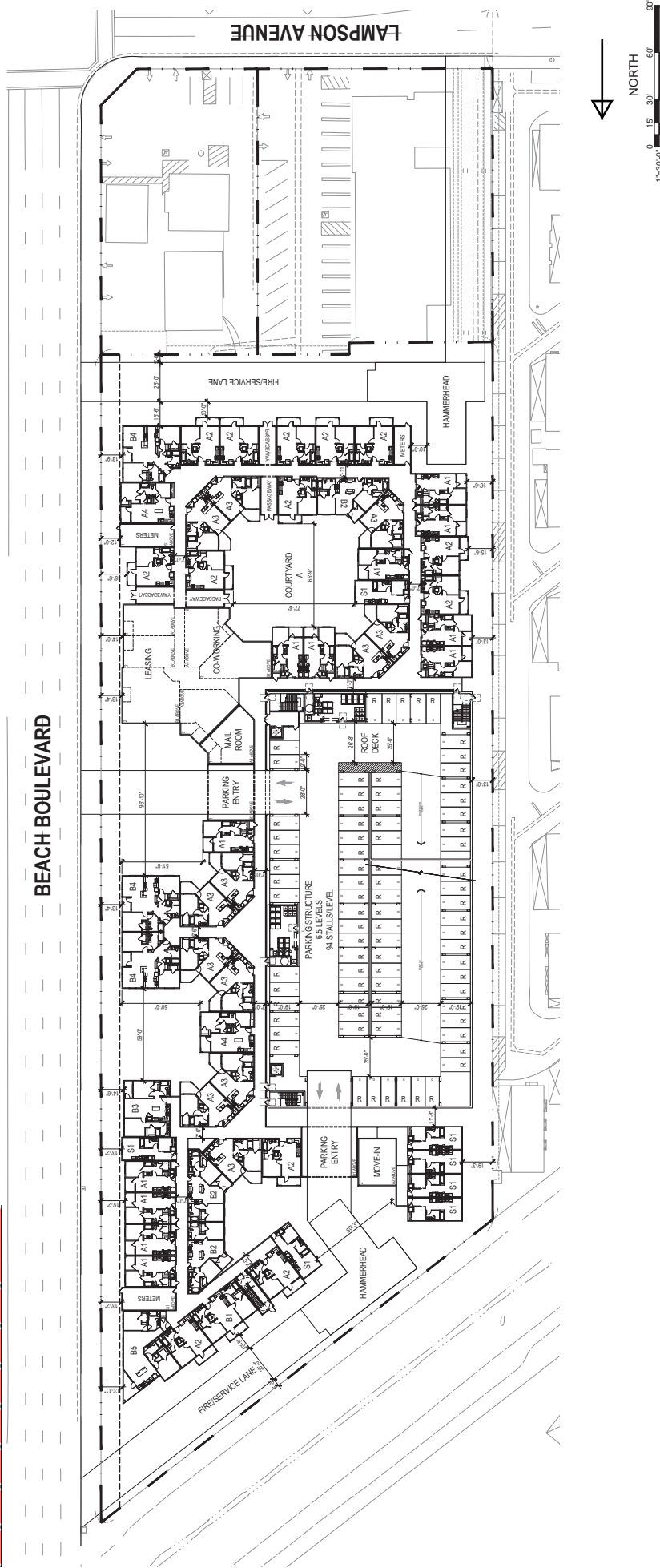
 2/19/20

City of Stanton Date
Public Works Dept., Engineering Div.

[illegible]

PROJECT DESCRIPTION

- | | | |
|----|------------------|----------------|
| 1. | TOTAL NET ACRES | ±3.74 ACRES |
| 2. | DENSITY | ±84.4 DU/AC |
| 3. | PARKING PROVIDED | 533 STALLS |
| 4. | PARKING RATIO | 1.75 STALLS/DU |



ARCHITECTURAL SITE PLAN

STANTON, CA

DATE: 02-10-2020
JOB NO.: 2019-464

BEACH BOULEVARD APARTMENTS

BONANNI DEVELOPMENT
5500 BOLSA AVE., SUITE 120 | HUNTINGTON BEACH CA 92649

AO ARCHITECTS
144 NORTH ORANGE ST., ORANGE, CA 92866
(714) 639-9860

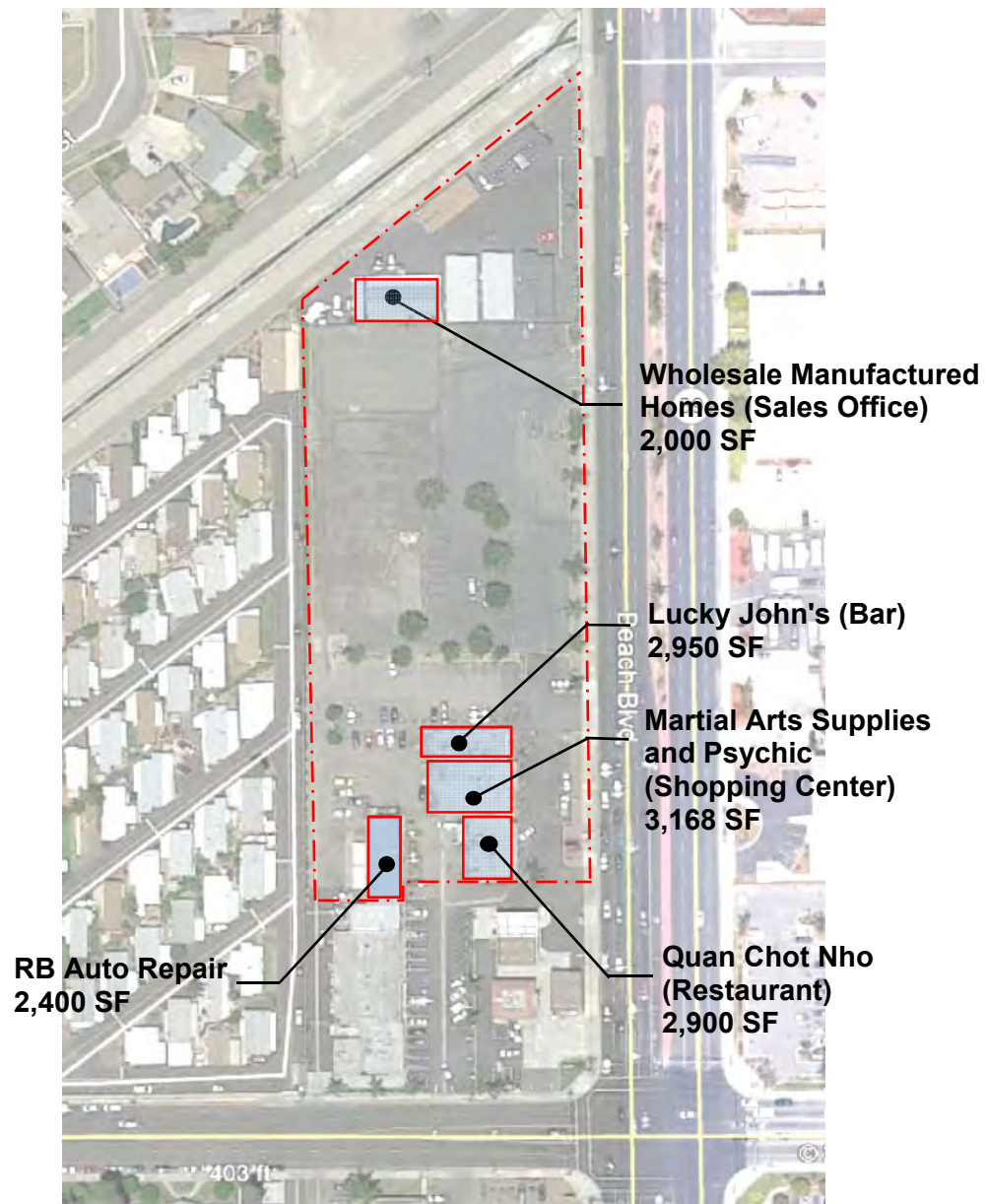


EXHIBIT 2. Existing Uses
No Scale

EXHIBIT 3. TRIP GENERATION

TABLE 1. TRIP GENERATION RATE (ITE)

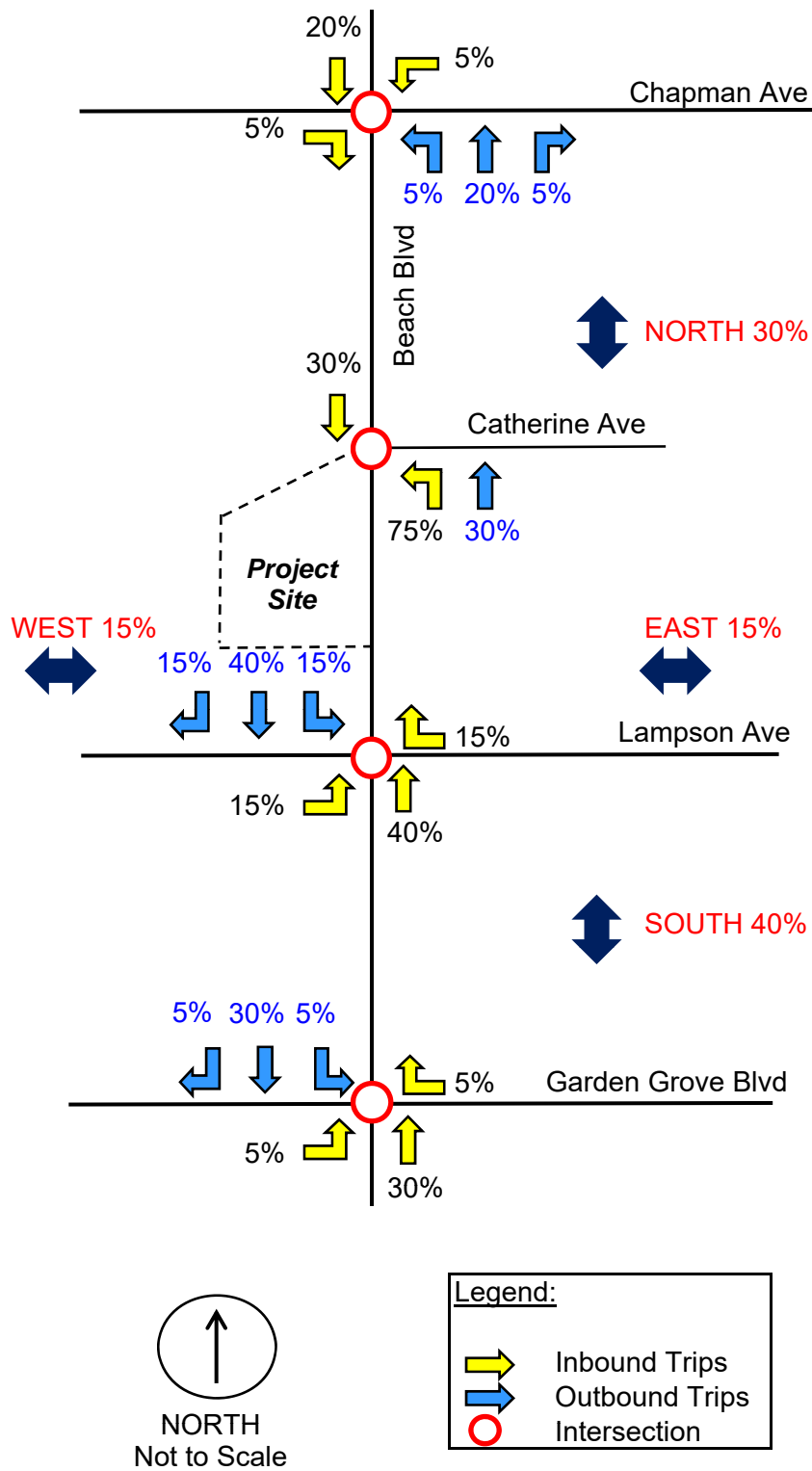
Land Use	Unit	Daily	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Multifamily Housing (Mid-Rise) (221)	Dwelling Unit	5.44	0.36	26%	74%	0.44	61%	39%
Small Office Building (712)	1000 Sq. Ft.	16.19	1.92	82%	18%	2.45	32%	68%
Shopping Center (820)	1000 Sq. Ft.	37.75	0.94	62%	38%	3.81	48%	52%
Drinking Place (925)	1000 Sq. Ft.	113.60	-	-	-	11.36	66%	34%
High-Turnover (Sit-Down) Restaurant (932)	1000 Sq. Ft.	112.18	9.94	55%	45%	9.77	62%	38%
Automobile Care Center (942)	1000 Sq. Ft.	2.25	3.11	48%	52%	2.83	56%	44%

TABLE 2. NET TRIP GENERATION

LAND USE	UNIT	Quantity	AM Peak			PM Peak			Daily
			Total	IN	OUT	Total	IN	OUT	
Multifamily Housing (Mid-Rise) (221)	Dwelling Unit	316	114	30	84	139	85	54	1719
Small Office Building (712)	1000 Sq. Ft.	-2.000	-4	-3	-1	-5	-2	-3	-32
Shopping Center (820)	1000 Sq. Ft.	-3.168	-3	-2	-1	-12	-6	-6	-120
Drinking Place (925)	1000 Sq. Ft.	-2.950	-	-	-	-34	-22	-12	-335
High-Turnover (Sit-Down) Restaurant (932)*	1000 Sq. Ft.	-2.900	-	-	-	-28	-17	-11	-325
Automobile Care Center (942)	1000 Sq. Ft.	-2.400	-7	-3	-4	-7	-4	-3	-5
NET New Trip Generation			100	22	78	53	34	19	902

* Restaurant is not open until 3 PM.

EXHIBIT 4. TRIP DISTRIBUTION



APPENDIX B
TURNING MOVEMENT COUNT DATA

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:
2/20/20
THURSDAY

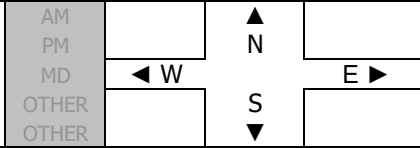
LOCATION:
NORTH & SOUTH:
EAST & WEST:

STANTON
BEACH BLVD
CHAPMAN AVE

PROJECT #:
LOCATION #:
CONTROL:

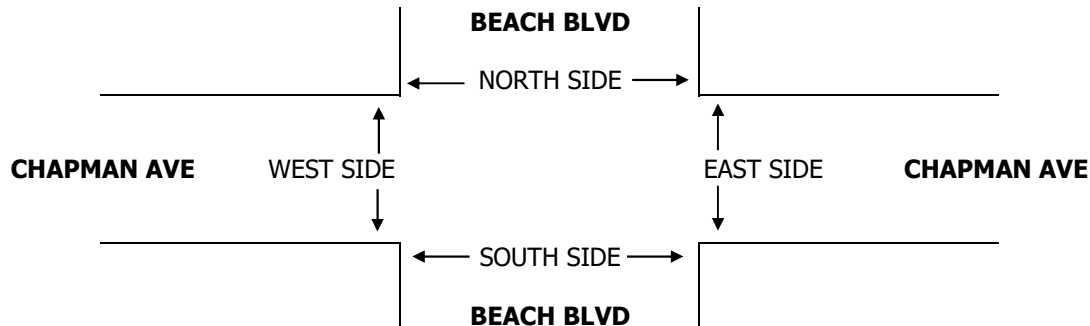
1
SIGNAL

NOTES:



	NORTHBOUND BEACH BLVD			SOUTHBOUND BEACH BLVD			EASTBOUND CHAPMAN AVE			WESTBOUND CHAPMAN AVE			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	2	4	0	2	4	0	1	3	0	1	2	1	

AM	7:00 AM	38	393	24	37	577	30	37	102	29	48	104	18	1,437
	7:15 AM	43	410	23	39	487	31	32	85	25	33	101	22	1,331
	7:30 AM	55	420	21	42	542	36	29	99	27	43	105	14	1,433
	7:45 AM	49	473	24	44	589	34	37	92	41	39	133	20	1,575
	8:00 AM	59	443	22	42	504	38	40	90	36	47	99	21	1,441
	8:15 AM	63	412	26	39	560	30	38	115	27	51	93	17	1,471
	8:30 AM	49	403	25	29	475	35	32	80	33	35	104	21	1,321
	8:45 AM	66	385	29	38	483	43	36	94	38	42	103	22	1,379
	VOLUMES	422	3,339	194	310	4,217	277	281	757	256	338	842	155	11,388
	APPROACH %	11%	84%	5%	6%	88%	6%	22%	59%	20%	25%	63%	12%	
	APP/DEPART	3,955	/	3,775	4,804	/	4,811	1,294	/	1,261	1,335	/	1,541	0
PM	BEGIN PEAK HR	7:30 AM												
	VOLUMES	226	1,748	93	167	2,195	138	144	396	131	180	430	72	5,920
	APPROACH %	11%	85%	4%	7%	88%	6%	21%	59%	20%	26%	63%	11%	
	PEAK HR FACTOR	0.946			0.937			0.932			0.888			0.940
	APP/DEPART	2,067	/	1,964	2,500	/	2,506	671	/	656	682	/	794	0
PM	4:00 PM	53	525	33	38	420	28	65	160	37	45	128	31	1,563
	4:15 PM	40	500	44	43	451	39	51	148	34	47	106	32	1,535
	4:30 PM	47	597	46	39	520	44	66	145	36	37	143	34	1,754
	4:45 PM	39	574	38	41	405	34	62	112	34	35	96	26	1,496
	5:00 PM	40	542	52	43	506	43	54	124	29	42	102	38	1,615
	5:15 PM	48	608	34	45	464	34	59	160	33	34	123	29	1,671
	5:30 PM	41	542	40	32	483	30	67	166	33	52	107	37	1,630
	5:45 PM	55	538	42	35	502	39	56	122	37	42	130	34	1,632
	VOLUMES	363	4,426	329	316	3,751	291	480	1,137	273	334	935	261	12,896
	APPROACH %	7%	86%	6%	7%	86%	7%	25%	60%	14%	22%	61%	17%	
	APP/DEPART	5,118	/	5,167	4,358	/	4,358	1,890	/	1,782	1,530	/	1,589	0
PM	BEGIN PEAK HR	5:00 PM												
	VOLUMES	184	2,230	168	155	1,955	146	236	572	132	170	462	138	6,548
	APPROACH %	7%	86%	7%	7%	87%	6%	25%	61%	14%	22%	60%	18%	
	PEAK HR FACTOR	0.936			0.953			0.883			0.934			0.980
	APP/DEPART	2,582	/	2,604	2,256	/	2,257	940	/	895	770	/	792	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:
2/20/20
THURSDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

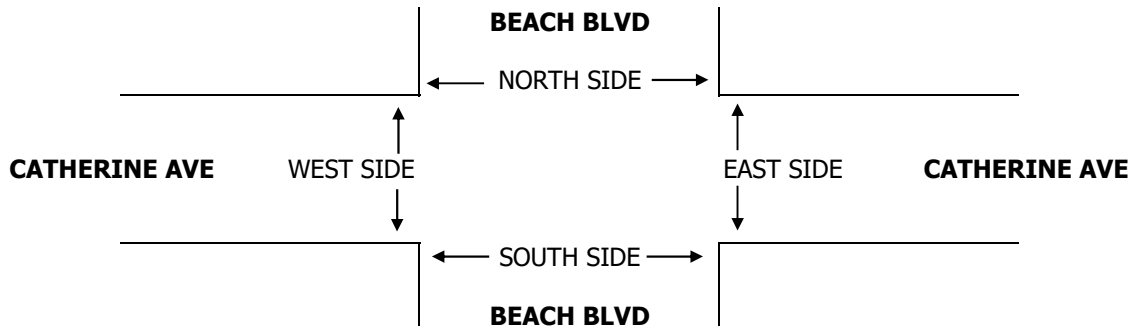
STANTON
BEACH BLVD
CATHERINE AVE

PROJECT #:
LOCATION #: 2
CONTROL: SIGNAL

NOTES:	AM		▲ N	
	PM			
	MD	◀ W		E ▶
	OTHER		S	
	OTHER		▼	

	NORTHBOUND BEACH BLVD			SOUTHBOUND BEACH BLVD			EASTBOUND CATHERINE AVE			WESTBOUND CATHERINE AVE			
LANES:	NL X	NT 4	NR 0	SL 1	ST 4	SR X	EL X	ET X	ER X	WL 0.5	WT X	WR 0.5	TOTAL

AM	7:00 AM		476	2	3	581				3		0	1,065
	7:15 AM		561	1	1	583				5		4	1,155
	7:30 AM		529	3	2	629				3		8	1,174
	7:45 AM		562	0	4	682				3		9	1,260
	8:00 AM		540	5	2	606				11		6	1,170
	8:15 AM		565	2	1	632				0		9	1,209
	8:30 AM		540	3	6	591				4		10	1,154
	8:45 AM		423	4	2	602				1		7	1,039
	VOLUMES	0	4,196	20	21	4,906	0	0	0	30	0	53	9,226
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	36%	0%	64%	
	APP/DEPART	4,216	/	4,249	4,927	/	4,936	0	/	41	83	/	0
PM	BEGIN PEAK HR	7:30 AM											
	VOLUMES	0	2,196	10	9	2,549	0	0	0	17	0	32	4,813
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	35%	0%	65%	
	PEAK HR FACTOR	0.973			0.932			0.000			0.721		
	APP/DEPART	2,206	/	2,228	2,558	/	2,566	0	/	19	49	/	0
	4:00 PM		619	17	6	489				2		7	1,140
	4:15 PM		598	8	6	492				4		9	1,117
	4:30 PM		714	7	4	606				3		4	1,338
	4:45 PM		690	11	7	498				3		4	1,213
	5:00 PM		712	15	5	519				3		4	1,258
	5:15 PM		700	10	5	491				3		6	1,215
	5:30 PM		687	16	4	528				2		7	1,244
	5:45 PM		631	13	4	530				3		5	1,186
	VOLUMES	0	5,351	97	41	4,153	0	0	0	23	0	46	9,711
	APPROACH %	0%	98%	2%	1%	99%	0%	0%	0%	33%	0%	67%	
	APP/DEPART	5,448	/	5,397	4,194	/	4,176	0	/	138	69	/	0
	BEGIN PEAK HR	4:30 PM											
	VOLUMES	0	2,816	43	21	2,114	0	0	0	12	0	18	5,024
	APPROACH %	0%	98%	2%	1%	99%	0%	0%	0%	40%	0%	60%	
	PEAK HR FACTOR	0.983			0.875			0.000			0.833		
	APP/DEPART	2,859	/	2,834	2,135	/	2,126	0	/	64	30	/	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:
2/20/20
THURSDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

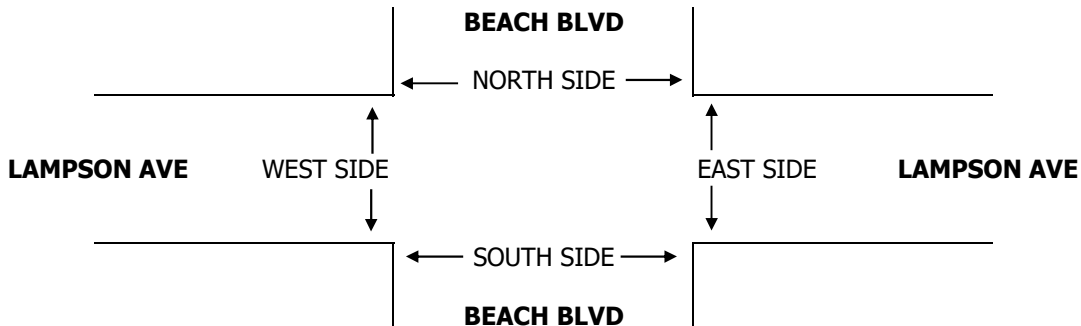
STANTON
BEACH BLVD
LAMPSON AVE

PROJECT #:
LOCATION #: 3
CONTROL: SIGNAL

NOTES:	AM		▲ N	
	PM			
	MD	◀ W		E ▶
	OTHER		S	
	OTHER		▼	

	NORTHBOUND BEACH BLVD			SOUTHBOUND BEACH BLVD			EASTBOUND LAMPSON AVE			WESTBOUND LAMPSON AVE			
LANES:	NL 1	NT 4	NR 0	SL 1	ST 4	SR 0	EL 1	ET 2	ER 0	WL 2	WT 2	WR 0	TOTAL

AM	7:00 AM	36	381	13	9	602	13	20	47	35	32	54	15	1,257
	7:15 AM	36	438	9	10	537	13	14	49	32	34	41	9	1,222
	7:30 AM	44	542	13	5	588	15	17	37	33	48	42	15	1,399
	7:45 AM	50	631	11	6	694	11	22	54	35	47	58	14	1,633
	8:00 AM	35	571	19	12	578	9	25	55	35	38	48	14	1,439
	8:15 AM	38	585	12	16	617	10	24	52	38	45	45	12	1,494
	8:30 AM	42	463	17	10	585	8	21	45	31	35	39	15	1,311
	8:45 AM	43	502	18	13	613	12	23	47	37	55	48	13	1,424
	VOLUMES	324	4,113	112	81	4,814	91	166	386	276	334	375	107	11,179
	APPROACH %	7%	90%	2%	2%	97%	2%	20%	47%	33%	41%	46%	13%	
PM	APP/DEPART	4,549	/	4,386	4,986	/	5,424	828	/	579	816	/	790	0
	BEGIN PEAK HR	7:30 AM												
	VOLUMES	167	2,329	55	39	2,477	45	88	198	141	178	193	55	5,965
	APPROACH %	7%	91%	2%	2%	97%	2%	21%	46%	33%	42%	45%	13%	
	PEAK HR FACTOR	0.922			0.900			0.928			0.895			0.913
	APP/DEPART	2,551	/	2,472	2,561	/	2,796	427	/	292	426	/	405	0
	4:00 PM	42	578	38	16	458	11	51	104	73	41	62	18	1,492
	4:15 PM	47	551	32	24	454	14	60	86	55	44	51	13	1,431
	4:30 PM	53	658	35	31	532	8	62	122	59	44	57	17	1,678
	4:45 PM	44	562	27	26	393	7	55	101	55	45	44	14	1,373
PM	5:00 PM	44	647	39	29	517	13	71	88	70	57	52	25	1,652
	5:15 PM	50	581	31	20	452	9	55	96	64	42	50	14	1,464
	5:30 PM	48	631	31	26	498	8	58	110	49	56	57	17	1,589
	5:45 PM	52	634	36	32	473	16	63	95	43	52	54	21	1,571
	VOLUMES	380	4,842	269	204	3,777	86	475	802	468	381	427	139	12,250
	APPROACH %	7%	88%	5%	5%	93%	2%	27%	46%	27%	40%	45%	15%	
	APP/DEPART	5,491	/	5,456	4,067	/	4,626	1,745	/	1,275	947	/	893	0
	BEGIN PEAK HR	5:00 PM												
	VOLUMES	194	2,493	137	107	1,940	46	247	389	226	207	213	77	6,276
	APPROACH %	7%	88%	5%	5%	93%	2%	29%	45%	26%	42%	43%	15%	
	PEAK HR FACTOR	0.967			0.936			0.941			0.927			0.950
	APP/DEPART	2,824	/	2,817	2,093	/	2,373	862	/	633	497	/	453	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:
2/20/20
THURSDAY

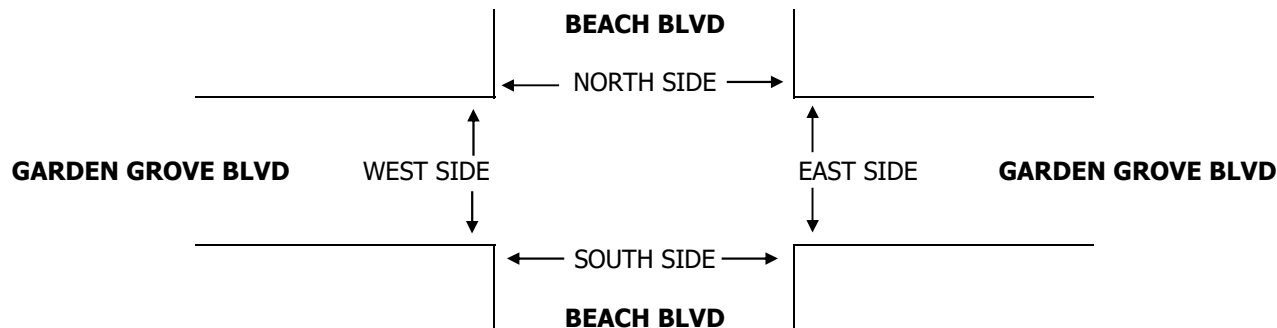
LOCATION:
NORTH & SOUTH: STANTON
EAST & WEST: BEACH BLVD
GARDEN GROVE BLVD

PROJECT #:
LOCATION #: 4
CONTROL: SIGNAL

NOTES:	AM		▲ N	
	PM			
	MD	◀ W		E ▶
	OTHER		S	
	OTHER		▼	

	NORTHBOUND BEACH BLVD			SOUTHBOUND BEACH BLVD			EASTBOUND GARDEN GROVE BLVD			WESTBOUND GARDEN GROVE BLVD			
LANES:	NL 1	NT 4	NR 1	SL 1	ST 4	SR 0	EL 1	ET 2	ER 1	WL 1	WT 2	WR 1	TOTAL

AM	7:00 AM	40	411	44	42	682	10	41	67	131	89	93	24	1,674
	7:15 AM	46	474	37	23	637	15	27	80	110	79	113	28	1,669
	7:30 AM	60	552	44	50	610	20	35	61	98	71	91	35	1,727
	7:45 AM	53	624	46	51	701	14	39	80	99	109	124	30	1,970
	8:00 AM	51	525	51	49	623	14	47	89	90	83	132	31	1,785
	8:15 AM	62	599	45	48	685	18	32	77	119	93	128	28	1,934
	8:30 AM	52	519	46	42	602	17	28	84	83	69	130	33	1,705
	8:45 AM	81	520	72	63	598	34	31	60	81	84	123	51	1,798
	VOLUMES	445	4,224	385	368	5,138	142	280	598	811	677	934	260	14,262
	APPROACH %	9%	84%	8%	7%	91%	3%	17%	35%	48%	36%	50%	14%	
	APP/DEPART	5,054	/	4,764	5,648	/	6,626	1,689	/	1,351	1,871	/	1,521	0
PM	BEGIN PEAK HR	7:30 AM												
	VOLUMES	226	2,300	186	198	2,619	66	153	307	406	356	475	124	7,416
	APPROACH %	8%	85%	7%	7%	91%	2%	18%	35%	47%	37%	50%	13%	
	PEAK HR FACTOR	0.938			0.941			0.950			0.908			0.941
	APP/DEPART	2,712	/	2,577	2,883	/	3,381	866	/	691	955	/	767	0
	4:00 PM	54	665	96	46	451	16	61	103	66	71	142	40	1,811
	4:15 PM	39	593	87	56	414	15	46	109	86	65	134	49	1,693
	4:30 PM	40	659	134	52	478	21	70	130	119	66	132	62	1,963
	4:45 PM	34	545	90	45	419	9	54	124	80	40	136	52	1,628
	5:00 PM	31	598	102	62	474	12	68	181	123	67	138	61	1,917
PM	5:15 PM	49	593	91	50	429	11	54	129	85	72	126	41	1,730
	5:30 PM	43	647	103	50	448	12	75	125	84	67	127	54	1,835
	5:45 PM	49	614	97	44	487	22	58	122	95	76	154	74	1,892
	VOLUMES	339	4,914	800	405	3,600	118	486	1,023	738	524	1,089	433	14,469
	APPROACH %	6%	81%	13%	10%	87%	3%	22%	46%	33%	26%	53%	21%	
	APP/DEPART	6,053	/	5,833	4,123	/	4,862	2,247	/	2,228	2,046	/	1,546	0
	BEGIN PEAK HR	5:00 PM												
	VOLUMES	172	2,452	393	206	1,838	57	255	557	387	282	545	230	7,374
	APPROACH %	6%	81%	13%	10%	87%	3%	21%	46%	32%	27%	52%	22%	
	PEAK HR FACTOR	0.951			0.950			0.806			0.869			0.962
	APP/DEPART	3,017	/	2,937	2,101	/	2,507	1,199	/	1,156	1,057	/	774	0



APPENDIX C
LEVEL OF SERVICE ANALYSIS

Intersection Capacity Utilization Analysis (ICU)

Traffic Scenario: **Existing**

Intersection # **1**

Project: **Beach Boulevard Apartments**

North/South St: **Beach Blvd**

East/West St: **Chapman Ave**

Date: **4/1/20**

By: **KH**

Movement	No, of Lanes	Critical Lane Capacity	A.M. Peak Hour				P.M. Peak Hour			
			Volumes				Volumes			
			Total	Critical Lane	V/C Ratio	Critical V/C	Total	Critical Lane	V/C Ratio	Critical V/C
Northbound :Left	2.0	1700	226	124	0.073	0.073	184	101	0.060	
Northbound :Thru	4.0	1700	1748	614	0.361		2230	799	0.470	0.470
Northbound Right:		1700	93				168			
Southbound :Left	2.0	1700	167	92	0.054		155	85	0.050	0.050
Southbound :Thru	4.0	1700	2195	778	0.457	0.457	1955	700	0.412	
Southbound Right:		1700	138				146			
Eastbound :Left	1.0	1700	144	144	0.085	0.085	236	236	0.139	0.139
Eastbound :Thru	3.0	1700	396	176	0.103		572	235	0.138	
Eastbound Right:		1700	131				132			
Westbound :Left	1.0	1700	180	180	0.106		170	170	0.100	
Westbound :Thru	2.0	1700	430	215	0.126	0.126	462	231	0.136	0.136
Westbound Right:	1.0	1700	72	72	0.042		138	138	0.081	
Sum of Critical V/C Ratios						0.741	0.795			
Adjustments for Lost Time						0.05	0.05			
Intersection Capacity Utilization (ICU)						0.791	0.845			
Level of Service (LOS)						C	D			

NOTES:

Level of Service (LOS)

A	0.00 ~ 0.60
B	0.601 ~ 0.70
C	0.701 ~ 0.80
D	0.801 ~ 0.90
E	0.901 ~ 1.00
F	1.00+

Critical Lane Flow Factors

0.5	Lanes:	2.00
1	Lane:	1.00
1.5	Lanes:	0.67
2	Lanes:	0.50
2.5	Lanes:	0.40
3	Lanes:	0.33

HCM 6th TWSC
2: Beach Blvd & Catherine Ave

Synchro cannot analyze four-lane geometry. Therefore, the northbound approach was analyzed using three-lane geometry and the traffic volume has been adjusted based on the equal average traffic volume per lane.

03/12/2020

Intersection						
Int Delay, s/veh	0.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↑↑↑		↘	↑↑↑
Traffic Vol, veh/h	17	32	1647	10	9	1912
Future Vol, veh/h	17	32	1647	10	9	1912
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	35	1790	11	10	2078

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	2647	901	0
Stage 1	1796	-	-
Stage 2	851	-	-
Critical Hdwy	5.74	7.14	-
Critical Hdwy Stg 1	6.64	-	-
Critical Hdwy Stg 2	6.04	-	-
Follow-up Hdwy	3.82	3.92	-
Pot Cap-1 Maneuver	41	241	-
Stage 1	77	-	-
Stage 2	343	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	38	241	-
Mov Cap-2 Maneuver	38	-	-
Stage 1	72	-	-
Stage 2	343	-	-

Approach	WB	NB	SB
HCM Control Delay, s	22.4	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	241	158
HCM Lane V/C Ratio	-	-	0.144	0.062
HCM Control Delay (s)	-	-	22.4	29.3
HCM Lane LOS	-	-	C	D
HCM 95th %tile Q(veh)	-	-	0.5	0.2

HCM 6th TWSC
2: Beach Blvd & Catherine Ave

Synchro cannot analyze four-lane geometry. Therefore, the northbound approach was analyzed using three-lane geometry and the traffic volume has been adjusted based on the equal average traffic volume per lane.

03/12/2020

Intersection						
Int Delay, s/veh	0.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↑↑↑		↘	↑↑↑
Traffic Vol, veh/h	12	18	2112	43	21	1586
Future Vol, veh/h	12	18	2112	43	21	1586
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	20	2296	47	23	1724

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	3056	1172	0
Stage 1	2320	-	-
Stage 2	736	-	-
Critical Hdwy	5.74	7.14	-
Critical Hdwy Stg 1	6.64	-	-
Critical Hdwy Stg 2	6.04	-	-
Follow-up Hdwy	3.82	3.92	-
Pot Cap-1 Maneuver	24	159	-
Stage 1	35	-	-
Stage 2	395	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	17	159	-
Mov Cap-2 Maneuver	17	-	-
Stage 1	25	-	-
Stage 2	395	-	-

Approach	WB	NB	SB
HCM Control Delay, s	30.8	0	0.8
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	159	83
HCM Lane V/C Ratio	-	-	0.123	0.275
HCM Control Delay (s)	-	-	30.8	64.1
HCM Lane LOS	-	-	D	F
HCM 95th %tile Q(veh)	-	-	0.4	1

Intersection Capacity Utilization Analysis (ICU)

Traffic Scenario: **Existing**

Intersection # **3**

Project: **Beach Boulevard Apartment**

North/South St: **Beach Blvd**

East/West St: **Lampson Ave**

Date: **4/1/20**

By: **KH**

Movement	No, of Lanes	Critical Lane Capacity	A.M. Peak Hour				P.M. Peak Hour			
			Volumes				Volumes			
			Total	Critical Lane	V/C Ratio	Critical V/C	Total	Critical Lane	V/C Ratio	Critical V/C
Northbound :Left	1.0	1700	167	167	0.098	0.098	194	194	0.114	
Northbound :Thru	4.0	1700	2329	795	0.467		2493	877	0.516	0.516
Northbound Right:		1700	55				137			
Southbound :Left	1.0	1700	39	39	0.023		107	107	0.063	0.063
Southbound :Thru	4.0	1700	2477	841	0.495	0.495	1940	662	0.389	
Southbound Right:		1700	45				46			
Eastbound :Left	1.0	1700	88	88	0.052		247	247	0.145	
Eastbound :Thru	2.0	1700	198	170	0.100	0.100	389	308	0.181	0.181
Eastbound Right:		1700	141				226			
Westbound :Left	2.0	1700	178	98	0.058	0.058	207	114	0.067	0.067
Westbound :Thru	2.0	1700	193	124	0.073		213	145	0.085	
Westbound Right:		1700	55				77			
Sum of Critical V/C Ratios						0.751			0.827	
Adjustments for Lost Time						0.05			0.05	
Intersection Capacity Utilization (ICU)						0.801			0.877	
Level of Service (LOS)						C			D	

NOTES:

Level of Service (LOS)

A	0.00 ~ 0.60
B	0.601 ~ 0.70
C	0.701 ~ 0.80
D	0.801 ~ 0.90
E	0.901 ~ 1.00
F	1.00+

Critical Lane Flow Factors

0.5	Lanes:	2.00
1	Lane:	1.00
1.5	Lanes:	0.67
2	Lanes:	0.50
2.5	Lanes:	0.40
3	Lanes:	0.33

Intersection Capacity Utilization Analysis (ICU)

Traffic Scenario: **Existing**

Intersection # **4**

Project: **Beach Boulevard Apartment**

North/South St: **Beach Blvd**

East/West St: **Garden Grove Blvd**

Date: **4/1/20**

By: **KH**

Movement	No, of Lanes	Critical Lane Capacity	A.M. Peak Hour				P.M. Peak Hour			
			Volumes				Volumes			
			Total	Critical Lane	V/C Ratio	Critical V/C	Total	Critical Lane	V/C Ratio	Critical V/C
Northbound :Left	1.0	1700	226	226	0.133	0.133	172	172	0.101	
Northbound :Thru	4.0	1700	2300	767	0.451		2452	817	0.481	0.481
Northbound Right:	1.0	1700	186	186	0.109		393	393	0.231	
Southbound :Left	1.0	1700	198	198	0.116		206	206	0.121	0.121
Southbound :Thru	4.0	1700	2619	895	0.526	0.526	1838	632	0.372	
Southbound Right:		1700	66				57			
Eastbound :Left	1.0	1700	153	153	0.090		255	255	0.150	
Eastbound :Thru	2.0	1700	307	154	0.090		557	279	0.164	
Eastbound Right:	1.0	1700	406	406	0.239	0.239	387	387	0.228	0.228
Westbound :Left	1.0	1700	356	356	0.209	0.209	282	282	0.166	0.166
Westbound :Thru	2.0	1700	475	238	0.140		545	273	0.160	
Westbound Right:	1.0	1700	124	124	0.073		230	230	0.135	
Sum of Critical V/C Ratios						1.107	0.996			
Adjustments for Lost Time						0.05	0.05			
Intersection Capacity Utilization (ICU)						1.157	1.046			
Level of Service (LOS)						F	F			

NOTES:

Level of Service (LOS)

A	0.00 ~ 0.60
B	0.601 ~ 0.70
C	0.701 ~ 0.80
D	0.801 ~ 0.90
E	0.901 ~ 1.00
F	1.00+

Critical Lane Flow Factors

0.5	Lanes:	2.00
1	Lane:	1.00
1.5	Lanes:	0.67
2	Lanes:	0.50
2.5	Lanes:	0.40
3	Lanes:	0.33

Intersection Capacity Utilization Analysis (ICU)

Traffic Scenario: **Existing + Project**

Intersection # **1**

Project: **Beach Boulevard Apartments**

North/South St: **Beach Blvd**

East/West St: **Chapman Ave**

Date: **4/1/20**

By: **KH**

Movement	No, of Lanes	Critical Lane Capacity	A.M. Peak Hour				P.M. Peak Hour			
			Volumes				Volumes			
			Total	Critical Lane	V/C Ratio	Critical V/C	Total	Critical Lane	V/C Ratio	Critical V/C
Northbound :Left	2.0	1700	230	127	0.074	0.074	185	102	0.060	
Northbound :Thru	4.0	1700	1764	620	0.365		2234	801	0.471	0.471
Northbound Right:		1700	97				169			
Southbound :Left	2.0	1700	167	92	0.054		155	85	0.050	0.050
Southbound :Thru	4.0	1700	2200	779	0.458	0.458	1962	703	0.413	
Southbound Right:		1700	138				146			
Eastbound :Left	1.0	1700	144	144	0.085	0.085	236	236	0.139	0.139
Eastbound :Thru	3.0	1700	396	176	0.104		572	235	0.138	
Eastbound Right:		1700	132				134			
Westbound :Left	1.0	1700	181	181	0.106		172	172	0.101	
Westbound :Thru	2.0	1700	430	215	0.126	0.126	462	231	0.136	0.136
Westbound Right:	1.0	1700	72	72	0.042		138	138	0.081	
Sum of Critical V/C Ratios						0.743	0.796			
Adjustments for Lost Time						0.05	0.05			
Intersection Capacity Utilization (ICU)						0.793	0.846			
Level of Service (LOS)						C	D			

NOTES:

Level of Service (LOS)

A	0.00 ~ 0.60
B	0.601 ~ 0.70
C	0.701 ~ 0.80
D	0.801 ~ 0.90
E	0.901 ~ 1.00
F	1.00+

Critical Lane Flow Factors

0.5	Lanes:	2.00
1	Lane:	1.00
1.5	Lanes:	0.67
2	Lanes:	0.50
2.5	Lanes:	0.40
3	Lanes:	0.33

HCM 6th TWSC
2: Beach Blvd & Project Dwy A/Catherine Ave

Synchro cannot analyze four-lane geometry. Therefore, the northbound approach was analyzed using three-lane geometry and the traffic volume has been adjusted based on the equal average traffic volume per lane.

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗			↗	↗	↑↑↑		↗	↑↑↑	
Traffic Vol, veh/h	0	0	8	17	0	32	15	1665	10	9	1917	0
Future Vol, veh/h	0	0	8	17	0	32	15	1665	10	9	1917	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	120	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	9	18	0	35	16	1810	11	10	2084	0

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	-	-	1042	2702	-	911	2084	0	0	1821	0	0
Stage 1	-	-	-	1848	-	-	-	-	-	-	-	-
Stage 2	-	-	-	854	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.14	6.44	-	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	-	-	-	7.34	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.74	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.92	3.82	-	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	0	0	194	23	0	238	113	-	-	154	-	0
Stage 1	0	0	-	50	0	-	-	-	-	-	-	0
Stage 2	0	0	-	290	0	-	-	-	-	-	-	0
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	194	19	-	238	113	-	-	154	-	-
Mov Cap-2 Maneuver	-	-	-	19	-	-	-	-	-	-	-	-
Stage 1	-	-	-	43	-	-	-	-	-	-	-	-
Stage 2	-	-	-	259	-	-	-	-	-	-	-	-

Approach	EB		WB		NB			SB				
HCM Control Delay, s	24.4		22.7		0.4			0.1				
HCM LOS	C		C									

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT
Capacity (veh/h)	113	-	-	194	238	154
HCM Lane V/C Ratio	0.144	-	-	0.045	0.146	0.064
HCM Control Delay (s)	42.2	-	-	24.4	22.7	30
HCM Lane LOS	E	-	-	C	C	D
HCM 95th %tile Q(veh)	0.5	-	-	0.1	0.5	0.2

HCM 6th TWSC
2: Beach Blvd & Project Dwy A/Catherine Ave

Synchro cannot analyze four-lane geometry. Therefore, the northbound approach was analyzed using three-lane geometry and the traffic volume has been adjusted based on the equal average traffic volume per lane.

Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗			↗	↗ ↗ ↗	↗ ↗ ↗		↗ ↗ ↗		
Traffic Vol, veh/h	0	0	2	12	0	18	25	2117	43	21	1594	0
Future Vol, veh/h	0	0	2	12	0	18	25	2117	43	21	1594	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	120	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	2	13	0	20	27	2301	47	23	1733	0

Major/Minor	Minor2		Minor1		Major1			Major2			
Conflicting Flow All	-	-	867	3118	-	1174	1733	0	0	2348	0
Stage 1	-	-	-	2379	-	-	-	-	-	-	-
Stage 2	-	-	-	739	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.14	6.44	-	7.14	5.34	-	-	5.34	-
Critical Hdwy Stg 1	-	-	-	7.34	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.74	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.92	3.82	-	3.92	3.12	-	-	3.12	-
Pot Cap-1 Maneuver	0	0	254	~ 12	0	159	171	-	-	83	-
Stage 1	0	0	-	20	0	-	-	-	-	-	0
Stage 2	0	0	-	341	0	-	-	-	-	-	0
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	254	~ 8	-	159	171	-	-	83	-
Mov Cap-2 Maneuver	-	-	-	~ 8	-	-	-	-	-	-	-
Stage 1	-	-	-	17	-	-	-	-	-	-	-
Stage 2	-	-	-	244	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	19.3		30.8		0.3		0.8	
HCM LOS	C		D					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT
Capacity (veh/h)	171	-	-	254	159	83
HCM Lane V/C Ratio	0.159	-	-	0.009	0.123	0.275
HCM Control Delay (s)	30	-	-	19.3	30.8	64.1
HCM Lane LOS	D	-	-	C	D	F
HCM 95th %tile Q(veh)	0.6	-	-	0	0.4	1

Notes			
-: Volume exceeds capacity	\$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection Capacity Utilization Analysis (ICU)

Traffic Scenario: **Existing + Project**

Intersection # **3**

Project: **Beach Boulevard Apartment**

North/South St: **Beach Blvd**

East/West St: **Lampson Ave**

Date: **4/1/20**

By: **KH**

Movement	No, of Lanes	Critical Lane Capacity	A.M. Peak Hour				P.M. Peak Hour			
			Volumes			V/C Ratio	Volumes			V/C Ratio
			Total	Critical Lane	Critical V/C		Total	Critical Lane	Critical V/C	
Northbound :Left	1.0	1700	167	167	0.098	0.098	194	194	0.114	
Northbound :Thru	4.0	1700	2338	798	0.469		2507	881	0.518	0.518
Northbound Right:		1700	55				137			
Southbound :Left	1.0	1700	75	75	0.044		116	116	0.068	0.068
Southbound :Thru	4.0	1700	2509	855	0.503	0.503	1948	666	0.392	
Southbound Right:		1700	57				49			
Eastbound :Left	1.0	1700	91	91	0.054		252	252	0.148	
Eastbound :Thru	2.0	1700	198	170	0.100	0.100	389	308	0.181	0.181
Eastbound Right:		1700	141				226			
Westbound :Left	2.0	1700	178	98	0.058	0.058	207	114	0.067	0.067
Westbound :Thru	2.0	1700	193	126	0.074		213	148	0.087	
Westbound Right:		1700	58				82			
Sum of Critical V/C Ratios						0.759	0.834			
Adjustments for Lost Time						0.05	0.05			
Intersection Capacity Utilization (ICU)						0.809	0.884			
Level of Service (LOS)						D	D			

NOTES:

Level of Service (LOS)

A	0.00 ~ 0.60
B	0.601 ~ 0.70
C	0.701 ~ 0.80
D	0.801 ~ 0.90
E	0.901 ~ 1.00
F	1.00+

Critical Lane Flow Factors

0.5	Lanes:	2.00
1	Lane:	1.00
1.5	Lanes:	0.67
2	Lanes:	0.50
2.5	Lanes:	0.40
3	Lanes:	0.33

Intersection Capacity Utilization Analysis (ICU)

Traffic Scenario: **Existing + Project**

Intersection # **4**

Project: **Beach Boulevard Apartment**

North/South St: **Beach Blvd**

East/West St: **Garden Grove Blvd**

Date: **4/1/20**

By: **KH**

Movement	No, of Lanes	Critical Lane Capacity	A.M. Peak Hour				P.M. Peak Hour			
			Volumes				Volumes			
			Total	Critical Lane	V/C Ratio	Critical V/C	Total	Critical Lane	V/C Ratio	Critical V/C
Northbound :Left	1.0	1700	226	226	0.133	0.133	172	172	0.101	
Northbound :Thru	4.0	1700	2307	769	0.452		2463	821	0.483	0.483
Northbound Right:	1.0	1700	186	186	0.109		393	393	0.231	
Southbound :Left	1.0	1700	202	202	0.119		207	207	0.122	0.122
Southbound :Thru	4.0	1700	2643	904	0.532	0.532	1844	634	0.373	
Southbound Right:		1700	70				58			
Eastbound :Left	1.0	1700	154	154	0.091		257	257	0.151	
Eastbound :Thru	2.0	1700	307	154	0.090		557	279	0.164	
Eastbound Right:	1.0	1700	406	406	0.239	0.239	387	387	0.228	0.228
Westbound :Left	1.0	1700	356	356	0.209	0.209	282	282	0.166	0.166
Westbound :Thru	2.0	1700	475	238	0.140		545	273	0.160	
Westbound Right:	1.0	1700	125	125	0.074		232	232	0.136	
Sum of Critical V/C Ratios						1.113				0.999
Adjustments for Lost Time						0.05				0.05
Intersection Capacity Utilization (ICU)						1.163				1.049
Level of Service (LOS)						F				F

NOTES:

Level of Service (LOS)

A	0.00 ~ 0.60
B	0.601 ~ 0.70
C	0.701 ~ 0.80
D	0.801 ~ 0.90
E	0.901 ~ 1.00
F	1.00+

Critical Lane Flow Factors

0.5	Lanes:	2.00
1	Lane:	1.00
1.5	Lanes:	0.67
2	Lanes:	0.50
2.5	Lanes:	0.40
3	Lanes:	0.33

Intersection Capacity Utilization Analysis (ICU)

Traffic Scenario: **Existing + Growth + Cumulative**

Intersection # **1**

Project: **Beach Boulevard Apartments**

North/South St: **Beach Blvd**

East/West St: **Chapman Ave**

Date: **4/1/20**

By: **KH**

Movement	No, of Lanes	Critical Lane Capacity	A.M. Peak Hour				P.M. Peak Hour			
			Volumes				Volumes			
			Total	Critical Lane	V/C Ratio	Critical V/C	Total	Critical Lane	V/C Ratio	Critical V/C
Northbound :Left	2.0	1700	236	130	0.076	0.076	191	105	0.062	
Northbound :Thru	4.0	1700	1813	639	0.376		2288	823	0.484	0.484
Northbound Right:		1700	105				182			
Southbound :Left	2.0	1700	170	94	0.055		158	87	0.051	0.051
Southbound :Thru	4.0	1700	2198	780	0.459	0.459	2018	722	0.425	
Southbound Right:		1700	141				149			
Eastbound :Left	1.0	1700	147	147	0.086	0.086	241	241	0.142	0.142
Eastbound :Thru	3.0	1700	404	178	0.105		583	240	0.141	
Eastbound Right:		1700	130				138			
Westbound :Left	1.0	1700	184	184	0.108		186	186	0.109	
Westbound :Thru	2.0	1700	439	220	0.129	0.129	471	236	0.139	0.139
Westbound Right:	1.0	1700	73	73	0.043		141	141	0.083	
Sum of Critical V/C Ratios					0.750		0.816			
Adjustments for Lost Time					0.05		0.05			
Intersection Capacity Utilization (ICU)					0.800		0.866			
Level of Service (LOS)					C		D			

NOTES:

Level of Service (LOS)

A	0.00 ~ 0.60
B	0.601 ~ 0.70
C	0.701 ~ 0.80
D	0.801 ~ 0.90
E	0.901 ~ 1.00
F	1.00+

Critical Lane Flow Factors

0.5	Lanes:	2.00
1	Lane:	1.00
1.5	Lanes:	0.67
2	Lanes:	0.50
2.5	Lanes:	0.40
3	Lanes:	0.33

HCM 6th TWSC
2: Beach Blvd & Catherine Ave

Synchro cannot analyze four-lane geometry. Therefore, the northbound approach was analyzed using three-lane geometry and the traffic volume has been adjusted based on the equal average traffic volume per lane.

03/12/2020

Intersection						
Int Delay, s/veh	0.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↑↑↑		↘	↑↑↑
Traffic Vol, veh/h	17	33	1714	10	9	1919
Future Vol, veh/h	17	33	1714	10	9	1919
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	36	1863	11	10	2086

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	2723	937	0
Stage 1	1869	-	-
Stage 2	854	-	-
Critical Hdwy	5.74	7.14	-
Critical Hdwy Stg 1	6.64	-	-
Critical Hdwy Stg 2	6.04	-	-
Follow-up Hdwy	3.82	3.92	-
Pot Cap-1 Maneuver	38	228	-
Stage 1	69	-	-
Stage 2	342	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	35	228	-
Mov Cap-2 Maneuver	35	-	-
Stage 1	64	-	-
Stage 2	342	-	-

Approach	WB	NB	SB
HCM Control Delay, s	23.7	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	228	145
HCM Lane V/C Ratio	-	-	0.157	0.067
HCM Control Delay (s)	-	-	23.7	31.6
HCM Lane LOS	-	-	C	D
HCM 95th %tile Q(veh)	-	-	0.5	0.2

HCM 6th TWSC
2: Beach Blvd & Catherine Ave

Synchro cannot analyze four-lane geometry. Therefore, the northbound approach was analyzed using three-lane geometry and the traffic volume has been adjusted based on the equal average traffic volume per lane.

03/12/2020

Intersection						
Int Delay, s/veh	0.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↑↑↑		↘	↑↑↑
Traffic Vol, veh/h	12	18	2174	44	21	1635
Future Vol, veh/h	12	18	2174	44	21	1635
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	20	2363	48	23	1777

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	3144	1206	0
Stage 1	2387	-	-
Stage 2	757	-	-
Critical Hdwy	5.74	7.14	-
Critical Hdwy Stg 1	6.64	-	-
Critical Hdwy Stg 2	6.04	-	-
Follow-up Hdwy	3.82	3.92	-
Pot Cap-1 Maneuver	22	151	-
Stage 1	32	-	-
Stage 2	385	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	15	151	-
Mov Cap-2 Maneuver	15	-	-
Stage 1	22	-	-
Stage 2	385	-	-

Approach	WB	NB	SB
HCM Control Delay, s	32.4	0	0.9
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	151	77
HCM Lane V/C Ratio	-	-	0.13	0.296
HCM Control Delay (s)	-	-	32.4	70.4
HCM Lane LOS	-	-	D	F
HCM 95th %tile Q(veh)	-	-	0.4	1.1

Intersection Capacity Utilization Analysis (ICU)

Traffic Scenario: **Existing + Growth + Cumulative**

Intersection # **3**

Project: **Beach Boulevard Apartment**

North/South St: **Beach Blvd**

East/West St: **Lampson Ave**

Date: **4/1/20**

By: **KH**

Movement	No, of Lanes	Critical Lane Capacity	A.M. Peak Hour				P.M. Peak Hour			
			Volumes				Volumes			
			Total	Critical Lane	V/C Ratio	Critical V/C	Total	Critical Lane	V/C Ratio	Critical V/C
Northbound :Left	1.0	1700	176	176	0.104	0.104	203	203	0.119	
Northbound :Thru	4.0	1700	2421	830	0.488		2570	908	0.534	0.534
Northbound Right:		1700	68				153			
Southbound :Left	1.0	1700	40	40	0.024		109	109	0.064	0.064
Southbound :Thru	4.0	1700	2482	843	0.496	0.496	2019	689	0.405	
Southbound Right:		1700	46				47			
Eastbound :Left	1.0	1700	90	90	0.053		252	252	0.148	
Eastbound :Thru	2.0	1700	202	172	0.101	0.101	397	317	0.186	0.186
Eastbound Right:		1700	141				236			
Westbound :Left	2.0	1700	182	100	0.059	0.059	224	123	0.072	0.072
Westbound :Thru	2.0	1700	197	127	0.074		217	148	0.087	
Westbound Right:		1700	56				79			
Sum of Critical V/C Ratios						0.760			0.856	
Adjustments for Lost Time						0.05			0.05	
Intersection Capacity Utilization (ICU)						0.810			0.906	
Level of Service (LOS)						D			E	

NOTES:

Level of Service (LOS)

A	0.00 ~ 0.60
B	0.601 ~ 0.70
C	0.701 ~ 0.80
D	0.801 ~ 0.90
E	0.901 ~ 1.00
F	1.00+

Critical Lane Flow Factors

0.5	Lanes:	2.00
1	Lane:	1.00
1.5	Lanes:	0.67
2	Lanes:	0.50
2.5	Lanes:	0.40
3	Lanes:	0.33

Intersection Capacity Utilization Analysis (ICU)

Traffic Scenario: **Existing + Growth + Cumulative**

Intersection # **4**

Project: **Beach Boulevard Apartment**

North/South St: **Beach Blvd**

East/West St: **Garden Grove Blvd**

Date: **4/1/20**

By: **KH**

Movement	No, of Lanes	Critical Lane Capacity	A.M. Peak Hour				P.M. Peak Hour			
			Volumes				Volumes			
			Total	Critical Lane	V/C Ratio	Critical V/C	Total	Critical Lane	V/C Ratio	Critical V/C
Northbound :Left	1.0	1700	238	238	0.140	0.140	205	205	0.121	
Northbound :Thru	4.0	1700	2390	797	0.469		2654	885	0.520	0.520
Northbound Right:	1.0	1700	190	190	0.112		401	401	0.236	
Southbound :Left	1.0	1700	216	216	0.127		225	225	0.132	0.132
Southbound :Thru	4.0	1700	2712	928	0.546	0.546	1899	653	0.384	
Southbound Right:		1700	71				60			
Eastbound :Left	1.0	1700	157	157	0.092		263	263	0.155	
Eastbound :Thru	2.0	1700	317	159	0.093		579	290	0.170	
Eastbound Right:	1.0	1700	425	425	0.250	0.250	413	413	0.243	0.243
Westbound :Left	1.0	1700	363	363	0.214	0.214	288	288	0.169	0.169
Westbound :Thru	2.0	1700	489	245	0.144		576	288	0.169	
Westbound Right:	1.0	1700	132	132	0.078		258	258	0.152	
Sum of Critical V/C Ratios						1.150			1.064	
Adjustments for Lost Time						0.05			0.05	
Intersection Capacity Utilization (ICU)						1.200			1.114	
Level of Service (LOS)						F			F	

NOTES:

Level of Service (LOS)

A	0.00 ~ 0.60
B	0.601 ~ 0.70
C	0.701 ~ 0.80
D	0.801 ~ 0.90
E	0.901 ~ 1.00
F	1.00+

Critical Lane Flow Factors

0.5	Lanes:	2.00
1	Lane:	1.00
1.5	Lanes:	0.67
2	Lanes:	0.50
2.5	Lanes:	0.40
3	Lanes:	0.33

Intersection Capacity Utilization Analysis (ICU)

Traffic Scenario: **Existing + Growth + Cumulative + Project**

Intersection # **1**

Project: **Beach Boulevard Apartments**

North/South St: **Beach Blvd**

East/West St: **Chapman Ave**

Date: **4/1/20**

By: **KH**

Movement	No, of Lanes	Critical Lane Capacity	A.M. Peak Hour				P.M. Peak Hour			
			Volumes				Volumes			
			Total	Critical Lane	V/C Ratio	Critical V/C	Total	Critical Lane	V/C Ratio	Critical V/C
Northbound :Left	2.0	1700	240	132	0.078	0.078	192	106	0.062	
Northbound :Thru	4.0	1700	1829	646	0.380		2292	825	0.485	0.485
Northbound Right:		1700	109				183			
Southbound :Left	2.0	1700	170	94	0.055		158	87	0.051	0.051
Southbound :Thru	4.0	1700	2203	781	0.460	0.460	2025	725	0.426	
Southbound Right:		1700	141				149			
Eastbound :Left	1.0	1700	147	147	0.086	0.086	241	241	0.142	0.142
Eastbound :Thru	3.0	1700	404	178	0.105		583	241	0.142	
Eastbound Right:		1700	131				140			
Westbound :Left	1.0	1700	185	185	0.109		188	188	0.111	
Westbound :Thru	2.0	1700	439	220	0.129	0.129	471	236	0.139	0.139
Westbound Right:	1.0	1700	73	73	0.043		141	141	0.083	
Sum of Critical V/C Ratios						0.753	0.817			
Adjustments for Lost Time						0.05	0.05			
Intersection Capacity Utilization (ICU)						0.803	0.867			
Level of Service (LOS)						D	D			

NOTES:

Level of Service (LOS)

A	0.00 ~ 0.60
B	0.601 ~ 0.70
C	0.701 ~ 0.80
D	0.801 ~ 0.90
E	0.901 ~ 1.00
F	1.00+

Critical Lane Flow Factors

0.5	Lanes:	2.00
1	Lane:	1.00
1.5	Lanes:	0.67
2	Lanes:	0.50
2.5	Lanes:	0.40
3	Lanes:	0.33

HCM 6th TWSC
2: Beach Blvd & Project Dwy A/Catherine Ave

Synchro cannot analyze four-lane geometry. Therefore, the northbound approach was analyzed using three-lane geometry and the traffic volume has been adjusted based on the equal average traffic volume per lane.

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗			↗	↗ ↗ ↗	↗ ↗ ↗		↗ ↗ ↗	↗ ↗ ↗	
Traffic Vol, veh/h	0	0	8	17	0	33	15	1732	10	9	1925	0
Future Vol, veh/h	0	0	8	17	0	33	15	1732	10	9	1925	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	120	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	9	18	0	36	16	1883	11	10	2092	0

Major/Minor	Minor2		Minor1		Major1		Major2		Major2		Major2	
Conflicting Flow All	-	-	1046	2778	-	947	2092	0	0	1894	0	0
Stage 1	-	-	-	1921	-	-	-	-	-	-	-	-
Stage 2	-	-	-	857	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.14	6.44	-	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	-	-	-	7.34	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.74	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.92	3.82	-	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	0	0	193	20	0	225	112	-	-	142	-	0
Stage 1	0	0	-	44	0	-	-	-	-	-	-	0
Stage 2	0	0	-	288	0	-	-	-	-	-	-	0
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	193	~ 16	-	225	112	-	-	142	-	-
Mov Cap-2 Maneuver	-	-	-	~ 16	-	-	-	-	-	-	-	-
Stage 1	-	-	-	38	-	-	-	-	-	-	-	-
Stage 2	-	-	-	256	-	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	24.5		24		0.4		0.1	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT
Capacity (veh/h)	112	-	-	193	225	142
HCM Lane V/C Ratio	0.146	-	-	0.045	0.159	0.069
HCM Control Delay (s)	42.5	-	-	24.5	24	32.2
HCM Lane LOS	E	-	-	C	C	D
HCM 95th %tile Q(veh)	0.5	-	-	0.1	0.6	0.2

Notes			
-: Volume exceeds capacity	\$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

HCM 6th TWSC
2: Beach Blvd & Project Dwy A/Catherine Ave

Synchro cannot analyze four-lane geometry. Therefore, the northbound approach was analyzed using three-lane geometry and the traffic volume has been adjusted based on the equal average traffic volume per lane.

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗			↗	↗ ↗ ↗	↗ ↗ ↗		↗ ↗ ↗		
Traffic Vol, veh/h	0	0	2	12	0	18	25	2179	44	21	1643	0
Future Vol, veh/h	0	0	2	12	0	18	25	2179	44	21	1643	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	0	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	2	13	0	20	27	2368	48	23	1786	0

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	-	-	893	3206	-	1208	1786	0	0	2416	0	0
Stage 1	-	-	-	2446	-	-	-	-	-	-	-	-
Stage 2	-	-	-	760	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	7.14	6.44	-	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	-	-	-	7.34	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	6.74	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.92	3.82	-	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	0	0	244	~ 11	0	150	160	-	-	77	-	0
Stage 1	0	0	-	18	0	-	-	-	-	-	-	0
Stage 2	0	0	-	331	0	-	-	-	-	-	-	0
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	244	~ 7	-	150	160	-	-	77	-	-
Mov Cap-2 Maneuver	-	-	-	~ 7	-	-	-	-	-	-	-	-
Stage 1	-	-	-	15	-	-	-	-	-	-	-	-
Stage 2	-	-	-	230	-	-	-	-	-	-	-	-

Approach	EB		WB		NB			SB				
HCM Control Delay, s	19.9		32.6		0.4			0.9				
HCM LOS	C		D									

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT
Capacity (veh/h)	160	-	-	244	150	77
HCM Lane V/C Ratio	0.17	-	-	0.009	0.13	0.296
HCM Control Delay (s)	32	-	-	19.9	32.6	70.4
HCM Lane LOS	D	-	-	C	D	F
HCM 95th %tile Q(veh)	0.6	-	-	0	0.4	1.1

Notes			
-: Volume exceeds capacity	\$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection Capacity Utilization Analysis (ICU)

Traffic Scenario: **Existing + Growth + Cumulative + Project**

Intersection # **3**

Project: **Beach Boulevard Apartment**

North/South St: **Beach Blvd**

East/West St: **Lampson Ave**

Date: **4/1/20**

By: **KH**

Movement	No, of Lanes	Critical Lane Capacity	A.M. Peak Hour				P.M. Peak Hour			
			Volumes				Volumes			
			Total	Critical Lane	V/C Ratio	Critical V/C	Total	Critical Lane	V/C Ratio	Critical V/C
Northbound :Left	1.0	1700	176	176	0.104	0.104	203	203	0.119	
Northbound :Thru	4.0	1700	2430	833	0.490		2584	912	0.537	0.537
Northbound Right:		1700	68				153			
Southbound :Left	1.0	1700	76	76	0.045		118	118	0.069	0.069
Southbound :Thru	4.0	1700	2514	857	0.504	0.504	2027	692	0.407	
Southbound Right:		1700	58				50			
Eastbound :Left	1.0	1700	93	93	0.055		257	257	0.151	
Eastbound :Thru	2.0	1700	202	172	0.101	0.101	397	317	0.186	0.186
Eastbound Right:		1700	141				236			
Westbound :Left	2.0	1700	182	100	0.059	0.059	224	123	0.072	0.072
Westbound :Thru	2.0	1700	197	128	0.075		217	151	0.089	
Westbound Right:		1700	59				84			
Sum of Critical V/C Ratios						0.768			0.864	
Adjustments for Lost Time						0.05			0.05	
Intersection Capacity Utilization (ICU)						0.818			0.914	
Level of Service (LOS)						D			E	

NOTES:

Level of Service (LOS)

A	0.00 ~ 0.60
B	0.601 ~ 0.70
C	0.701 ~ 0.80
D	0.801 ~ 0.90
E	0.901 ~ 1.00
F	1.00+

Critical Lane Flow Factors

0.5	Lanes:	2.00
1	Lane:	1.00
1.5	Lanes:	0.67
2	Lanes:	0.50
2.5	Lanes:	0.40
3	Lanes:	0.33

Intersection Capacity Utilization Analysis (ICU)

Traffic Scenario: **Existing + Growth + Cumulative + Project**

Intersection # **4**

Project: **Beach Boulevard Apartment**

North/South St: **Beach Blvd**

East/West St: **Garden Grove Blvd**

Date: **4/1/20**

By: **KH**

Movement	No, of Lanes	Critical Lane Capacity	A.M. Peak Hour				P.M. Peak Hour			
			Volumes				Volumes			
			Total	Critical Lane	V/C Ratio	Critical V/C	Total	Critical Lane	V/C Ratio	Critical V/C
Northbound :Left	1.0	1700	238	238	0.140	0.140	205	205	0.121	
Northbound :Thru	4.0	1700	2397	799	0.470		2665	888	0.523	0.523
Northbound Right:	1.0	1700	190	190	0.112		401	401	0.236	
Southbound :Left	1.0	1700	220	220	0.129		226	226	0.133	0.133
Southbound :Thru	4.0	1700	2736	937	0.551	0.551	1905	655	0.385	
Southbound Right:		1700	75				61			
Eastbound :Left	1.0	1700	158	158	0.093		265	265	0.156	
Eastbound :Thru	2.0	1700	317	159	0.093		579	290	0.170	
Eastbound Right:	1.0	1700	425	425	0.250	0.250	413	413	0.243	0.243
Westbound :Left	1.0	1700	363	363	0.214	0.214	288	288	0.169	0.169
Westbound :Thru	2.0	1700	489	245	0.144		576	288	0.169	
Westbound Right:	1.0	1700	133	133	0.078		260	260	0.153	
Sum of Critical V/C Ratios						1.155				1.068
Adjustments for Lost Time						0.05				0.05
Intersection Capacity Utilization (ICU)						1.205				1.118
Level of Service (LOS)						F				F

NOTES:

Level of Service (LOS)

A 0.00 ~ 0.60

B 0.601 ~ 0.70

C 0.701 ~ 0.80

D 0.801 ~ 0.90

E 0.901 ~ 1.00

F 1.00+

Critical Lane Flow Factors

0.5 Lanes: 2.00

1 Lane: 1.00

1.5 Lanes: 0.67

2 Lanes: 0.50

2.5 Lanes: 0.40

3 Lanes: 0.33

APPENDIX D

DRIVEWAY ANALYSIS

HCM 6th TWSC
5: Beach Blvd & Project Dwy B

Synchro cannot analyze four-lane geometry. Therefore, the northbound approach was analyzed using three-lane geometry and the traffic volume has been adjusted based on the equal average traffic volume per lane.

04/01/2020

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑↑↑	↑↑↑	
Traffic Vol, veh/h	0	72	0	1690	1934	7
Future Vol, veh/h	0	72	0	1690	1934	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	78	0	1837	2102	8
Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	-	1055	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	191	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	191	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	NB	SB			
HCM Control Delay, s	36.3	0	0			
HCM LOS	E					
Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR		
Capacity (veh/h)	-	191	-	-		
HCM Lane V/C Ratio	-	0.41	-	-		
HCM Control Delay (s)	-	36.3	-	-		
HCM Lane LOS	-	E	-	-		
HCM 95th %tile Q(veh)	-	1.8	-	-		

HCM 6th TWSC
5: Beach Blvd & Project Dwy B

Synchro cannot analyze four-lane geometry. Therefore, the northbound approach was analyzed using three-lane geometry and the traffic volume has been adjusted based on the equal average traffic volume per lane.

04/01/2020

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑↑↑	↑↑↑	
Traffic Vol, veh/h	0	18	0	2185	1606	11
Future Vol, veh/h	0	18	0	2185	1606	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	20	0	2375	1746	12

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	- 879	- 0	- 0
Stage 1	- -	- -	- -
Stage 2	- -	- -	- -
Critical Hdwy	- 7.14	- -	- -
Critical Hdwy Stg 1	- -	- -	- -
Critical Hdwy Stg 2	- -	- -	- -
Follow-up Hdwy	- 3.92	- -	- -
Pot Cap-1 Maneuver	0 250	0 -	- -
Stage 1	0 -	0 -	- -
Stage 2	0 -	0 -	- -
Platoon blocked, %		- -	- -
Mov Cap-1 Maneuver	- 250	- -	- -
Mov Cap-2 Maneuver	- -	- -	- -
Stage 1	- -	- -	- -
Stage 2	- -	- -	- -

Approach	EB	NB	SB
HCM Control Delay, s	20.6	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT EBLn1	SBT	SBR
Capacity (veh/h)	- 250	- -	- -
HCM Lane V/C Ratio	- 0.078	- -	- -
HCM Control Delay (s)	- 20.6	- -	- -
HCM Lane LOS	- C	- -	- -
HCM 95th %tile Q(veh)	- 0.3	- -	- -

HCM 6th TWSC
5: Beach Blvd & Project Dwy B

Synchro cannot analyze four-lane geometry. Therefore, the northbound approach was analyzed using three-lane geometry and the traffic volume has been adjusted based on the equal average traffic volume per lane.

04/01/2020

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑↑↑	↑↑↑	
Traffic Vol, veh/h	0	72	0	1757	1942	7
Future Vol, veh/h	0	72	0	1757	1942	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	78	0	1910	2111	8
Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	-	1060	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	189	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	189	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	NB	SB			
HCM Control Delay, s	36.9	0	0			
HCM LOS	E					
Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR		
Capacity (veh/h)	-	189	-	-		
HCM Lane V/C Ratio	-	0.414	-	-		
HCM Control Delay (s)	-	36.9	-	-		
HCM Lane LOS	-	E	-	-		
HCM 95th %tile Q(veh)	-	1.9	-	-		

Opening Year with Cumulative plus Project AM Peak Hour

Synchro 10 Report
Page 2

HCM 6th TWSC
5: Beach Blvd & Project Dwy B

Synchro cannot analyze four-lane geometry. Therefore, the northbound approach was analyzed using three-lane geometry and the traffic volume has been adjusted based on the equal average traffic volume per lane.

04/01/2020

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑↑↑	↑↑↑	
Traffic Vol, veh/h	0	18	0	2248	1655	11
Future Vol, veh/h	0	18	0	2248	1655	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	20	0	2443	1799	12
Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	-	906	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	240	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	240	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	NB	SB			
HCM Control Delay, s	21.3	0	0			
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR		
Capacity (veh/h)	-	240	-	-		
HCM Lane V/C Ratio	-	0.082	-	-		
HCM Control Delay (s)	-	21.3	-	-		
HCM Lane LOS	-	C	-	-		
HCM 95th %tile Q(veh)	-	0.3	-	-		

**AIR QUALITY, GREENHOUSE GAS,
AND NOISE STUDY
BEACH BOULEVARD AND LAMPSON AVENUE
APARTMENTS
BEACH BOULEVARD
STANTON, CALIFORNIA**



PREPARED FOR:

**CITY OF STANTON
COMMUNITY DEVELOPMENT DEPARTMENT, PLANNING DIVISION
7800 KATELLA AVENUE
STANTON, CALIFORNIA 90680**

PREPARED BY:

**BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING
2211 SOUTH HACIENDA BOULEVARD, SUITE 107
HACIENDA HEIGHTS, CALIFORNIA**

MARCH 9, 2020

STAN 003

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1. INTRODUCTION

The purpose of this report is to provide an air quality, greenhouse gas, and noise study related to the construction and occupancy of an apartment complex on a 3.74-acre site located along the west side of Beach Boulevard in the City of Stanton. The proposed project will include a new five story structure that will contain 321 dwelling units. In addition, a new seven level parking structure will provide 546 parking spaces. The project site encompasses a total of 3.74 acres and includes three parcels. A more detailed description of the proposed project is provided herein in Section 4. This report consists of the following sections:

- *Section 1 - Introduction*, provides an overview of the report's format and content.
- *Section 2 - Project Site Location*, describes the project location.
- *Section 3 – Environmental Setting*, describes the project's environmental setting in which the proposed project site is located.
- *Section 4 - Project Description*, includes an overview of the proposed project.
- *Section 5 - Air Quality Analysis*, evaluates the potential air quality impacts associated with the construction and subsequent occupancy of the proposed project. The analysis considers both the long-term (operational) and short-term (construction-related) air quality impacts.
- *Section 6 – Greenhouse Gas (GHG) Emissions Analysis*, discusses the potential GHG emissions impacts associated with the proposed project's construction and subsequent occupancy.
- *Section 7 - Noise Analysis*, discusses the potential noise impacts associated with the proposed project's construction and subsequent occupancy.
- *Section 8 – Summary and Conclusions*, includes a summary of the project and analysis and presents the findings of the analysis.

2. PROJECT SITE LOCATION

The project site is located within the southern portion of the City of Stanton and is located along the west side of Beach Boulevard and north of Lampson Avenue. The City of Stanton is located 21 miles southeast of Los Angeles and seven miles northwest of Santa Ana. The City of Stanton is bounded on the north by the City of Anaheim; on the south by the City of Garden Grove; on the east by the cities of Garden Grove and Anaheim; and, on the west by the cities of Cypress and Garden Grove. The project site is located along the west side of Beach Boulevard. The site's legal address is 12331 Beach Boulevard, 12345 Beach Boulevard, and Parcel Number 131-361-08 [no address is available]. Regional access to the project site is possible from the Garden Grove Freeway (State Route 22), located 0.67 miles to the south of the project site.

Major roadways in the vicinity of the project site include Chapman Avenue, located 0.33 miles to the north of the project site; Western Avenue, located 0.42 miles to the west of the project site; Lampson Avenue, located 406 feet to the south of the project site; and Beach Boulevard, which extends along the east side of the project site. The location of Stanton in a regional context is shown in Exhibit 2-1. A citywide map is provided in Exhibit 2-2 and a local map is in Exhibit 2-3.

3. ENVIRONMENTAL SETTING

The project site is located along the east side of Beach Boulevard. The surrounding land uses are described in detail below:¹

- *North of the site.* The Barber City (flood control) Channel extends along the project site's north side in a northeast to southwest orientation. The Beach Boulevard Executive Plaza is located further north.
- *South of the site.* A strip commercial center abuts the project site to the south. Lampson Avenue is located approximately 407 feet further south of the project site.
- *East of the site.* Beach Boulevard extends along the east side of the project site.
- *West of the site.* Garden Terrace Mobile Home Park abuts the project site to the west.²

The 3.74-acre project site consists of three parcels: APN 131-361-03 (12331 Beach Boulevard), APN 131-361-09 (12345 Beach Boulevard), and APN 131-361-08. That portion of the project site located at 12331 Beach Boulevard is currently occupied by Wholesale Manufactured Homes, a mobile homes dealer. That portion of the site located at 12345 Beach Boulevard is presently a vacant lot and includes cracked pavement, 11 mature trees, and light poles. Lastly, Parcel 131-361-08 is occupied by a strip commercial center.

4. PROJECT DESCRIPTION

PHYSICAL CHARACTERISTICS

The proposed project is a request to construct a mid rise apartment development within a 3.74-acre site. In order to accommodate the construction of the project, the existing buildings located on-site must be demolished. The project will consist of the following elements:

- *Project Site.* The project site totals 3.74 acres and is located along the west side of Beach Boulevard. The site has a maximum lot width (north to south) of 735 feet and a lot width (east to west) of 249 feet.³

¹ Blodgett Baylosis Environmental Planning. *Site survey*. Survey was conducted on December 30, 2019.

² Google Earth. Website Accessed April 25, 2019.

³ Orange County Assessor Parcel Map.

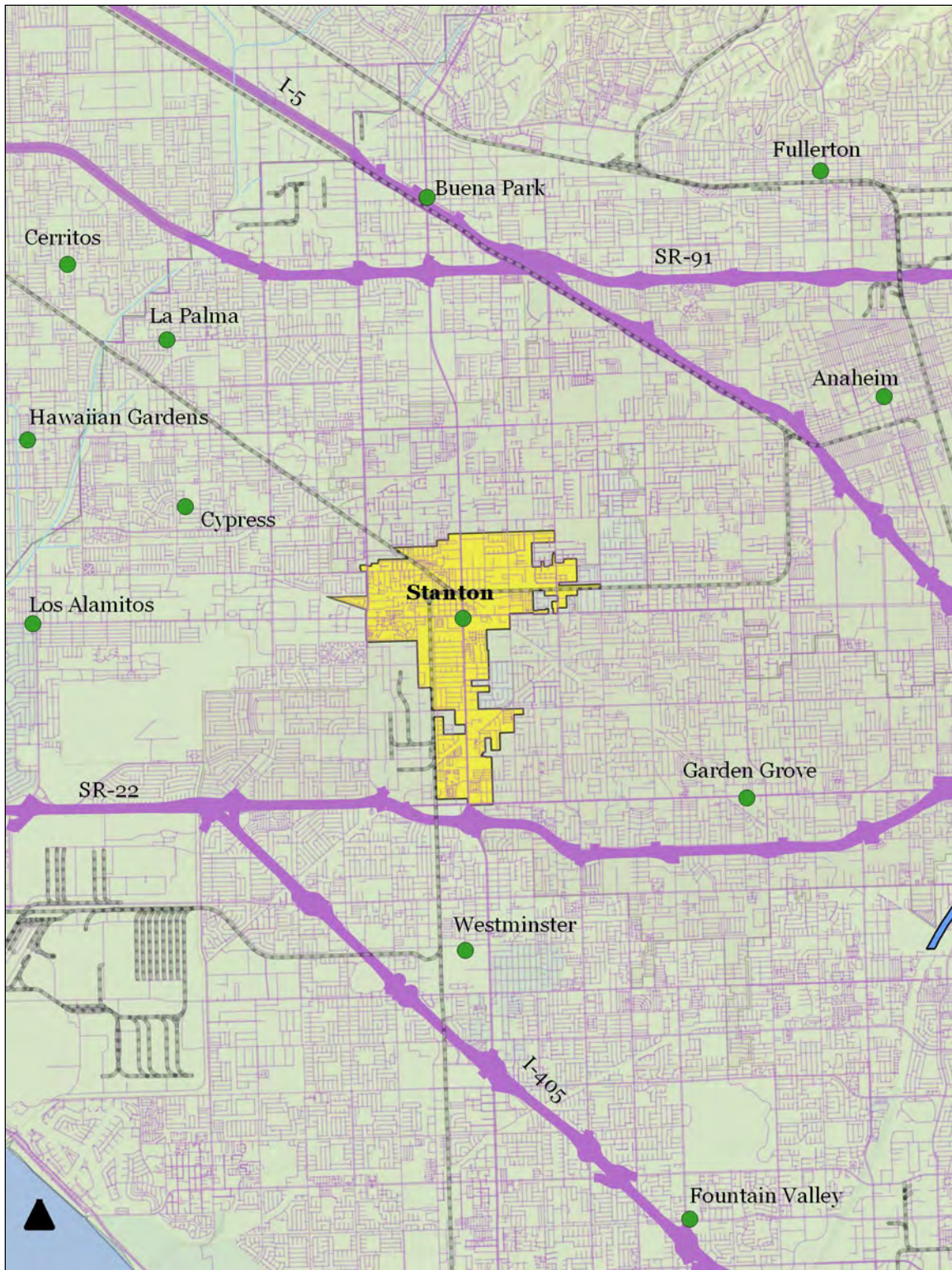


EXHIBIT 2-1
REGIONAL LOCATION MAP
Source: Quantum GIS

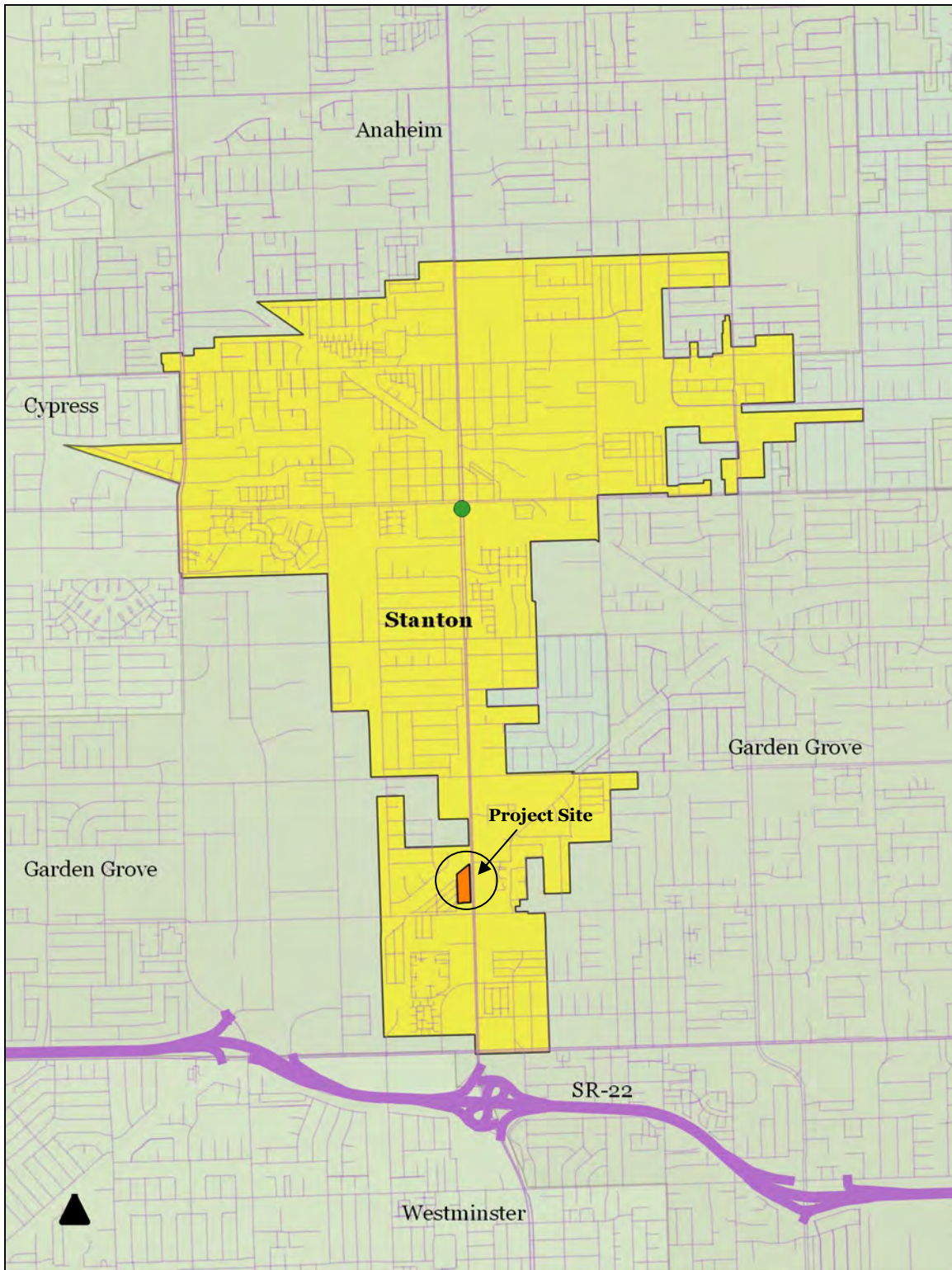


EXHIBIT 2-2
CITYWIDE MAP
Source: Quantum GIS



EXHIBIT 2-3
LOCAL MAP
Source: Quantum GIS

- *Building Overview.* The proposed apartment building will consist of five levels and will contain approximately 321 units. The project will have a density of 84.2 dwelling units per acre.⁴
- *Floor Plan Options.* As stated previously, the proposed project will provide a total of 321 units. A total of three floor plan options will be provided: studio units, one bedroom units, and two bedroom units. A total of 41 studio units will be provided. These studio units will have a total floor area of 525 square feet. A total of 196 one bedroom units will be provided. These one bedroom units will range in size from 581 to 821 square feet. Finally, the remaining 84 units will contain two bedrooms. These two bedroom units will range in size from 892 to 1,207 square feet.⁵
- *Parking.* Parking will be provided within a new six-level garage. A total of 552 spaces will be provided. The parking garage will be located within the western portion of the project site. Access to the site will be provided by a 25-foot wide driveway connection provided along the west side of Beach Boulevard.

The project is summarized in Table 4-1 shown below and on the follow page.

**Table 4-1
Project Summary Table**

Project Element	Description
Site Area	3.74 acres (162,914 sq. ft.)
Maximum Height	5 levels
Total Number of Units	321 units
Density	85.8 du/ac
Studio Units	41 units
One Bedroom Units	196 units
Two Bedroom Units	84 units
Total Number of Parking Spaces	552 spaces

Source: Architects Orange

CONSTRUCTION CHARACTERISTICS

The construction of the phase for the proposed project may take approximately 19 months to complete. The key construction phases are outlined below:

- *Demolition.* This initial phase will involve the demolition and removal of the existing on-site improvements. This phase will take approximately one month to complete.
- *Site Preparation.* The project site will then be readied for the construction of the project. This phase will take approximately one month to complete.
- *Grading.* This phase will involve the grading of the site. This phase will take approximately one month to complete.

⁴ Architects Orange. *Conceptual Site Plan*. Plan dated December 11, 2019.

⁵ Ibid.

- *Construction.* The new building will be constructed during this phase. This phase will take approximately 12 months to complete.
- *Paving.* Hardscape surfaces including the fire access lane will be installed during this phase. This phase will take approximately one month to complete.
- *Landscaping and Finishing.* This phase will involve the installation of the landscaping and the completion of the on-site improvements. This phase will last approximately three months.

5. AIR QUALITY ANALYSIS

5.1 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the CEQA Guidelines, a project may be deemed to have a significant environmental impact on air quality, if it results in any of the following:

- A conflict with the obstruction of the implementation of the applicable air quality plan;
- A violation of an air quality standard or contribute substantially to result in a cumulatively considerable net increase in an existing or projected air quality violation;
- The exposure of sensitive receptors to substantial pollutant concentrations; or,
- The result in substantial emissions (such as odors or dust) adversely affecting a substantial number of people.

The South Coast Air Quality Management District (SCAQMD) has established quantitative thresholds for short-term (construction) emissions and long-term (operational) emissions for the following criteria pollutants:

- *Ozone (O_3)* is a nearly colorless gas that irritates the lungs, damages materials, and vegetation. Ozone is formed by photochemical reaction (when nitrogen dioxide is broken down by sunlight).
- *Carbon monoxide (CO)* is a colorless, odorless toxic gas that interferes with the transfer of oxygen to the brain and is produced by the incomplete combustion of carbon-containing fuels emitted as vehicle exhaust.
- *Nitrogen dioxide (NO_2)* is a yellowish-brown gas, which at high levels can cause breathing difficulties. NO_2 is formed when nitric oxide (a pollutant from internal combustion) combines with oxygen.
- *Sulfur dioxide (SO_2)* is a colorless, pungent gas formed primarily by the combustion of sulfur-containing fossil fuels. Health effects include acute respiratory symptoms and difficulty in breathing for children.

- PM_{10} and $PM_{2.5}$ refers to particulate matter less than ten microns and two and one-half microns in diameter, respectively. Particulates of this size cause a greater health risk than larger-sized particles since fine particles can more easily cause irritation.

Projects in the South Coast Air Basin (SCAB) generating construction-related emissions that exceed any of the following emissions thresholds are considered to be significant under CEQA:

- 75 pounds per day of reactive organic compounds;
- 100 pounds per day of nitrogen dioxide;
- 550 pounds per day of carbon monoxide;
- 150 pounds per day of PM_{10} ;
- 55 pounds per day of $PM_{2.5}$; or,
- 150 pounds per day of sulfur oxides.

A project would have a significant effect on air quality if any of the following operational emissions thresholds for criteria pollutants are exceeded:

- 55 pounds per day of reactive organic compounds;
- 55 pounds per day of nitrogen dioxide;
- 550 pounds per day of carbon monoxide;
- 150 pounds per day of PM_{10} ;
- 55 pounds per day of $PM_{2.5}$; or,
- 150 pounds per day of sulfur oxides.

5.2 ENVIRONMENTAL ANALYSIS

A. *Would the project conflict with or obstruct implementation of the applicable air quality plan?* • *Less than Significant Impact.*

The project site is located within the South Coast Air Basin (SCAB), which covers a 6,600 square-mile area within Los Angeles, the non-desert portions of Los Angeles County, Riverside County, and San Bernardino County.⁶ Measures to improve regional air quality are outlined in the SCAQMD's Air Quality Management Plan (AQMP).⁷ The most recent AQMP was adopted in 2017 and was jointly prepared with the California Air Resources Board (CARB) and the Southern California Association of Governments (SCAG).⁸ The AQMP will help the SCAQMD maintain focus on the air quality impacts of major projects associated with goods movement, land use, energy efficiency, and other key areas of growth. Key elements of the 2016 AQMP include enhancements to existing programs to meet the 24-hour $PM_{2.5}$ Federal health standard and a proposed plan of action to reduce ground-level ozone. The primary criteria pollutants that remain non-attainment in the local area include $PM_{2.5}$ and ozone.

⁶ South Coast Air Quality Management District, *Final 2016 Air Quality Plan*. Adopted March 2017.

⁷ Ibid.

⁸ Ibid.

Specific criteria for determining a project's conformity with the AQMP is defined in Section 12.3 of the SCAQMD's CEQA Air Quality Handbook. The Air Quality Handbook refers to the following criteria as a means to determine a project's conformity with the AQMP: *Consistency Criteria 1* refers to a proposed project's potential for resulting in an increase in the frequency or severity of an existing air quality violation or its potential for contributing to the continuation of an existing air quality violation and *Consistency Criteria 2* refers to a proposed project's potential for exceeding the assumptions included in the AQMP or other regional growth projections relevant to the AQMP's implementation.⁹

In terms of Criteria 1, the proposed project's long-term (operational) airborne emissions will be below levels that the SCAQMD considers to be a significant impact (refer to the analysis included in the next section where the long-term stationary and mobile emissions for the proposed project are summarized in Table 5-2). In addition, the project's operational emissions will be well within the emissions projections identified in the most recent AQMP. As shown in Table 3-5 of the Final 2016 AQMP, the future 2031 daily operational emissions *with* the estimated population, employment, and VMT growth projections are estimated to be: 345 tons per day of VOCs; 214 tons per day of NOx; 1,188 tons per day of CO; 18 tons per day of SOx; and 65 tons per day of PM_{2.5}. The project's operational emissions will be well within the emissions projections estimated in the AQMP.

The proposed project will also conform to Consistency Criteria 2 since it will not significantly affect any regional population, housing, and employment projections prepared for the City of Stanton. Projects that are consistent with the projections of employment and population forecasts identified in the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) prepared by SCAG are considered consistent with the AQMP growth projections, since the RTP/SCS forms the basis of the land use and transportation control portions of the AQMP. According to the Growth Forecast Appendix prepared by SCAG for the 2016-2040 RTP/SCS, the City of Stanton is projected to add a total of 2,900 new residents through the year 2040.¹⁰

The project is a proposal to construct 315 dwelling units within a 3.74-acre site. The proposed project is estimated to add 1,109 new residents based on an average household size of 3.52 persons per unit.¹¹ The projected number of new residents is well within SCAG's growth projections for the City of Stanton and the proposed project will not violate Consistency Criteria 2. Since the proposed project will not be in violation of either Consistency Criteria, the project's potential impacts are considered to be less than significant.

⁹ South Coast Air Quality Management District. *CEQA Air Quality Handbook*. April 1993.

¹⁰ Southern California Association of Governments. *Regional Transportation Plan/Sustainable Communities Strategy 2016-2040. Demographics & Growth Forecast*. April 2016.

¹¹ United States Census Bureau. *Quickfacts – Stanton City*. <https://www.census.gov/quickfacts/stantoncitycalifornia>.

- B. Would the project 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? • *Less than Significant Impact.*

The analysis of daily construction emissions has been prepared utilizing the California Emissions Estimator Model (CalEEMod V.2016.3.2) developed for the SCAQMD. The project's construction would include demolition, site preparation, construction, and the finishing of the project (paving, painting, and the planting of landscaping). As shown in Table 5-1, daily construction emissions are not anticipated to exceed the SCAQMD significance thresholds. Therefore, the mass daily construction-related impacts associated with the proposed project would be less than significant.

**Table 5-1
Estimated Daily Construction Emissions**

Construction Phase	ROG	NO ₂	CO	SO ₂	PM ₁₀	PM _{2.5}
Demolition (on-site)	3.31	33.20	21.75	0.03	1.65	1.54
Demolition (off-site)	0.05	0.03	0.49	--	0.16	0.04
Total Demolition	3.36	33.23	22.24	0.03	1.81	1.58
Site Preparation (on-site)	4.07	42.41	21.51	0.03	20.26	11.95
Site Preparation (off-site)	0.06	0.04	0.58	--	0.20	0.05
Total Site Preparation	4.13	42.45	22.09	0.03	20.46	12.00
Grading (on-site)	4.45	50.19	31.95	0.06	11.81	5.70
Grading (off-site)	0.07	0.04	0.65	--	0.22	0.06
Total Grading	4.52	50.23	32.60	0.06	12.03	5.76
Building Construction (on-site) 2020	2.11	19.18	16.84	0.02	1.11	1.05
Building Construction (off-site) 2020	1.45	8.06	12.39	0.05	4.08	1.13
Total Building Construction 2020	3.56	27.24	29.23	0.07	5.19	2.18
Building Construction (on-site) 2021	1.90	17.43	16.57	0.02	0.95	0.90
Building Construction (off-site) 2021	1.34	7.26	11.50	0.05	4.06	1.11
Total Building Construction 2021	3.24	24.69	28.07	0.07	5.01	2.01
Paving (on-site)	1.25	12.91	14.65	0.02	0.67	0.62
Paving (off-site)	0.05	0.03	0.45	--	0.16	0.04
Total Paving	1.30	12.94	15.10	0.02	0.83	0.66
Architectural Coatings (on-site)	45.38	1.52	1.81	--	0.09	0.09
Architectural Coatings (off-site)	0.23	0.13	1.94	--	0.72	0.19
Total Architectural Coatings	45.61	1.65	3.75	--	0.81	0.28
Maximum Daily Emissions	46.92	50.24	32.61	0.07	20.46	12.00
Daily Thresholds	75	100	550	150	150	55

Source: California Air Resources Board CalEEMod [computer program].

The project's construction would be required to adhere to all SCAQMD regulations related to fugitive dust generation and other construction-related emissions. Long-term emissions refer to those air quality impacts that will occur once the proposed project has been constructed and is operational and will continue over the operational life of the project. The long-term air quality impacts associated with the proposed project include mobile emissions associated with vehicular traffic. The analysis of long-term operational impacts also used the CalEEMod computer model. As indicated in Table 5-2, the projected long-term emissions will also be below thresholds considered to be a significant impact.

Table 5-2
Estimated Operational Emissions in lbs/day

Emission Source	ROG	NO₂	CO	SO₂	PM₁₀	PM_{2.5}
Area-wide (lbs/day)	7.66	0.30	26.07	--	0.14	0.14
Energy (lbs/day)	0.10	0.90	0.38	--	0.07	0.07
Mobile (lbs/day)	2.71	10.22	31.67	0.11	10.71	2.92
Total (lbs/day)	10.48	11.43	58.13	0.12	10.93	3.13
Daily Thresholds	55	55	550	150	150	55
Significant Impact?	No	No	No	No	No	No

The CalEEMod computer model assumed a 315 unit concept while the current development proposal contemplated 321 units, a difference of 1.9%. As indicated in Table 5-2, the 315 scenario would result in potential operational emissions well below the SCAQMD's thresholds established by the SCAQMD. As a result, the potential impacts are considered to be less than significant even with the additional units (6 units) anticipated under the more recent development concept.

C. Would the project expose sensitive receptors to substantial pollutant concentrations? • Less than Significant Impact.

Sensitive receptors refer to land uses and/or activities that are especially sensitive to poor air quality and typically include homes, schools, playgrounds, hospitals, convalescent homes, and other facilities where children or the elderly may congregate.¹² These population groups are generally more sensitive to poor air quality. The nearest sensitive receptors to the project site include the Garden Terrace Mobile Park, a mobile home park that abuts the project site on the west side.

The SCAQMD requires that CEQA air quality analyses indicate whether a proposed project will result in an exceedance of *localized emissions thresholds* or LSTs. LSTs apply to short-term (construction) emissions at a fixed location and do not include off-site or regional emissions. The approach used in the analysis of the proposed project utilized a number of screening tables that identified maximum allowable emissions (in pounds per day) at a specified distance to a receptor.

The pollutants that are the focus of the LST analysis include the conversion of NO_x to NO₂; carbon monoxide (CO) emissions from construction; PM₁₀ emissions from construction; and PM_{2.5} emissions from construction. The use of the "look-up tables" is typically used for projects proposed on less than five acres of land area. The project site consists of 3.75 acres. Therefore, for the purposes of the LST analysis, the thresholds of significance for five acre sites were used. The proposed project's LST emissions are shown in Table 5-3.

¹² South Coast Air Quality Management District. *CEQA Air Quality Handbook, Appendix 9*. As amended 2017.

Table 5-3
Local Significance Thresholds Exceedance SRA 17 for 5 Acres of Disturbance

Emissions	Proposed Project	Type	Allowable Emissions Threshold (lbs/day) and a Specified Distance from Receptor (in meters)				
			25	50	100	200	500
NO _x	50.24	Construction	183	167	180	202	245
CO	32.61	Construction	1,253	1,734	2,498	4,018	9,336
PM ₁₀	9.44*	Construction	13	39	55	88	188
PM _{2.5}	5.94*	Construction	7	9	15	32	109

Source: CalEEMod Version 2016.3.2.

* = Note: These figures take into account the water of the site up to three times per day, which is a standard condition required by the SCAQMD.

As indicated in Table 5-3, the emissions generated by the construction of the proposed project will not exceed the LSTs identified above.

An analysis of mobile source diesel particulate matter (DPM) emissions was performed for idling trucks, trucks travelling to the project site, and for the operation of construction equipment due to the presence of sensitive receptors located immediately east and south of the project site. The 2017 EMFAC emissions factors for LHD2 vehicles, or Light-Heavy-Duty trucks weighing no more than 14,000 pounds, were utilized in order to perform the analysis for construction trucks. Meanwhile, the emission factors for the individual construction equipment were derived from the SCAQMD. Construction vehicles will enter the project site from Beach Boulevard. The model assumed construction vehicles would travel to the site using SR-22. The vehicles would be travelling 0.65 miles northbound on Beach Boulevard at a speed of 45 miles per hour. According to the CalEEMod, there will be no more than 320 workers on-site at a time. Assuming five workers per truck, there will be the potential for up to 64 trucks carrying passengers. Table 5-4 shown below depicts the estimated mobile source emissions during construction from the contractor's vehicles. As shown in the table, the project's construction vehicles will result in negligible emissions.

Table 5-4
Mobile Source Emissions from Construction Vehicles

Pollutants	Emissions Factors (grams/mile)	Distance in miles (round trip)	Number of Vehicles	Emissions
PM ₁₀ Exhaust at Idle (grams/vehicle/day)	0.27616843	--	64	17.67 grams per day, or 0.03 pounds per day
PM ₁₀ Exhaust at 45 mph (grams/mile)	0.001928096	1.30	64	0.16 grams per day, or 0.0003 pounds per day
PM _{2.5} Exhaust at Idle (grams/vehicle/day)	0.02642215	--	64	1.69 grams per day, or 0.003 pounds per day
PM _{2.5} Exhaust at 45 mph (grams/mile)	0.001844688	1.30	64	0.15 grams per day, or 0.0003 pounds per day

Source: 2017 EMFAC Factors

Table 5-5 depicts the project's mobile source DPM emissions during the demolition phase. The number and pieces of equipment that will be used during the demolition phase was taken from the CalEEMod worksheets that were prepared for this project. As shown in the table, the project's demolition phase will result in negligible emissions.

Table 5-5
Mobile Source Emissions During Demolition

Equipment	Number of Vehicles	Pollutants	Emissions Factors (grams/hour)	Number of Hours	Distance in miles	Emissions
Excavators	3	PM Exhaust during Operations (pounds/hour)	0.0227	8	--	0.54 pounds per day
Rubber Tired Dozers	2	PM Exhaust during Operations (pounds/hour)	0.0559	8	--	0.89 pounds per day

Source: 2017 EMFAC Factors

Table 5-6 depicts the project's mobile source DPM emissions during the site preparation phase. The number and pieces of equipment that will be used during the site preparation phase was taken from the CalEEMod worksheets that were prepared for this project. As shown in the table, the project's site preparation phase will result in negligible emissions.

Table 5-6
Mobile Source Emissions During Site Preparation

Equipment	Number of Vehicles	Pollutants	Emissions Factors (grams/hour)	Number of Hours	Distance in miles	Emissions
Tractors	1	PM Exhaust during Operations (pounds/hour)	0.016	8	--	0.128 pounds per day
Loaders	2	PM Exhaust during Operations (pounds/hour)	0.016	8	--	0.256 pounds per day
Backhoes	2	PM Exhaust during Operations (pounds/hour)	0.016	8	--	0.256 pounds per day
Rubber Tired Dozers	3	PM Exhaust during Operations (pounds/hour)	0.0559	8	--	1.39 pounds per day

Source: 2017 EMFAC Factors

Table 5-7 depicts the project's mobile source DPM emissions during the grading phase. The number and pieces of equipment that will be used during the grading phase was taken from the CalEEMod worksheets that were prepared for this project. As shown in the table, the grading phase will result in negligible emissions.

Table 5-7
Mobile Source Emissions During Grading

Equipment	Number of Vehicles	Pollutants	Emissions Factors (grams/hour)	Number of Hours	Distance in miles	Emissions
Excavators	2	PM Exhaust during Operations (pounds/hour)	0.0227	8	--	0.181 pounds per day
Graders	1	PM Exhaust during Operations (pounds/hour)	0.0343	8	--	0.274 pounds per day
Tractors	1	PM Exhaust during Operations (pounds/hour)	0.016	8	--	0.128 pounds per day
Loaders	1	PM Exhaust during Operations (pounds/hour)	0.016	8	--	0.128 pounds per day
Backhoes	1	PM Exhaust during Operations (pounds/hour)	0.016	8	--	0.128 pounds per day
Rubber Tired Dozers	1	PM Exhaust during Operations (pounds/hour)	0.0559	8	--	0.447 pounds per day
Scrapers	2	PM Exhaust during Operations (pounds/hour)	0.0643	8	--	1.02 pounds per day

Source: 2017 EMFAC Factors

Table 5-8 depicts the project's mobile source DPM emissions during the construction phase. The number and pieces of equipment that will be used during the construction phase was taken from the CalEEMod worksheets that were prepared for this project. As shown in the table, the construction phase will result in negligible emissions.

Table 5-8
Mobile Source Emissions During Construction

Equipment	Number of Vehicles	Pollutants	Emissions Factors (grams/hour)	Number of Hours	Distance in miles	Emissions
Crane	1	PM Exhaust during Operations (pounds/hour)	0.0190	8	--	0.152 pounds per day
Forklift	3	PM Exhaust during Operations (pounds/hour)	0.008	8	--	0.064 pounds per day
Tractors	1	PM Exhaust during Operations (pounds/hour)	0.016	8	--	0.128 pounds per day

**Table 5-9
Mobile Source Emissions During Paving**

Equipment	Number of Vehicles	Pollutants	Emissions Factors (grams/hour)	Number of Hours	Distance in miles	Emissions
Loaders	1	PM Exhaust during Operations (pounds/hour)	0.016	8	--	0.128 pounds per day
Backhoes	1	PM Exhaust during Operations (pounds/hour)	0.016	8	--	0.128 pounds per day

Source: 2017 EMFAC Factors

Table 5-9 depicts the project's mobile source DPM emissions during the paving phase. The number and pieces of equipment that will be used during the paving phase was taken from the CalEEMod worksheets that were prepared for this project. As shown in the table, the grading phase will result in negligible emissions.

**Table 5-9
Mobile Source Emissions During Paving**

Equipment	Number of Vehicles	Pollutants	Emissions Factors (grams/hour)	Number of Hours	Distance in miles	Emissions
Pavers	2	PM Exhaust during Operations (pounds/hour)	0.046	8	--	0.736 pounds per day
Rollers	2	PM Exhaust during Operations (pounds/hour)	0.014	8	--	0.224 pounds per day
Paving Equipment	2	PM Exhaust during Operations (pounds/hour)	0.036	8	--	0.576 pounds per day

Source: 2017 EMFAC Factors

Most vehicles generate carbon monoxide (CO) as part of the tail-pipe emissions and high concentrations of CO along busy roadways and congested intersections are a concern. The areas surrounding the most congested intersections are often found to contain high levels of CO that exceed applicable standards and are referred to as *hot-spots*. Three variables influence the creation of a CO hot-spot: traffic volumes, traffic congestion, and the background CO concentrations for the source receptor area. Typically, a CO hot-spot may occur near a street intersection that is experiencing severe congestion (a LOS E or LOS F) where idling vehicles result in ground level concentrations of carbon monoxide. However, within the last decade, decreasing background levels of pollutant concentrations and more effective vehicle emission controls have significantly reduced the potential for the creation of hot-spots. The SCAQMD stated in its CEQA Handbook that a CO hot-spot would not likely develop at an intersection operating at LOS C or better. Since the Handbook was written, there have been new CO emissions controls added to vehicles and reformulated fuels are now sold in the SCAB. These new automobile emissions controls, along with

the reformulated fuels, have resulted in a lowering of both ambient CO concentrations and vehicle emissions. As a result, the potential impacts are considered to be less than significant.

D. Would the project result in other emissions (such as those leading to odors adversely affecting a substantial number of people)? • Less than Significant Impact.

Due to the age of the existing buildings located on-site, lead based paint (LBP) or asbestos containing materials (ACMs) may be present and could be released during the project's demolition phase. As a result, lead based paint and/or asbestos containing materials would be removed by a certified abatement contractor. The removal of lead based paint and/or asbestos containing materials will also be done in accordance with SCAQMD Rule 1403-Asbestos Emissions from Demolition/Renovation Activities. Therefore, the project's interior renovations will not affect the nearby sensitive receptors since ACM removal will be done in accordance with SCAQMD guidelines. ACMs are removed using special vacuums and the rooms are sealed off to prevent diffusion.

The SCAQMD has identified land uses that are typically associated with odor complaints. These uses include activities involving livestock, rendering facilities, food processing plants, chemical plants, composting activities, refineries, landfills, and businesses involved in fiberglass molding.¹³ The proposed project involves the construction of a mid-rise apartment development consisting of 315 dwelling units. Given the nature of the proposed use, no impacts related to odors are anticipated with the proposed project. In addition, the project site is not located in the vicinity of any odor generating use.

The emissions from the equipment that will be used on-site during the construction phase will be minor. Idling from construction vehicles and equipment will be restricted to five minutes or less based on standard SCAQMD protocols. Therefore, odors generated by diesel powered equipment will be less than significant. As a result, the potential impacts are anticipated to be less than significant.

5.3 RECOMMENDED MITIGATION

As indicated previously, the proposed project will not result in any significant construction and operational air quality impacts and no mitigation measures are required.

6. GREENHOUSE GAS EMISSIONS ANALYSIS

6.1 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the CEQA Guidelines, a project may be deemed to have a significant environmental impact on air quality, if it results in any of the following:

- The generation of greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; and,
- The potential for conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gases.

¹³ South Coast Air Quality Management District. *CEQA Air Quality Handbook*, As amended 2017.

6.2 ENVIRONMENTAL ANALYSIS

- A. *Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?* • *Less Than Significant Impact.*

The State of California requires CEQA documents to include an evaluation of greenhouse gas (GHG) emissions, or gases that trap heat in the atmosphere. GHG are emitted by both natural processes and human activities. Examples of GHG that are produced both by natural and industrial processes include carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O). The accumulation of GHG in the atmosphere regulates the earth's temperature. Without these natural GHG, the Earth's surface would be about 61°F cooler.¹⁴ However, emissions from fossil fuel combustion have elevated the concentrations of GHG in the atmosphere to above natural levels. The SCAQMD has established multiple draft thresholds of significance. These thresholds include 1,400 metric tons of CO₂E (MTCO₂E) per year for commercial projects, 3,500 MTCO₂E per year for residential projects, 3,000 MTCO₂E per year for mixed-use projects, and 7,000 MTCO₂E per year for industrial projects. The SCAQMD currently has an established threshold of 10,000 MTCO₂E per year for industrial development (according to the SCAQMD, this threshold may be used for all type of development if the lead agency does not have a threshold identified).¹⁵ The 3,500 MTCO₂E per year threshold was used in an effort to be conservative.

Table 6-1 summarizes annual greenhouse gas (CO₂E) emissions from the proposed project. Carbon dioxide equivalent, or CO₂E, is a term that is used for describing different greenhouses gases in a common and collective unit. As indicated in Table 6-1, the CO₂E total for the project is 2,814 MTCO₂E per year, which is below the aforementioned threshold. The project's construction would result in an annual generation of 606 MTCO₂E per year. When amortized over a 30-year period, these emissions decrease to 20.2 MTCO₂E per year. These amortized construction emissions were added to the project's operational emissions to calculate the project's true GHG emissions. As shown in the table, the project's total operational emissions would be 2,834.89 MTCO₂E per year, which is still below the thresholds identified for residential land uses.

¹⁴ California, State of. OPR Technical Advisory – CEQA and Climate Change: Addressing Climate Change through the California Environmental Quality Act (CEQA) Review. June 19, 2008.

¹⁵ Phone Call with Ms. Lijin Sun of the SCAQMD.

**Table 6-1
Greenhouse Gas Emissions Inventory**

Source	GHG Emissions (tons/year)			
	CO ₂	CH ₄	N ₂ O	CO ₂ E
Long-Term – Area Emissions	5.32	--	--	5.44
Long-Term - Energy Emissions	716.90	0.02	--	719.92
Long-Term - Mobile Emissions	1,877.79	0.07	--	1,879.78
Long-Term – Waste Emissions	29.41	1.73	--	72.87
Long-Term – Water Emissions	119.12	0.53	0.01	136.67
Long-Term - Total Emissions	2,748.55	2.38	0.02	2,814.69
Total Construction Emissions	603.88	0.09	--	606.20
Construction Emissions Amortized Over 30 Years				20.2 MTCO₂E
Total Operational Emissions with Amortized Construction Emissions				2,834.89 MTCO₂E
Significance Threshold				3,500 MTCO₂E

The GHG emissions estimates reflect what a residential development of the same location and description would generate once fully operational. The type of activities that may be undertaken once the project is operational have been predicted and accounted for in the model for the selected land use type. It is important to note that the project is an “infill” development, which is seen as an important strategy in combating the release of GHG emissions. Infill development provides a regional benefit in terms of a reduction in Vehicle Miles Traveled (VMT) since the project is consistent with the regional and State sustainable growth objectives identified in the State’s Strategic Growth Council (SGC).¹⁶ Infill development reduces VMT by recycling existing undeveloped or underutilized properties located in established urban areas. When development is located in a more rural setting, such as further east in the inland empire or desert areas, employees, patrons, visitors, and residents may have to travel farther since rural development is often located a significant distance from employment, entertainment, and population centers. Consequently, this distance is reduced when development is located in urban areas since employment, entertainment, and population centers tend to be set in more established communities. As a result, the potential impacts are considered to be less than significant.

B. Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing emissions of greenhouse gases? • Less than Significant Impact.

AB-32 requires the reduction of GHG emissions to 1990 levels, which would require a minimum 28% in "business as usual" GHG emissions for the entire State. Additionally, Governor Edmund G. Brown signed into law Executive Order (E.O.) B-30-15 on April 29, 2015, the Country’s most ambitious policy for reducing Greenhouse Gas Emissions. Executive Order B-30-15 calls for a 40% reduction in

¹⁶ California Strategic Growth Council. <http://www.sgc.ca.gov/Initiatives/infill-development.html>. Promoting and enabling sustainable infill development is a principal objective of the SGC because of its consistency with the State Planning Priorities and because infill furthers many of the goals of all of the Council’s member agencies.

greenhouse gas emissions below 1990 levels by 2030.¹⁷ The proposed project will not involve or require any variance from an adopted plan, policy, or regulation governing GHG emissions. The emissions generated by the proposed project will be less than the thresholds of significance established for CO₂ (refer to Table 6-1).

The proposed project will be in compliance with the City's Building Code requirements and with Part 6 and Part 11 of Title 24 of the California Code of Regulations. On January 12, 2010, the State Building Standards Commission adopted updates to the California Green Building Standards Code (Code) which became effective on January 1, 2011. The California Code of Regulations (CCR) Title 24, Part 11: California Green Building Standards (Title 24) became effective to aid efforts to reduce GHG emissions associated with energy consumption. Title 24 now require that new buildings reduce water consumption, employ building commissioning to increase building system efficiencies, divert construction waste from landfills, and install low pollutant-emitting finish materials. The 2016 version of the standards became effective as of January 1, 2017. The 2016 version addresses additional items such as clean air vehicles, increased requirements for electric vehicles charging infrastructure, organic waste, and water efficiency and conservation. The California Green Building Standards Code does not prevent a local jurisdiction from adopting a more stringent code as State law provides methods for local enhancements. Since the project will be in conformance with Part 6 and Part 11 regulations, the potential impacts are considered to be less than significant.

6.3 MITIGATION MEASURES

As indicated previously, the proposed project will not result in any significant impacts with regards to the emission of GHG and no mitigation is required.

¹⁷ Office of Governor Edmund G. Brown Jr. *New California Goal Aims to Reduce Emissions 40 Percent Below 1990 Levels by 2030.* <http://gov.ca.gov/news.php?id=18938>.

7. NOISE ANALYSIS

7.1 CHARACTERISTICS OF NOISE

Sound is mechanical energy transmitted by pressure waves through the air and is characterized by various parameters that include sound frequency, the speed of propagation, and the pressure level or energy content (amplitude). Noise is most often defined as unwanted sound. Noise levels may be described using a number of methods designed to evaluate the "loudness" of a particular noise. The most commonly used unit for measuring the level of sound is the decibel (dB). Zero on the decibel scale represents the lowest limit of sound that can be heard by humans. At the other extreme, the eardrum may rupture at 140 dB. The human ear can detect changes in sound levels greater than 3.0 dBA under normal ambient conditions. Changes of less than 3.0 dB are noticeable to some people under quiet conditions while changes of less than 1.0 dB are only discernible by few people under controlled, extremely quiet conditions. Though in general, an increase of between 3.0 dB and 5.0 dB in the ambient noise level is considered to represent the threshold for human sensitivity. Noise levels may also be expressed as dBA where an "A" weighting has been incorporated into the measurement metric to account for increased human sensitivity to noise. The A-weighted measurements correlate well with the perceived noise levels at lower frequencies.

Noise may be generated from a point source, such as machinery, or from a line source, such as a roadway segment containing moving vehicles. Because the area of the sound wave increases as the sound gets further and further from the source, less energy strikes any given point over the surface area of the wave. This phenomenon is known as "spreading loss." Due to spreading loss, noise attenuates (decreases) with distance. Stationary, or point, noise subject to spreading loss experiences a 6.0 dBA reduction for every doubling of the distance beginning with the initial 50-foot distance.¹⁸ Noise emanating from travelling vehicles, also referred to as a line source, decreases by approximately 3.0 dBA 50 feet from a source over a hard, unobstructed surface such as asphalt, and by approximately 4.5 dBA over a soft surface, such as vegetation. For every doubling of distance thereafter, noise levels drop another 3.0 dBA over a hard surface and 4.5 dBA over a soft surface.¹⁹

Time variation in noise exposure is typically expressed in terms of the average energy over time (called Leq), or alternatively, as a statistical description of the sound level that is exceeded over some fraction of a given observation period. For example, the L_{50} noise level represents the noise level that is exceeded 50% of the time. Half the time the noise level exceeds this level and half the time the noise level is less than this level. Other values that are typically noted during a noise survey include the L_{min} and L_{max} that represent the minimum and maximum noise levels obtained over a given period, respectively.

¹⁸ United States Department of Transportation – Federal Highway Administration. *Transit Noise and Vibration Impact Assessment Manual*. Report dated September 2018.

¹⁹ Ibid.

Noise Levels – in dBA

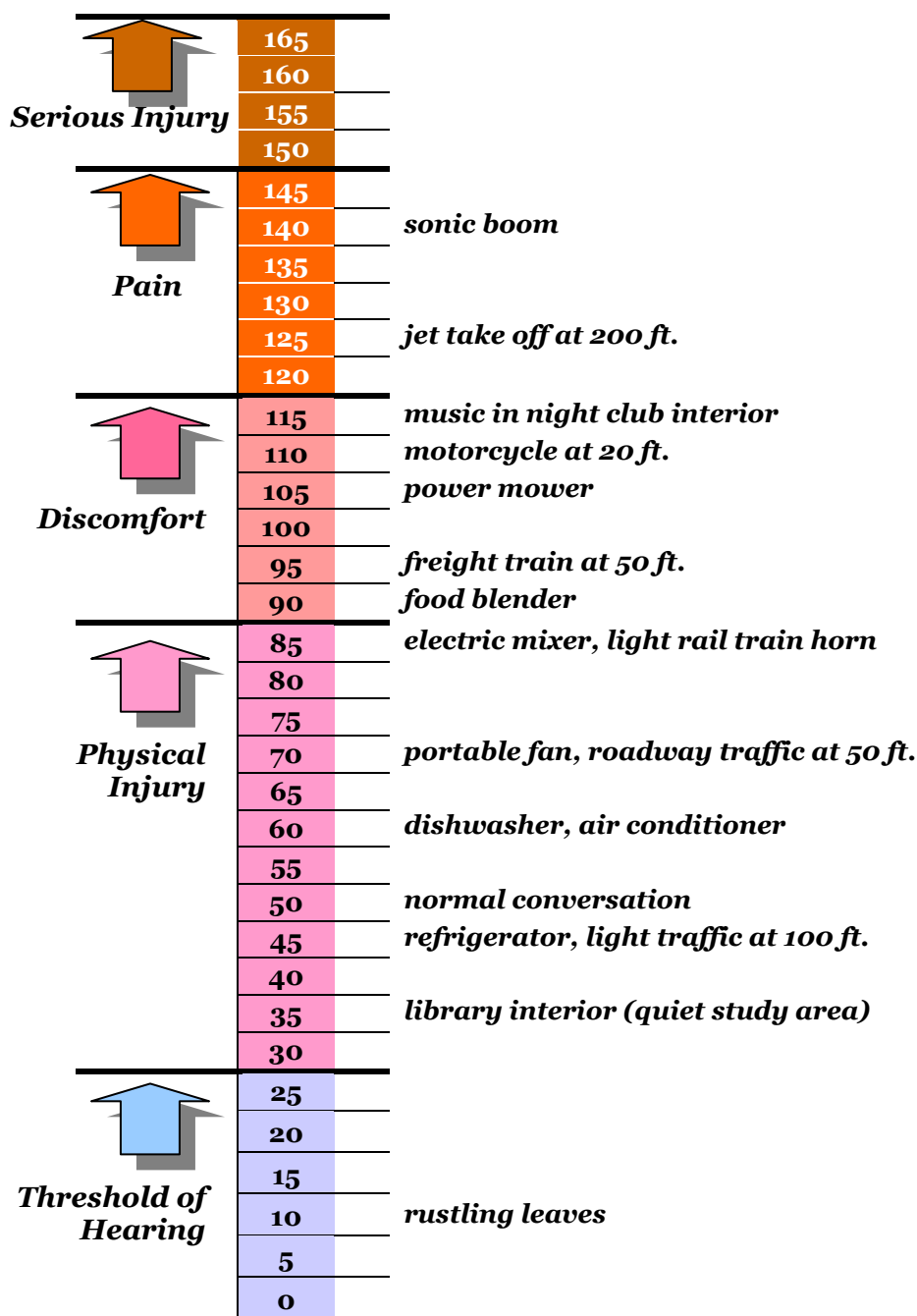


EXHIBIT 7-1
TYPICAL NOISE LEVELS
 SOURCE: BLODGETT BAYLOSIS ENVIRONMENTAL PLANNING

7.2 ENVIRONMENTAL SETTING

An *Extech Model 407730* Digital Sound Meter was used to conduct the noise measurements. A series of 100 discrete intervals were recorded at two separate locations (referred to herein as Location 1 and Location 2). Location 1 was situated along the west side of Beach Boulevard. Location 2 was positioned within the central portion of the parcel located at 12345 Beach Boulevard. The measurements were captured five feet above the ground surface. The measurements taken at Locations 1 and 2 were collected at Location 2 were captured free from any obstructions. The measurements were taken on a Monday morning at 9:45 AM.

Table 7-1 indicates the variation in noise levels over time during the measurement period. As indicated previously, the L_{50} noise level represents the noise level that is exceeded 50 percent of the time. Half the time the noise level exceeds this level and half the time the noise level is less than this level. The average noise levels during the measurement period were 66.5 dBA for Location 1 and 60.5 dBA for Location 2.

Table 7-1
Noise Measurement Results

Noise Metric	Noise Level (dBA) for Location 1	Noise Level (dBA) for Location 2
L_{max} (Maximum Noise Level)	93.1 dBA	66.3 dBA
L_{99} (Noise levels <99% of time)	77.1 dBA	65.6 dBA
L_{90} (Noise levels <90% of time)	73.3 dBA	63.5 dBA
L_{75} (Noise levels <75% of time)	70.5 dBA	61.8 dBA
L_{50} (Noise levels <50% of time)	66.9 dBA	60.5 dBA
L_{min} (Minimum Noise Level)	52.2 dBA	54.3 dBA
Average Noise Level	66.5 dBA	60.5 dBA

Source: Blodgett Baylosis Environmental Planning.
Measurements were taken in December 2019.

7.3 REGULATORY SETTING

Noise generated within the City of Stanton is regulated under Title 9, Chapter 9.28 - Noise Control of the City's Municipal Code. Chapter 9.28 of the City's Municipal Code contains both general noise regulations and noise regulations specific to construction. According to Section 9.28.070(e) of the Municipal Code, noise sources associated with construction, repair, remodeling, or grading of any real property are exempt from the City's noise control regulations provided said activities do not take place between the hours of eight p.m. and seven a.m. on weekdays, including Saturday, or at any time on Sunday or a federal holiday.

In addition, Chapter 9.28 outlines specific interior and exterior dBA limits within residential zones. As indicated in Section 9.28.050(a), exterior noise levels within residential zoned properties are restricted to 55 dBA between the hours of 7:00 a.m. and 10:00 p.m. Exterior noise levels within residential zoned properties are further restricted to 50 dBA between the hours of 10:00 p.m. and 7:00 a.m. Section 9.28.050(b) of the Municipal Code states:

“It is unlawful for any person at any location within the incorporated area of the city to create any noise, or to allow the creation of any noise on property owned, leased, occupied, or otherwise controlled by such person, when the foregoing causes the noise level, when measured on any other residential property, either incorporated or unincorporated, to exceed:

- The noise standard for a cumulative period of more than thirty minutes in any hour;
- The noise standard plus five dBA for a cumulative period of more than fifteen minutes in any hour;
- The noise standard plus ten dBA for a cumulative period of more than five minutes in any hour;
- The noise standard plus fifteen dBA for a cumulative period of more than one minute in any hour; or
- The noise standard plus twenty dBA for any period of time.”

Section 9.28.060(a) establishes interior noise standards for residential land uses. According to that Section of the Municipal Code, interior noise levels within residential zoned properties are restricted to 55 dBA between the hours of 7:00 a.m. and 10:00 p.m. Interior noise levels within residential zoned properties are further restricted to 45 dBA between the hours of 10:00 p.m. and 7:00 a.m. Furthermore, Section 9.28.060(b) of the Municipal Code states:

“It is unlawful for any person at any location within the incorporated area of the city to create any noise, or to allow the creation of any noise on property owned, leased, occupied, or otherwise controlled by such person, when the foregoing causes the noise level when measured within any other dwelling unit on any residential property, either incorporated or unincorporated, to exceed:

- The interior noise standard for a cumulative period of more than five minutes in any hour;
- The interior noise standard plus five dBA for a cumulative period of more than one minute in any hour; or
- The interior noise standard plus ten dBA for any period of time.”

7.4 CONSTRUCTION NOISE

The project's construction noise levels were estimated using the Federal Highway Administration's (FHWA) Roadway Construction Noise Model Version 1.1. The distance used between the construction activity and the nearest sensitive receptors varied depending on the individual pieces of equipment. The model assumes a 10.0 dBA reduction due to attenuation from the existing block wall located along the west side of the project site and from the use of mandatory sound suppressing appurtenances on construction equipment. The construction noise modeling was executed for the demolition phase; the site preparation phase; the grading phase; the building construction phase; and the paving phase. The results of the construction noise modeling are presented in Table 7-1 below.

Table 7-1
Construction Noise Levels at the Nearest Sensitive Receptors

Construction Phase	Sensitive Receptors to the East
Demolition	87.6 dBA
Site Preparation	87.3 dBA
Grading	89.4 dBA
Building Construction	84.2 dBA
Paving	78.4 dBA
Coatings	76.8 dBA

Source: Roadway Construction Noise Model

As shown in Table 7-1, the noisiest phase of construction is anticipated to be the grading phase, which would result in 89.4 dBA at the property line of the sensitive receptors located to the west. As indicated previously, construction activities undertaken within the City are exempt from the provisions outlined in Chapter 9.28 of the City's Municipal Code. Construction is only prohibited during certain hours and days. Nevertheless, the following recommendations should be considered since they would lead to additional reductions in construction noise:

- *Overall Construction Conditions.* Construction staging areas must be located within the eastern portion of the project site, at least 200 feet east of the project site's western boundary.
- *Overall Construction Conditions.* The use of electric powered construction equipment should be considered, if feasible.
- *Overall Construction Conditions.* If electric powered construction equipment is determined to be infeasible, the project Applicant must direct their contractors to utilize newer construction equipment that contains all available mufflers, engine barriers, and other applicable sound suppressing appurtenances.
- *Overall Construction Conditions.* The Applicant must notify local residents regarding construction times and local contact information by placing a notice in the form of a sign along the project site's eastern boundary. The notice shall include the name and phone number of the local contact person residents may call to complain about noise. Upon receipt of a complaint, the contractor must respond immediately by reducing noise to meet Code requirements. In addition, copies of all complaints and subsequent communication between

the affected residents and contractors must be forwarded to the City's Community Development Director.

- *Overall Construction Conditions.* The use of “silent” compressors must be considered.
- *Overall Construction Conditions.* All generators should be located at least 200 feet east of the site's western boundary. Furthermore, the use of electric generators must be considered.
- *Overall Construction Conditions.* The project Applicant shall consider erecting temporary noise barriers prior to the start of construction. These sound barriers will be designed to attenuate construction noise. For this project, plywood fencing measuring 12 feet in height with a minimum width of half an inch should be used.
- *Overall Construction Conditions.* Waste materials must be dumped away from the mobile home park located to the west. Waste materials must be dumped at least 200 feet east of the project site's western boundary.
- *Overall Construction Conditions.* The use of jackhammers or hoe rams (breakers) to demolish the existing pavement shall be prohibited from taking place between the hours of eight p.m. and seven a.m. on weekdays, including Saturday, or at any time on Sunday or a federal holiday.

7.5 OPERATIONAL NOISE

INTERIOR NOISE AND PROJECT COMPATIBILITY WITH THE SURROUNDING ENVIRONMENT

As indicated previously, Beach Boulevard extends along the east side of the project site in a north-south orientation. The noise levels that were captured averaged 66.5 dBA along the west side of Beach Boulevard. The noise measurements were recorded with an unobstructed line of sight between the project site and Beach Boulevard. The predominant source of noise in the site's vicinity is roadway noise generated by passenger vehicles and trucks. Presently, noise levels on-site exceed the City's 55 dBA exterior threshold. Nevertheless, roadway noise emanating from Beach Boulevard will be reduced by complying with the California Green Building code, which requires the use energy efficient windows and insulation. Insulation will be placed between the joists and studs and will serve as an additional buffer which when combined with stucco and drywall, will reduce interior noise levels by a minimum of 10.0 dBA.²⁰ Noise reductions of up to 20 dBA are possible with closed windows.²¹ Therefore, roadway noise emanating from Beach Boulevard will be attenuated by an additional 20 dBA, bringing average interior noise levels below the 55 dBA threshold established in the City's Municipal Code.

²⁰ California Department of Transportation. *Technical Noise Supplement to the Traffic Noise Analysis Protocol – Table 7-1 FHWA Building Noise Reduction Factors*. Report dated 2013.

²¹ Ibid.

EXTERIOR NOISE

A majority of the exterior noise that will be produced on-site will originate from the open (unenclosed) parking garage and the roof deck. Noise generated within the open parking garage would include people shouting/laughing, which averages 64.5 dBA; car door slamming, which averages 62.5 dBA; car idling, which averages 61 dBA; car starting, which averages 59.5 dBA; and people talking, which averages 41 dBA. All of these averages were taken at a distance of 50 feet from the source. This information is based on actual parking lot noise measurements taken by Blodgett Baylosis Environmental Planning. A concrete wall will obstruct the line of sight between the project site and the mobile home park located to the west. The concrete wall located along the eastern portion of the project site will contribute to noise reductions of up to 3.0 dBA since the wall will only partially break up the line-of-sight between the project site and the adjacent mobile home park. Furthermore, spreading loss will result in negligible reductions in noise generated within the parking garage since the parking garage will be separated from the adjacent mobile home park by 50 feet (the garage will be setback 15 feet from the site's western property line; furthermore, the mobile homes are located at least 35 feet west of the aforementioned property line).

Other sources of exterior noise will include noise generated on individual balconies and within the public courtyard areas located in the center and western portions of the project site. Exterior noise produced on balconies and within the public courtyard areas will originate from residents conversing, shouting, laughing, or engaging in any other physical activity. Noise produced by residents on private balconies and within the public courtyard areas will be masked by traffic noise emanating from the adjacent roadways. In addition, noise produced on balconies will be subject to spreading loss.

It is important to note that noise originating from the project site is not expected to affect the mobile home park located to the west since the project is largely residential in nature and many of the units may not be occupied during the daytime hours. Nevertheless, the project's operational noise impacts are considered to be less than significant and no mitigation is required.

7.6.MITIGATION MEASURES

According to Chapter 9.28 of the City's Municipal Code, construction activities undertaken within the City are exempt from the provisions outlined in that section of the code. Nevertheless, the following recommendations should be considered since they would lead to additional reductions in construction noise:

Overall Construction Conditions 1 (Noise). Construction staging areas must be located within the eastern portion of the project site, at least 200 feet east of the project site's western boundary.

Overall Construction Conditions 2 (Noise). The use of electric powered construction equipment should be considered, if feasible.

Overall Construction Conditions 3 (Noise). If electric powered construction equipment is determined to be infeasible, the project Applicant must direct their contractors to utilize newer construction equipment that contains all available mufflers, engine barriers, and other applicable sound suppressing appurtenances.

Overall Construction Conditions 4 (Noise). The Applicant must notify local residents regarding construction times and local contact information by placing a notice in the form of a sign along the project site's eastern boundary. The notice shall include the name and phone number of the local contact person residents may call to complain about noise. Upon receipt of a complaint, the contractor must respond immediately by reducing noise to meet Code requirements. In addition, copies of all complaints and subsequent communication between the affected residents and contractors must be forwarded to the City's Community Development Director.

Overall Construction Conditions 5 (Noise). The use of "silent" compressors must be considered.

Overall Construction Conditions 6 (Noise). All generators should be located at least 200 feet east of the site's western boundary. Furthermore, the use of electric generators must be considered.

Overall Construction Conditions 7 (Noise). The project Applicant shall consider erecting temporary noise barriers prior to the start of construction. These sound barriers will be designed to attenuate construction noise. For this project, plywood fencing measuring 12 feet in height with a minimum width of half an inch should be used.

Overall Construction Conditions 8 (Noise). Waste materials must be dumped away from the mobile home park located to the west. Waste materials must be dumped at least 200 feet east of the project site's western boundary.

Overall Construction Conditions 9 (Noise). The use of jackhammers or hoe rams (breakers) to demolish the existing pavement shall be prohibited from taking place between the hours of eight p.m. and seven a.m. on weekdays, including Saturday, or at any time on Sunday or a federal holiday.

8. SUMMARY AND CONCLUSIONS

The proposed project involves the construction and subsequent occupancy of an apartment complex on a 3.74-acre site located along the west side of Beach Boulevard in the City of Stanton. The proposed project will consist of five stories and 315 dwelling units. In addition, a six-level parking structure will provide a total of 552 parking spaces. The project site encompasses a total of 3.74 acres and includes three parcels.

The City of Stanton, in its capacity as *Lead Agency*, has authorized the preparation of this Air Quality and Noise Study. Based on the findings made throughout the document, the following conclusions can be derived:

- Construction emissions will be below the thresholds of significance for the six identified criteria pollutants.
- Adherence to SCAQMD Rule 403 will ensure fugitive dust emissions remain at levels that are less than significant.
- Operational emissions are projected to be below the thresholds of significance for the six identified criteria pollutants.
- The project's construction emissions will not exceed the Local Significance Thresholds (LST) for the four criteria pollutants. In addition, adherence to SCAQMD Rule 403 will further minimize fugitive dust emissions.
- The analysis of the mobile sourced diesel particulate matter emissions generated by construction vehicles and equipment will not be significant enough to result in a cancer risk of 10 in 1 million.
- Due to the age of the existing buildings located on-site, lead based paint (LBP) or asbestos containing materials (ACMs) may be present and could be released during the project's demolition phase. The removal of lead based paint and/or asbestos containing materials will also be done in accordance with SCAQMD Rule 1403-Asbestos Emissions from Demolition/Renovation Activities.
- The project's annual greenhouse gas emissions will be below the SCAQMD thresholds of significance for mixed use projects.
- Recommendations were made to reduce construction noise.
- Adherence to the most recent Title 24 requirements will reduce the exposure of future residents to excessive noise levels.
- The project will not generate operational noise that would impact the mobile home park to the west.

APPENDIX

APPENDIX A – AIR QUALITY WORKSHEETS

APPENDIX B – NOISE WORKSHEETS

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Stanton Beach and Lampson Apartments - Orange County, Summer

Stanton Beach and Lampson Apartments
Orange County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Mid Rise	315.00	Dwelling Unit	8.29	315,000.00	901
Unenclosed Parking with Elevator	552.00	Space	4.97	220,800.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	30
Climate Zone	8			Operational Year	2022
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - Construction times are estimated

Woodstoves - No woodburning stoves or fire places will be installed.

Construction Off-road Equipment Mitigation -

Mobile Land Use Mitigation -

Energy Mitigation -

Water Mitigation -

Stanton Beach and Lampson Apartments - Orange County, Summer

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	45.00
tblConstructionPhase	NumDays	300.00	173.00
tblConstructionPhase	NumDays	20.00	22.00
tblConstructionPhase	NumDays	30.00	22.00
tblConstructionPhase	NumDays	20.00	45.00
tblConstructionPhase	NumDays	10.00	21.00
tblConstructionPhase	PhaseEndDate	10/12/2021	4/30/2021
tblConstructionPhase	PhaseEndDate	8/17/2021	2/28/2021
tblConstructionPhase	PhaseEndDate	4/28/2020	4/30/2020
tblConstructionPhase	PhaseEndDate	6/23/2020	6/30/2020
tblConstructionPhase	PhaseEndDate	9/14/2021	4/30/2021
tblConstructionPhase	PhaseEndDate	5/12/2020	5/31/2020
tblConstructionPhase	PhaseStartDate	9/15/2021	3/1/2021
tblConstructionPhase	PhaseStartDate	6/24/2020	7/1/2020
tblConstructionPhase	PhaseStartDate	5/13/2020	6/1/2020
tblConstructionPhase	PhaseStartDate	8/18/2021	3/1/2021
tblConstructionPhase	PhaseStartDate	4/29/2020	5/1/2020
tblFireplaces	FireplaceDayYear	25.00	0.00
tblFireplaces	FireplaceHourDay	3.00	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberGas	267.75	0.00
tblFireplaces	NumberNoFireplace	31.50	0.00
tblFireplaces	NumberWood	15.75	0.00
tblGrading	AcresOfGrading	55.00	75.00
tblWoodstoves	NumberCatalytic	15.75	0.00
tblWoodstoves	NumberNoncatalytic	15.75	0.00

CalEEMod Version: CalEEMod.2016.3.2

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Date: 1/3/2020 9:32 AM

Stanton Beach and Lampson Apartments - Orange County, Summer

tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

Stanton Beach and Lampson Apartments - Orange County, Summer

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	4.5270	50.2459	32.6129	0.0793	18.2675	2.1987	20.4662	9.9840	2.0228	12.0069	0.0000	7,939.105 1	7,939.105 1	1.9474	0.0000	7,960.501 9
2021	46.9249	24.6979	28.0755	0.0779	4.0241	0.9954	5.0195	1.0773	0.9356	2.0129	0.0000	7,801.932 7	7,801.932 7	0.8357	0.0000	7,822.824 1
Maximum	46.9249	50.2459	32.6129	0.0793	18.2675	2.1987	20.4662	9.9840	2.0228	12.0069	0.0000	7,939.105 1	7,939.105 1	1.9474	0.0000	7,960.501 9

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	4.5270	50.2459	32.6129	0.0793	7.2470	2.1987	9.4458	3.9263	2.0228	5.9492	0.0000	7,939.105 1	7,939.105 1	1.9474	0.0000	7,960.501 9
2021	46.9249	24.6979	28.0755	0.0779	4.0241	0.9954	5.0195	1.0773	0.9356	2.0129	0.0000	7,801.932 7	7,801.932 7	0.8357	0.0000	7,822.824 1
Maximum	46.9249	50.2459	32.6129	0.0793	7.2470	2.1987	9.4458	3.9263	2.0228	5.9492	0.0000	7,939.105 1	7,939.105 1	1.9474	0.0000	7,960.501 9

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	49.44	0.00	43.24	54.76	0.00	43.21	0.00	0.00	0.00	0.00	0.00	0.00

Stanton Beach and Lampson Apartments - Orange County, Summer

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	7.6631	0.3006	26.0723	1.3800e-003		0.1440	0.1440		0.1440	0.1440	0.0000	46.9148	46.9148	0.0455	0.0000	48.0514
Energy	0.1064	0.9089	0.3868	5.8000e-003		0.0735	0.0735		0.0735	0.0735		1,160.2417	1,160.2417	0.0222	0.0213	1,167.1364
Mobile	3.0983	12.4428	42.4612	0.1663	15.1845	0.1181	15.3026	4.0605	0.1099	4.1704		16,893.2854	16,893.2854	0.6689		16,910.0075
Total	10.8678	13.6522	68.9203	0.1735	15.1845	0.3355	15.5200	4.0605	0.3273	4.3878	0.0000	18,100.4419	18,100.4419	0.7366	0.0213	18,125.1953

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	7.6631	0.3006	26.0723	1.3800e-003		0.1440	0.1440		0.1440	0.1440	0.0000	46.9148	46.9148	0.0455	0.0000	48.0514
Energy	0.1064	0.9089	0.3868	5.8000e-003		0.0735	0.0735		0.0735	0.0735		1,160.2417	1,160.2417	0.0222	0.0213	1,167.1364
Mobile	2.7134	10.2207	31.6739	0.1183	10.6291	0.0861	10.7152	2.8424	0.0800	2.9224		12,025.8127	12,025.8127	0.4948		12,038.1825
Total	10.4828	11.4301	58.1330	0.1255	10.6291	0.3035	10.9326	2.8424	0.2975	3.1398	0.0000	13,232.9692	13,232.9692	0.5625	0.0213	13,253.3703

Stanton Beach and Lampson Apartments - Orange County, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	3.54	16.28	15.65	27.65	30.00	9.55	29.56	30.00	9.11	28.44	0.00	26.89	26.89	23.63	0.00	26.88

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	4/1/2020	4/30/2020	5	22	
2	Site Preparation	Site Preparation	5/1/2020	5/31/2020	5	21	
3	Grading	Grading	6/1/2020	6/30/2020	5	22	
4	Building Construction	Building Construction	7/1/2020	2/28/2021	5	173	
5	Paving	Paving	3/1/2021	4/30/2021	5	45	
6	Architectural Coating	Architectural Coating	3/1/2021	4/30/2021	5	45	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 75

Acres of Paving: 4.97

Residential Indoor: 637,875; Residential Outdoor: 212,625; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 13,248 (Architectural Coating – sqft)

OffRoad Equipment

Stanton Beach and Lampson Apartments - Orange County, Summer

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Demolition	Excavators	3	8.00	158	0.38
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Excavators	2	8.00	158	0.38
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Paving	Pavers	2	8.00	130	0.42
Paving	Rollers	2	8.00	80	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Paving Equipment	2	8.00	132	0.36
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Building Construction	Welders	1	8.00	46	0.45

Trips and VMT

Stanton Beach and Lampson Apartments - Orange County, Summer

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	320.00	70.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	64.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Demolition - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.3121	33.2010	21.7532	0.0388		1.6587	1.6587		1.5419	1.5419		3,747.7049	3,747.7049	1.0580		3,774.1536
Total	3.3121	33.2010	21.7532	0.0388		1.6587	1.6587		1.5419	1.5419		3,747.7049	3,747.7049	1.0580		3,774.1536

Stanton Beach and Lampson Apartments - Orange County, Summer

3.2 Demolition - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0576	0.0363	0.4910	1.6400e-003	0.1677	1.1100e-003	0.1688	0.0445	1.0200e-003	0.0455		163.5065	163.5065	3.7300e-003		163.5997
Total	0.0576	0.0363	0.4910	1.6400e-003	0.1677	1.1100e-003	0.1688	0.0445	1.0200e-003	0.0455		163.5065	163.5065	3.7300e-003		163.5997

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	3.3121	33.2010	21.7532	0.0388		1.6587	1.6587		1.5419	1.5419	0.0000	3,747.7049	3,747.7049	1.0580		3,774.1536
Total	3.3121	33.2010	21.7532	0.0388		1.6587	1.6587		1.5419	1.5419	0.0000	3,747.7049	3,747.7049	1.0580		3,774.1536

Stanton Beach and Lampson Apartments - Orange County, Summer

3.2 Demolition - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0576	0.0363	0.4910	1.6400e-003	0.1677	1.1100e-003	0.1688	0.0445	1.0200e-003	0.0455		163.5065	163.5065	3.7300e-003		163.5997
Total	0.0576	0.0363	0.4910	1.6400e-003	0.1677	1.1100e-003	0.1688	0.0445	1.0200e-003	0.0455		163.5065	163.5065	3.7300e-003		163.5997

3.3 Site Preparation - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	4.0765	42.4173	21.5136	0.0380		2.1974	2.1974		2.0216	2.0216		3,685.1016	3,685.1016	1.1918		3,714.8975
Total	4.0765	42.4173	21.5136	0.0380	18.0663	2.1974	20.2637	9.9307	2.0216	11.9523		3,685.1016	3,685.1016	1.1918		3,714.8975

Stanton Beach and Lampson Apartments - Orange County, Summer

3.3 Site Preparation - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0692	0.0436	0.5892	1.9700e-003	0.2012	1.3300e-003	0.2025	0.0534	1.2300e-003	0.0546		196.2079	196.2079	4.4700e-003		196.3197
Total	0.0692	0.0436	0.5892	1.9700e-003	0.2012	1.3300e-003	0.2025	0.0534	1.2300e-003	0.0546		196.2079	196.2079	4.4700e-003		196.3197

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.0458	0.0000	7.0458	3.8730	0.0000	3.8730			0.0000			0.0000
Off-Road	4.0765	42.4173	21.5136	0.0380		2.1974	2.1974		2.0216	2.0216	0.0000	3,685.1016	3,685.1016	1.1918		3,714.8975
Total	4.0765	42.4173	21.5136	0.0380	7.0458	2.1974	9.2433	3.8730	2.0216	5.8946	0.0000	3,685.1016	3,685.1016	1.1918		3,714.8975

Stanton Beach and Lampson Apartments - Orange County, Summer

3.3 Site Preparation - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0692	0.0436	0.5892	1.9700e-003	0.2012	1.3300e-003	0.2025	0.0534	1.2300e-003	0.0546		196.2079	196.2079	4.4700e-003		196.3197
Total	0.0692	0.0436	0.5892	1.9700e-003	0.2012	1.3300e-003	0.2025	0.0534	1.2300e-003	0.0546		196.2079	196.2079	4.4700e-003		196.3197

3.4 Grading - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					9.6374	0.0000	9.6374	3.7006	0.0000	3.7006			0.0000			0.0000
Off-Road	4.4501	50.1975	31.9583	0.0620		2.1739	2.1739		2.0000	2.0000		6,005.8653	6,005.8653	1.9424		6,054.4257
Total	4.4501	50.1975	31.9583	0.0620	9.6374	2.1739	11.8113	3.7006	2.0000	5.7006		6,005.8653	6,005.8653	1.9424		6,054.4257

Stanton Beach and Lampson Apartments - Orange County, Summer

3.4 Grading - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0769	0.0484	0.6547	2.1900e-003	0.2236	1.4800e-003	0.2250	0.0593	1.3600e-003	0.0607		218.0087	218.0087	4.9700e-003		218.1330
Total	0.0769	0.0484	0.6547	2.1900e-003	0.2236	1.4800e-003	0.2250	0.0593	1.3600e-003	0.0607		218.0087	218.0087	4.9700e-003		218.1330

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.7586	0.0000	3.7586	1.4432	0.0000	1.4432			0.0000			0.0000
Off-Road	4.4501	50.1975	31.9583	0.0620		2.1739	2.1739		2.0000	2.0000	0.0000	6,005.8653	6,005.8653	1.9424		6,054.4257
Total	4.4501	50.1975	31.9583	0.0620	3.7586	2.1739	5.9325	1.4432	2.0000	3.4432	0.0000	6,005.8653	6,005.8653	1.9424		6,054.4257

Stanton Beach and Lampson Apartments - Orange County, Summer

3.4 Grading - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0769	0.0484	0.6547	2.1900e-003	0.2236	1.4800e-003	0.2250	0.0593	1.3600e-003	0.0607		218.0087	218.0087	4.9700e-003		218.1330
Total	0.0769	0.0484	0.6547	2.1900e-003	0.2236	1.4800e-003	0.2250	0.0593	1.3600e-003	0.0607		218.0087	218.0087	4.9700e-003		218.1330

3.5 Building Construction - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.1198	19.1860	16.8485	0.0269		1.1171	1.1171		1.0503	1.0503		2,553.0631	2,553.0631	0.6229		2,568.6345
Total	2.1198	19.1860	16.8485	0.0269		1.1171	1.1171		1.0503	1.0503		2,553.0631	2,553.0631	0.6229		2,568.6345

Stanton Beach and Lampson Apartments - Orange County, Summer

3.5 Building Construction - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.2236	7.2924	1.9248	0.0174	0.4473	0.0381	0.4853	0.1287	0.0364	0.1651		1,897.9025	1,897.9025	0.1535		1,901.7400
Worker	1.2297	0.7747	10.4744	0.0350	3.5769	0.0237	3.6005	0.9486	0.0218	0.9704		3,488.1395	3,488.1395	0.0795		3,490.1274
Total	1.4534	8.0672	12.3992	0.0524	4.0241	0.0617	4.0858	1.0773	0.0582	1.1355		5,386.0421	5,386.0421	0.2330		5,391.8675

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.1198	19.1860	16.8485	0.0269		1.1171	1.1171		1.0503	1.0503	0.0000	2,553.0631	2,553.0631	0.6229		2,568.6345
Total	2.1198	19.1860	16.8485	0.0269		1.1171	1.1171		1.0503	1.0503	0.0000	2,553.0631	2,553.0631	0.6229		2,568.6345

Stanton Beach and Lampson Apartments - Orange County, Summer

3.5 Building Construction - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.2236	7.2924	1.9248	0.0174	0.4473	0.0381	0.4853	0.1287	0.0364	0.1651		1,897.9025	1,897.9025	0.1535		1,901.7400
Worker	1.2297	0.7747	10.4744	0.0350	3.5769	0.0237	3.6005	0.9486	0.0218	0.9704		3,488.1395	3,488.1395	0.0795		3,490.1274
Total	1.4534	8.0672	12.3992	0.0524	4.0241	0.0617	4.0858	1.0773	0.0582	1.1355		5,386.0421	5,386.0421	0.2330		5,391.8675

3.5 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013		2,553.3639	2,553.3639	0.6160		2,568.7643
Total	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013		2,553.3639	2,553.3639	0.6160		2,568.7643

Stanton Beach and Lampson Apartments - Orange County, Summer

3.5 Building Construction - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1868	6.5670	1.7810	0.0173	0.4472	0.0136	0.4609	0.1287	0.0130	0.1418		1,881.5475	1,881.5475	0.1475		1,885.2360
Worker	1.1550	0.6989	9.7193	0.0338	3.5769	0.0232	3.6000	0.9486	0.0213	0.9699		3,367.0213	3,367.0213	0.0721		3,368.8239
Total	1.3418	7.2658	11.5003	0.0510	4.0241	0.0368	4.0609	1.0773	0.0344	1.1117		5,248.5688	5,248.5688	0.2196		5,254.0598

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013	0.0000	2,553.3639	2,553.3639	0.6160		2,568.7643
Total	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013	0.0000	2,553.3639	2,553.3639	0.6160		2,568.7643

Stanton Beach and Lampson Apartments - Orange County, Summer

3.5 Building Construction - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1868	6.5670	1.7810	0.0173	0.4472	0.0136	0.4609	0.1287	0.0130	0.1418		1,881.5475	1,881.5475	0.1475		1,885.2360
Worker	1.1550	0.6989	9.7193	0.0338	3.5769	0.0232	3.6000	0.9486	0.0213	0.9699		3,367.0213	3,367.0213	0.0721		3,368.8239
Total	1.3418	7.2658	11.5003	0.0510	4.0241	0.0368	4.0609	1.0773	0.0344	1.1117		5,248.5688	5,248.5688	0.2196		5,254.0598

3.6 Paving - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.2556	12.9191	14.6532	0.0228		0.6777	0.6777		0.6235	0.6235		2,207.2109	2,207.2109	0.7139		2,225.0573
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.2556	12.9191	14.6532	0.0228		0.6777	0.6777		0.6235	0.6235		2,207.2109	2,207.2109	0.7139		2,225.0573

Stanton Beach and Lampson Apartments - Orange County, Summer

3.6 Paving - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0541	0.0328	0.4556	1.5800e-003	0.1677	1.0900e-003	0.1688	0.0445	1.0000e-003	0.0455		157.8291	157.8291	3.3800e-003		157.9136
Total	0.0541	0.0328	0.4556	1.5800e-003	0.1677	1.0900e-003	0.1688	0.0445	1.0000e-003	0.0455		157.8291	157.8291	3.3800e-003		157.9136

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.2556	12.9191	14.6532	0.0228		0.6777	0.6777		0.6235	0.6235	0.0000	2,207.2109	2,207.2109	0.7139		2,225.0573
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.2556	12.9191	14.6532	0.0228		0.6777	0.6777		0.6235	0.6235	0.0000	2,207.2109	2,207.2109	0.7139		2,225.0573

Stanton Beach and Lampson Apartments - Orange County, Summer

3.6 Paving - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0541	0.0328	0.4556	1.5800e-003	0.1677	1.0900e-003	0.1688	0.0445	1.0000e-003	0.0455		157.8291	157.8291	3.3800e-003		157.9136
Total	0.0541	0.0328	0.4556	1.5800e-003	0.1677	1.0900e-003	0.1688	0.0445	1.0000e-003	0.0455		157.8291	157.8291	3.3800e-003		157.9136

3.7 Architectural Coating - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	45.1653					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941		281.4481	281.4481	0.0193		281.9309
Total	45.3842	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941		281.4481	281.4481	0.0193		281.9309

Stanton Beach and Lampson Apartments - Orange County, Summer

3.7 Architectural Coating - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2310	0.1398	1.9439	6.7500e-003	0.7154	4.6300e-003	0.7200	0.1897	4.2600e-003	0.1940		673.4043	673.4043	0.0144		673.7648
Total	0.2310	0.1398	1.9439	6.7500e-003	0.7154	4.6300e-003	0.7200	0.1897	4.2600e-003	0.1940		673.4043	673.4043	0.0144		673.7648

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	45.1653					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941	0.0000	281.4481	281.4481	0.0193		281.9309
Total	45.3842	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941	0.0000	281.4481	281.4481	0.0193		281.9309

Stanton Beach and Lampson Apartments - Orange County, Summer

3.7 Architectural Coating - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.2310	0.1398	1.9439	6.7500e-003	0.7154	4.6300e-003	0.7200	0.1897	4.2600e-003	0.1940		673.4043	673.4043	0.0144		673.7648
Total	0.2310	0.1398	1.9439	6.7500e-003	0.7154	4.6300e-003	0.7200	0.1897	4.2600e-003	0.1940		673.4043	673.4043	0.0144		673.7648

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Density

Increase Diversity

Stanton Beach and Lampson Apartments - Orange County, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	2.7134	10.2207	31.6739	0.1183	10.6291	0.0861	10.7152	2.8424	0.0800	2.9224		12,025.81 27	12,025.81 27	0.4948		12,038.18 25
Unmitigated	3.0983	12.4428	42.4612	0.1663	15.1845	0.1181	15.3026	4.0605	0.1099	4.1704		16,893.28 54	16,893.28 54	0.6689		16,910.00 75

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	2,094.75	2,012.85	1845.90	6,996,619	4,897,633
Unenclosed Parking with Elevator	0.00	0.00	0.00		
Total	2,094.75	2,012.85	1,845.90	6,996,619	4,897,633

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Unenclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.561378	0.043284	0.209473	0.111826	0.015545	0.005795	0.025829	0.017125	0.001747	0.001542	0.004926	0.000594	0.000934
Unenclosed Parking with Elevator	0.561378	0.043284	0.209473	0.111826	0.015545	0.005795	0.025829	0.017125	0.001747	0.001542	0.004926	0.000594	0.000934

Stanton Beach and Lampson Apartments - Orange County, Summer

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Install High Efficiency Lighting

Install Energy Efficient Appliances

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.1064	0.9089	0.3868	5.8000e-003		0.0735	0.0735		0.0735	0.0735		1,160.2417	1,160.2417	0.0222	0.0213	1,167.1364
NaturalGas Unmitigated	0.1064	0.9089	0.3868	5.8000e-003		0.0735	0.0735		0.0735	0.0735		1,160.2417	1,160.2417	0.0222	0.0213	1,167.1364

Stanton Beach and Lampson Apartments - Orange County, Summer

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	9862.05	0.1064	0.9089	0.3868	5.8000e-003		0.0735	0.0735		0.0735	0.0735		1,160.2417	1,160.2417	0.0222	0.0213	1,167.1364
Unenclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.1064	0.9089	0.3868	5.8000e-003		0.0735	0.0735		0.0735	0.0735		1,160.2417	1,160.2417	0.0222	0.0213	1,167.1364

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	9.86205	0.1064	0.9089	0.3868	5.8000e-003		0.0735	0.0735		0.0735	0.0735		1,160.2417	1,160.2417	0.0222	0.0213	1,167.1364
Unenclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.1064	0.9089	0.3868	5.8000e-003		0.0735	0.0735		0.0735	0.0735		1,160.2417	1,160.2417	0.0222	0.0213	1,167.1364

6.0 Area Detail

6.1 Mitigation Measures Area

Stanton Beach and Lampson Apartments - Orange County, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	7.6631	0.3006	26.0723	1.3800e-003		0.1440	0.1440		0.1440	0.1440	0.0000	46.9148	46.9148	0.0455	0.0000	48.0514
Unmitigated	7.6631	0.3006	26.0723	1.3800e-003		0.1440	0.1440		0.1440	0.1440	0.0000	46.9148	46.9148	0.0455	0.0000	48.0514

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.5568					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	6.3152					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.7910	0.3006	26.0723	1.3800e-003		0.1440	0.1440		0.1440	0.1440		46.9148	46.9148	0.0455		48.0514
Total	7.6631	0.3006	26.0723	1.3800e-003		0.1440	0.1440		0.1440	0.1440	0.0000	46.9148	46.9148	0.0455	0.0000	48.0514

Stanton Beach and Lampson Apartments - Orange County, Summer

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.5568					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	6.3152					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.7910	0.3006	26.0723	1.3800e-003		0.1440	0.1440		0.1440	0.1440		46.9148	46.9148	0.0455		48.0514
Total	7.6631	0.3006	26.0723	1.3800e-003		0.1440	0.1440		0.1440	0.1440	0.0000	46.9148	46.9148	0.0455	0.0000	48.0514

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Stanton Beach and Lampson Apartments - Orange County, Summer

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

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
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11.0 Vegetation

Stanton Beach and Lampson Apartments - Orange County, Annual

Stanton Beach and Lampson Apartments
Orange County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Mid Rise	315.00	Dwelling Unit	8.29	315,000.00	901
Unenclosed Parking with Elevator	552.00	Space	4.97	220,800.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	30
Climate Zone	8			Operational Year	2022
Utility Company	Southern California Edison				
CO2 Intensity (lb/MW hr)	702.44	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - Construction times are estimated

Woodstoves - No woodburning stoves or fire places will be installed.

Construction Off-road Equipment Mitigation -

Mobile Land Use Mitigation -

Energy Mitigation -

Water Mitigation -

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Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	20.00	45.00
tblConstructionPhase	NumDays	300.00	173.00
tblConstructionPhase	NumDays	20.00	22.00
tblConstructionPhase	NumDays	30.00	22.00
tblConstructionPhase	NumDays	20.00	45.00
tblConstructionPhase	NumDays	10.00	21.00
tblConstructionPhase	PhaseEndDate	10/12/2021	4/30/2021
tblConstructionPhase	PhaseEndDate	8/17/2021	2/28/2021
tblConstructionPhase	PhaseEndDate	4/28/2020	4/30/2020
tblConstructionPhase	PhaseEndDate	6/23/2020	6/30/2020
tblConstructionPhase	PhaseEndDate	9/14/2021	4/30/2021
tblConstructionPhase	PhaseEndDate	5/12/2020	5/31/2020
tblConstructionPhase	PhaseStartDate	9/15/2021	3/1/2021
tblConstructionPhase	PhaseStartDate	6/24/2020	7/1/2020
tblConstructionPhase	PhaseStartDate	5/13/2020	6/1/2020
tblConstructionPhase	PhaseStartDate	8/18/2021	3/1/2021
tblConstructionPhase	PhaseStartDate	4/29/2020	5/1/2020
tblFireplaces	FireplaceDayYear	25.00	0.00
tblFireplaces	FireplaceHourDay	3.00	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberGas	267.75	0.00
tblFireplaces	NumberNoFireplace	31.50	0.00
tblFireplaces	NumberWood	15.75	0.00
tblGrading	AcresOfGrading	55.00	75.00
tblWoodstoves	NumberCatalytic	15.75	0.00
tblWoodstoves	NumberNoncatalytic	15.75	0.00

CalEEMod Version: CalEEMod.2016.3.2

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tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

Stanton Beach and Lampson Apartments - Orange County, Annual

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020	0.3677	3.1783	2.7345	6.7000e-003	0.5630	0.1431	0.7060	0.2166	0.1334	0.3500	0.0000	603.8863	603.8863	0.0927	0.0000	606.2035
2021	1.1228	0.8396	0.9882	2.3300e-003	0.1006	0.0379	0.1385	0.0269	0.0355	0.0624	0.0000	209.3846	209.3846	0.0309	0.0000	210.1562
Maximum	1.1228	3.1783	2.7345	6.7000e-003	0.5630	0.1431	0.7060	0.2166	0.1334	0.3500	0.0000	603.8863	603.8863	0.0927	0.0000	606.2035

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020	0.3677	3.1783	2.7345	6.7000e-003	0.3826	0.1431	0.5257	0.1282	0.1334	0.2616	0.0000	603.8860	603.8860	0.0927	0.0000	606.2031
2021	1.1228	0.8396	0.9882	2.3300e-003	0.1006	0.0379	0.1385	0.0269	0.0355	0.0624	0.0000	209.3845	209.3845	0.0309	0.0000	210.1560
Maximum	1.1228	3.1783	2.7345	6.7000e-003	0.3826	0.1431	0.5257	0.1282	0.1334	0.2616	0.0000	603.8860	603.8860	0.0927	0.0000	606.2031

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	27.19	0.00	21.36	36.31	0.00	21.45	0.00	0.00	0.00	0.00	0.00	0.00

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Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	4-1-2020	6-30-2020	1.4951	1.4951
2	7-1-2020	9-30-2020	1.0129	1.0129
3	10-1-2020	12-31-2020	1.0209	1.0209
4	1-1-2021	3-31-2021	1.2753	1.2753
5	4-1-2021	6-30-2021	0.6594	0.6594
		Highest	1.4951	1.4951

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	1.3530	0.0376	3.2590	1.7000e-004		0.0180	0.0180		0.0180	0.0180	0.0000	5.3201	5.3201	5.1600e-003	0.0000	5.4489
Energy	0.0194	0.1659	0.0706	1.0600e-003		0.0134	0.0134		0.0134	0.0134	0.0000	727.5571	727.5571	0.0258	8.1000e-003	730.6143
Mobile	0.5265	2.3161	7.3047	0.0286	2.6537	0.0210	2.6747	0.7107	0.0196	0.7302	0.0000	2,637.7875	2,637.7875	0.1072	0.0000	2,640.4685
Waste						0.0000	0.0000		0.0000	0.0000	29.4134	0.0000	29.4134	1.7383	0.0000	72.8704
Water						0.0000	0.0000		0.0000	0.0000	6.5112	130.9490	137.4602	0.6742	0.0169	159.3533
Total	1.8989	2.5196	10.6343	0.0298	2.6537	0.0524	2.7061	0.7107	0.0510	0.7616	35.9246	3,501.6137	3,537.5382	2.5506	0.0250	3,608.7554

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2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	1.3530	0.0376	3.2590	1.7000e-004		0.0180	0.0180		0.0180	0.0180	0.0000	5.3201	5.3201	5.1600e-003	0.0000	5.4489
Energy	0.0194	0.1659	0.0706	1.0600e-003		0.0134	0.0134		0.0134	0.0134	0.0000	716.9025	716.9025	0.0254	8.0000e-003	719.9215
Mobile	0.4589	1.8890	5.5080	0.0204	1.8576	0.0153	1.8729	0.4975	0.0143	0.5117	0.0000	1,877.7912	1,877.7912	0.0797	0.0000	1,879.7827
Waste						0.0000	0.0000		0.0000	0.0000	29.4134	0.0000	29.4134	1.7383	0.0000	72.8704
Water						0.0000	0.0000		0.0000	0.0000	5.2089	113.9195	119.1285	0.5397	0.0136	136.6757
Total	1.8313	2.0925	8.8376	0.0216	1.8576	0.0467	1.9043	0.4975	0.0457	0.5431	34.6223	2,713.9332	2,748.5555	2.3882	0.0216	2,814.6993

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	3.56	16.95	16.90	27.65	30.00	10.85	29.63	30.00	10.40	28.69	3.62	22.49	22.30	6.37	13.59	22.00

3.0 Construction Detail

Construction Phase

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Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	4/1/2020	4/30/2020	5	22	
2	Site Preparation	Site Preparation	5/1/2020	5/31/2020	5	21	
3	Grading	Grading	6/1/2020	6/30/2020	5	22	
4	Building Construction	Building Construction	7/1/2020	2/28/2021	5	173	
5	Paving	Paving	3/1/2021	4/30/2021	5	45	
6	Architectural Coating	Architectural Coating	3/1/2021	4/30/2021	5	45	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 75

Acres of Paving: 4.97

Residential Indoor: 637,875; Residential Outdoor: 212,625; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 13,248 (Architectural Coating – sqft)

OffRoad Equipment

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Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Demolition	Excavators	3	8.00	158	0.38
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Excavators	2	8.00	158	0.38
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Paving	Pavers	2	8.00	130	0.42
Paving	Rollers	2	8.00	80	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Paving Equipment	2	8.00	132	0.36
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Building Construction	Welders	1	8.00	46	0.45

Trips and VMT

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Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	320.00	70.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	64.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Demolition - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0364	0.3652	0.2393	4.3000e-004		0.0183	0.0183		0.0170	0.0170	0.0000	37.3985	37.3985	0.0106	0.0000	37.6624
Total	0.0364	0.3652	0.2393	4.3000e-004		0.0183	0.0183		0.0170	0.0170	0.0000	37.3985	37.3985	0.0106	0.0000	37.6624

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3.2 Demolition - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.4000e-004	4.5000e-004	5.1100e-003	2.0000e-005	1.8100e-003	1.0000e-005	1.8200e-003	4.8000e-004	1.0000e-005	4.9000e-004	0.0000	1.5678	1.5678	4.0000e-005	0.0000	1.5687
Total	6.4000e-004	4.5000e-004	5.1100e-003	2.0000e-005	1.8100e-003	1.0000e-005	1.8200e-003	4.8000e-004	1.0000e-005	4.9000e-004	0.0000	1.5678	1.5678	4.0000e-005	0.0000	1.5687

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0364	0.3652	0.2393	4.3000e-004		0.0183	0.0183		0.0170	0.0170	0.0000	37.3984	37.3984	0.0106	0.0000	37.6624
Total	0.0364	0.3652	0.2393	4.3000e-004		0.0183	0.0183		0.0170	0.0170	0.0000	37.3984	37.3984	0.0106	0.0000	37.6624

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3.2 Demolition - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.4000e-004	4.5000e-004	5.1100e-003	2.0000e-005	1.8100e-003	1.0000e-005	1.8200e-003	4.8000e-004	1.0000e-005	4.9000e-004	0.0000	1.5678	1.5678	4.0000e-005	0.0000	1.5687
Total	6.4000e-004	4.5000e-004	5.1100e-003	2.0000e-005	1.8100e-003	1.0000e-005	1.8200e-003	4.8000e-004	1.0000e-005	4.9000e-004	0.0000	1.5678	1.5678	4.0000e-005	0.0000	1.5687

3.3 Site Preparation - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1897	0.0000	0.1897	0.1043	0.0000	0.1043	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0428	0.4454	0.2259	4.0000e-004		0.0231	0.0231		0.0212	0.0212	0.0000	35.1022	35.1022	0.0114	0.0000	35.3860
Total	0.0428	0.4454	0.2259	4.0000e-004	0.1897	0.0231	0.2128	0.1043	0.0212	0.1255	0.0000	35.1022	35.1022	0.0114	0.0000	35.3860

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3.3 Site Preparation - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.4000e-004	5.2000e-004	5.8600e-003	2.0000e-005	2.0700e-003	1.0000e-005	2.0900e-003	5.5000e-004	1.0000e-005	5.6000e-004	0.0000	1.7958	1.7958	4.0000e-005	0.0000	1.7968
Total	7.4000e-004	5.2000e-004	5.8600e-003	2.0000e-005	2.0700e-003	1.0000e-005	2.0900e-003	5.5000e-004	1.0000e-005	5.6000e-004	0.0000	1.7958	1.7958	4.0000e-005	0.0000	1.7968

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0740	0.0000	0.0740	0.0407	0.0000	0.0407	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0428	0.4454	0.2259	4.0000e-004		0.0231	0.0231		0.0212	0.0212	0.0000	35.1022	35.1022	0.0114	0.0000	35.3860
Total	0.0428	0.4454	0.2259	4.0000e-004	0.0740	0.0231	0.0971	0.0407	0.0212	0.0619	0.0000	35.1022	35.1022	0.0114	0.0000	35.3860

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3.3 Site Preparation - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.4000e-004	5.2000e-004	5.8600e-003	2.0000e-005	2.0700e-003	1.0000e-005	2.0900e-003	5.5000e-004	1.0000e-005	5.6000e-004	0.0000	1.7958	1.7958	4.0000e-005	0.0000	1.7968
Total	7.4000e-004	5.2000e-004	5.8600e-003	2.0000e-005	2.0700e-003	1.0000e-005	2.0900e-003	5.5000e-004	1.0000e-005	5.6000e-004	0.0000	1.7958	1.7958	4.0000e-005	0.0000	1.7968

3.4 Grading - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1060	0.0000	0.1060	0.0407	0.0000	0.0407	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0490	0.5522	0.3515	6.8000e-004		0.0239	0.0239		0.0220	0.0220	0.0000	59.9327	59.9327	0.0194	0.0000	60.4173
Total	0.0490	0.5522	0.3515	6.8000e-004	0.1060	0.0239	0.1299	0.0407	0.0220	0.0627	0.0000	59.9327	59.9327	0.0194	0.0000	60.4173

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3.4 Grading - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.6000e-004	6.0000e-004	6.8200e-003	2.0000e-005	2.4200e-003	2.0000e-005	2.4300e-003	6.4000e-004	1.0000e-005	6.6000e-004	0.0000	2.0904	2.0904	5.0000e-005	0.0000	2.0916
Total	8.6000e-004	6.0000e-004	6.8200e-003	2.0000e-005	2.4200e-003	2.0000e-005	2.4300e-003	6.4000e-004	1.0000e-005	6.6000e-004	0.0000	2.0904	2.0904	5.0000e-005	0.0000	2.0916

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0413	0.0000	0.0413	0.0159	0.0000	0.0159	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0490	0.5522	0.3515	6.8000e-004		0.0239	0.0239		0.0220	0.0220	0.0000	59.9327	59.9327	0.0194	0.0000	60.4172
Total	0.0490	0.5522	0.3515	6.8000e-004	0.0413	0.0239	0.0653	0.0159	0.0220	0.0379	0.0000	59.9327	59.9327	0.0194	0.0000	60.4172

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3.4 Grading - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.6000e-004	6.0000e-004	6.8200e-003	2.0000e-005	2.4200e-003	2.0000e-005	2.4300e-003	6.4000e-004	1.0000e-005	6.6000e-004	0.0000	2.0904	2.0904	5.0000e-005	0.0000	2.0916
Total	8.6000e-004	6.0000e-004	6.8200e-003	2.0000e-005	2.4200e-003	2.0000e-005	2.4300e-003	6.4000e-004	1.0000e-005	6.6000e-004	0.0000	2.0904	2.0904	5.0000e-005	0.0000	2.0916

3.5 Building Construction - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1399	1.2663	1.1120	1.7800e-003		0.0737	0.0737		0.0693	0.0693	0.0000	152.8626	152.8626	0.0373	0.0000	153.7949
Total	0.1399	1.2663	1.1120	1.7800e-003		0.0737	0.0737		0.0693	0.0693	0.0000	152.8626	152.8626	0.0373	0.0000	153.7949

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3.5 Building Construction - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0151	0.4900	0.1333	1.1400e-003	0.0291	2.5300e-003	0.0316	8.3900e-003	2.4200e-003	0.0108	0.0000	112.4625	112.4625	9.4000e-003	0.0000	112.6974
Worker	0.0823	0.0577	0.6547	2.2200e-003	0.2319	1.5600e-003	0.2334	0.0616	1.4400e-003	0.0630	0.0000	200.6739	200.6739	4.5800e-003	0.0000	200.7883
Total	0.0974	0.5477	0.7880	3.3600e-003	0.2609	4.0900e-003	0.2650	0.0700	3.8600e-003	0.0738	0.0000	313.1364	313.1364	0.0140	0.0000	313.4858

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1399	1.2663	1.1120	1.7800e-003		0.0737	0.0737		0.0693	0.0693	0.0000	152.8624	152.8624	0.0373	0.0000	153.7947
Total	0.1399	1.2663	1.1120	1.7800e-003		0.0737	0.0737		0.0693	0.0693	0.0000	152.8624	152.8624	0.0373	0.0000	153.7947

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3.5 Building Construction - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0151	0.4900	0.1333	1.1400e-003	0.0291	2.5300e-003	0.0316	8.3900e-003	2.4200e-003	0.0108	0.0000	112.4625	112.4625	9.4000e-003	0.0000	112.6974
Worker	0.0823	0.0577	0.6547	2.2200e-003	0.2319	1.5600e-003	0.2334	0.0616	1.4400e-003	0.0630	0.0000	200.6739	200.6739	4.5800e-003	0.0000	200.7883
Total	0.0974	0.5477	0.7880	3.3600e-003	0.2609	4.0900e-003	0.2650	0.0700	3.8600e-003	0.0738	0.0000	313.1364	313.1364	0.0140	0.0000	313.4858

3.5 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0390	0.3574	0.3398	5.5000e-004		0.0197	0.0197		0.0185	0.0185	0.0000	47.4856	47.4856	0.0115	0.0000	47.7721
Total	0.0390	0.3574	0.3398	5.5000e-004		0.0197	0.0197		0.0185	0.0185	0.0000	47.4856	47.4856	0.0115	0.0000	47.7721

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3.5 Building Construction - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.9100e-003	0.1367	0.0383	3.5000e-004	9.0300e-003	2.8000e-004	9.3200e-003	2.6100e-003	2.7000e-004	2.8800e-003	0.0000	34.6306	34.6306	2.8000e-003	0.0000	34.7007
Worker	0.0240	0.0162	0.1885	6.7000e-004	0.0720	4.7000e-004	0.0725	0.0191	4.4000e-004	0.0196	0.0000	60.1676	60.1676	1.2900e-003	0.0000	60.1999
Total	0.0280	0.1529	0.2268	1.0200e-003	0.0811	7.5000e-004	0.0818	0.0217	7.1000e-004	0.0224	0.0000	94.7983	94.7983	4.0900e-003	0.0000	94.9006

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0390	0.3574	0.3398	5.5000e-004		0.0197	0.0197		0.0185	0.0185	0.0000	47.4856	47.4856	0.0115	0.0000	47.7720
Total	0.0390	0.3574	0.3398	5.5000e-004		0.0197	0.0197		0.0185	0.0185	0.0000	47.4856	47.4856	0.0115	0.0000	47.7720

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3.5 Building Construction - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.9100e-003	0.1367	0.0383	3.5000e-004	9.0300e-003	2.8000e-004	9.3200e-003	2.6100e-003	2.7000e-004	2.8800e-003	0.0000	34.6306	34.6306	2.8000e-003	0.0000	34.7007
Worker	0.0240	0.0162	0.1885	6.7000e-004	0.0720	4.7000e-004	0.0725	0.0191	4.4000e-004	0.0196	0.0000	60.1676	60.1676	1.2900e-003	0.0000	60.1999
Total	0.0280	0.1529	0.2268	1.0200e-003	0.0811	7.5000e-004	0.0818	0.0217	7.1000e-004	0.0224	0.0000	94.7983	94.7983	4.0900e-003	0.0000	94.9006

3.6 Paving - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0283	0.2907	0.3297	5.1000e-004		0.0153	0.0153		0.0140	0.0140	0.0000	45.0528	45.0528	0.0146	0.0000	45.4171
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0283	0.2907	0.3297	5.1000e-004		0.0153	0.0153		0.0140	0.0140	0.0000	45.0528	45.0528	0.0146	0.0000	45.4171

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3.6 Paving - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.2400e-003	8.3000e-004	9.7000e-003	3.0000e-005	3.7100e-003	2.0000e-005	3.7300e-003	9.8000e-004	2.0000e-005	1.0100e-003	0.0000	3.0955	3.0955	7.0000e-005	0.0000	3.0972
Total	1.2400e-003	8.3000e-004	9.7000e-003	3.0000e-005	3.7100e-003	2.0000e-005	3.7300e-003	9.8000e-004	2.0000e-005	1.0100e-003	0.0000	3.0955	3.0955	7.0000e-005	0.0000	3.0972

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0283	0.2907	0.3297	5.1000e-004		0.0153	0.0153		0.0140	0.0140	0.0000	45.0528	45.0528	0.0146	0.0000	45.4171
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0283	0.2907	0.3297	5.1000e-004		0.0153	0.0153		0.0140	0.0140	0.0000	45.0528	45.0528	0.0146	0.0000	45.4171

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3.6 Paving - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.2400e-003	8.3000e-004	9.7000e-003	3.0000e-005	3.7100e-003	2.0000e-005	3.7300e-003	9.8000e-004	2.0000e-005	1.0100e-003	0.0000	3.0955	3.0955	7.0000e-005	0.0000	3.0972
Total	1.2400e-003	8.3000e-004	9.7000e-003	3.0000e-005	3.7100e-003	2.0000e-005	3.7300e-003	9.8000e-004	2.0000e-005	1.0100e-003	0.0000	3.0955	3.0955	7.0000e-005	0.0000	3.0972

3.7 Architectural Coating - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.0162					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.9300e-003	0.0344	0.0409	7.0000e-005		2.1200e-003	2.1200e-003		2.1200e-003	2.1200e-003	0.0000	5.7448	5.7448	3.9000e-004	0.0000	5.7547
Total	1.0212	0.0344	0.0409	7.0000e-005		2.1200e-003	2.1200e-003		2.1200e-003	2.1200e-003	0.0000	5.7448	5.7448	3.9000e-004	0.0000	5.7547

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3.7 Architectural Coating - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.2800e-003	3.5500e-003	0.0414	1.5000e-004	0.0158	1.0000e-004	0.0159	4.2000e-003	1.0000e-004	4.2900e-003	0.0000	13.2075	13.2075	2.8000e-004	0.0000	13.2146
Total	5.2800e-003	3.5500e-003	0.0414	1.5000e-004	0.0158	1.0000e-004	0.0159	4.2000e-003	1.0000e-004	4.2900e-003	0.0000	13.2075	13.2075	2.8000e-004	0.0000	13.2146

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	1.0162					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.9300e-003	0.0344	0.0409	7.0000e-005		2.1200e-003	2.1200e-003		2.1200e-003	2.1200e-003	0.0000	5.7448	5.7448	3.9000e-004	0.0000	5.7547
Total	1.0212	0.0344	0.0409	7.0000e-005		2.1200e-003	2.1200e-003		2.1200e-003	2.1200e-003	0.0000	5.7448	5.7448	3.9000e-004	0.0000	5.7547

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3.7 Architectural Coating - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.2800e-003	3.5500e-003	0.0414	1.5000e-004	0.0158	1.0000e-004	0.0159	4.2000e-003	1.0000e-004	4.2900e-003	0.0000	13.2075	13.2075	2.8000e-004	0.0000	13.2146
Total	5.2800e-003	3.5500e-003	0.0414	1.5000e-004	0.0158	1.0000e-004	0.0159	4.2000e-003	1.0000e-004	4.2900e-003	0.0000	13.2075	13.2075	2.8000e-004	0.0000	13.2146

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Density

Increase Diversity

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.4589	1.8890	5.5080	0.0204	1.8576	0.0153	1.8729	0.4975	0.0143	0.5117	0.0000	1,877.791 2	1,877.791 2	0.0797	0.0000	1,879.782 7
Unmitigated	0.5265	2.3161	7.3047	0.0286	2.6537	0.0210	2.6747	0.7107	0.0196	0.7302	0.0000	2,637.787 5	2,637.787 5	0.1072	0.0000	2,640.468 5

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	2,094.75	2,012.85	1845.90	6,996,619	4,897,633
Unenclosed Parking with Elevator	0.00	0.00	0.00		
Total	2,094.75	2,012.85	1,845.90	6,996,619	4,897,633

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Unenclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.561378	0.043284	0.209473	0.111826	0.015545	0.005795	0.025829	0.017125	0.001747	0.001542	0.004926	0.000594	0.000934
Unenclosed Parking with Elevator	0.561378	0.043284	0.209473	0.111826	0.015545	0.005795	0.025829	0.017125	0.001747	0.001542	0.004926	0.000594	0.000934

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5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Install High Efficiency Lighting

Install Energy Efficient Appliances

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	524.8115	524.8115	0.0217	4.4800e-003	526.6890
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	535.4661	535.4661	0.0221	4.5700e-003	537.3817
NaturalGas Mitigated	0.0194	0.1659	0.0706	1.0600e-003		0.0134	0.0134		0.0134	0.0134	0.0000	192.0910	192.0910	3.6800e-003	3.5200e-003	193.2325
NaturalGas Unmitigated	0.0194	0.1659	0.0706	1.0600e-003		0.0134	0.0134		0.0134	0.0134	0.0000	192.0910	192.0910	3.6800e-003	3.5200e-003	193.2325

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5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	3.59965e+006	0.0194	0.1659	0.0706	1.0600e-003		0.0134	0.0134		0.0134	0.0134	0.0000	192.0910	192.0910	3.6800e-003	3.5200e-003	193.2325
Unenclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.0194	0.1659	0.0706	1.0600e-003		0.0134	0.0134		0.0134	0.0134	0.0000	192.0910	192.0910	3.6800e-003	3.5200e-003	193.2325

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	3.59965e+006	0.0194	0.1659	0.0706	1.0600e-003		0.0134	0.0134		0.0134	0.0134	0.0000	192.0910	192.0910	3.6800e-003	3.5200e-003	193.2325
Unenclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		0.0194	0.1659	0.0706	1.0600e-003		0.0134	0.0134		0.0134	0.0134	0.0000	192.0910	192.0910	3.6800e-003	3.5200e-003	193.2325

Stanton Beach and Lampson Apartments - Orange County, Annual

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	1.25222e+006	398.9840	0.0165	3.4100e-003	400.4113
Unenclosed Parking with Elevator	428352	136.4821	5.6300e-003	1.1700e-003	136.9704
Total		535.4661	0.0221	4.5800e-003	537.3817

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	1.21878e+006	388.3293	0.0160	3.3200e-003	389.7186
Unenclosed Parking with Elevator	428352	136.4821	5.6300e-003	1.1700e-003	136.9704
Total		524.8115	0.0217	4.4900e-003	526.6890

6.0 Area Detail

6.1 Mitigation Measures Area

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.3530	0.0376	3.2590	1.7000e-004		0.0180	0.0180		0.0180	0.0180	0.0000	5.3201	5.3201	5.1600e-003	0.0000	5.4489
Unmitigated	1.3530	0.0376	3.2590	1.7000e-004		0.0180	0.0180		0.0180	0.0180	0.0000	5.3201	5.3201	5.1600e-003	0.0000	5.4489

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.1016					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.1525					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0989	0.0376	3.2590	1.7000e-004		0.0180	0.0180		0.0180	0.0180	0.0000	5.3201	5.3201	5.1600e-003	0.0000	5.4489
Total	1.3530	0.0376	3.2590	1.7000e-004		0.0180	0.0180		0.0180	0.0180	0.0000	5.3201	5.3201	5.1600e-003	0.0000	5.4489

Stanton Beach and Lampson Apartments - Orange County, Annual

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.1016					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.1525					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0989	0.0376	3.2590	1.7000e-004		0.0180	0.0180		0.0180	0.0180	0.0000	5.3201	5.3201	5.1600e-003	0.0000	5.4489
Total	1.3530	0.0376	3.2590	1.7000e-004		0.0180	0.0180		0.0180	0.0180	0.0000	5.3201	5.3201	5.1600e-003	0.0000	5.4489

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Stanton Beach and Lampson Apartments - Orange County, Annual

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	119.1285	0.5397	0.0136	136.6757
Unmitigated	137.4602	0.6742	0.0169	159.3533

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	20.5235 / 12.9387	137.4602	0.6742	0.0169	159.3533
Unenclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		137.4602	0.6742	0.0169	159.3533

Stanton Beach and Lampson Apartments - Orange County, Annual

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	16.4188 / 12.9387	119.1285	0.5397	0.0136	136.6757
Unenclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		119.1285	0.5397	0.0136	136.6757

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	29.4134	1.7383	0.0000	72.8704
Unmitigated	29.4134	1.7383	0.0000	72.8704

Stanton Beach and Lampson Apartments - Orange County, Annual

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	144.9	29.4134	1.7383	0.0000	72.8704
Unenclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Total		29.4134	1.7383	0.0000	72.8704

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	144.9	29.4134	1.7383	0.0000	72.8704
Unenclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Total		29.4134	1.7383	0.0000	72.8704

9.0 Operational Offroad

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

Stanton Beach and Lampson Apartments - Orange County, Annual

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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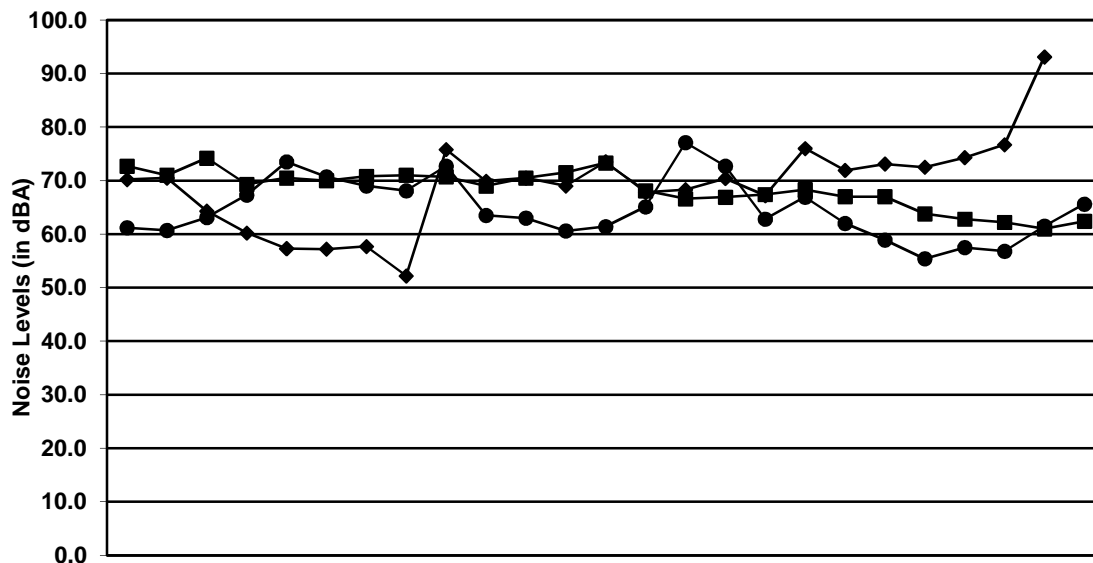
User Defined Equipment

Equipment Type	Number
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11.0 Vegetation

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Actual Noise Levels During Measurement				Noise Measurement Results in Leq%				
1-25	26-50	51-75	76-100	L%	1-25	26-50	51-75	76-100
63.5	70.2	72.7	61.2	L ₉₉	72.7	93.1	74.2	77.1
61.9	70.5	71.0	60.7		72.4	76.7	73.3	73.5
62.1	64.3	74.2	63.1	L ₉₀	67.6	76.0	72.7	72.7
72.7	60.2	69.3	67.3		67.4	75.8	71.5	72.7
67.6	57.3	70.5	73.5		66.2	75.2	71.0	70.7
66.2	57.2	70.0	70.7		66.2	74.3	71.0	69.0
61.1	57.7	70.8	69.0		64.3	73.5	70.8	68.1
63.3	52.2	71.0	68.1		63.6	73.1	70.7	67.3
63.6	75.8	70.7	72.7		63.5	72.5	70.5	66.9
63.0	69.9	69.0	63.5		63.3	71.9	70.5	65.6
61.4	70.5	70.5	63.0		63.3	70.5	70.0	65.1
61.4	69.0	71.5	60.6	L ₅₀	63.3	70.5	69.3	63.5
60.8	73.5	73.3	61.4		63.0	70.4	69.0	63.1
60.7	67.8	68.1	65.1		63.0	70.2	68.3	63.0
63.3	68.3	66.6	77.1		62.5	69.9	68.1	62.8
63.0	70.4	66.9	72.7		62.4	69.0	67.4	62.0
62.5	67.2	67.4	62.8		62.1	68.3	67.0	61.5
63.3	76.0	68.3	66.9		61.9	67.8	67.0	61.4
66.2	71.9	67.0	62.0		61.4	67.2	66.9	61.2
67.4	73.1	67.0	58.9	L ₂₅	61.4	64.3	66.6	60.7
64.3	72.5	63.8	55.4		61.1	60.2	63.8	60.6
62.4	74.3	62.8	57.5		60.8	57.7	62.8	58.9
58.9	76.7	62.2	56.8	L ₁₀	60.7	57.3	62.4	57.5
59.2	93.1	61.0	61.5		59.2	57.2	62.2	56.8
72.4	75.2	62.4	65.6		58.9	52.2	61.0	55.4



Noise Measurements West side of Beach

Source: Blodgett Baylosis Environmental Planning

93.1	99%
77.1	
76.7	
76.0	
75.8	
75.2	
74.3	
74.2	
73.5	
73.5	90%
73.3	
73.1	
72.7	
72.7	
72.7	
72.7	
72.5	
72.4	
71.9	

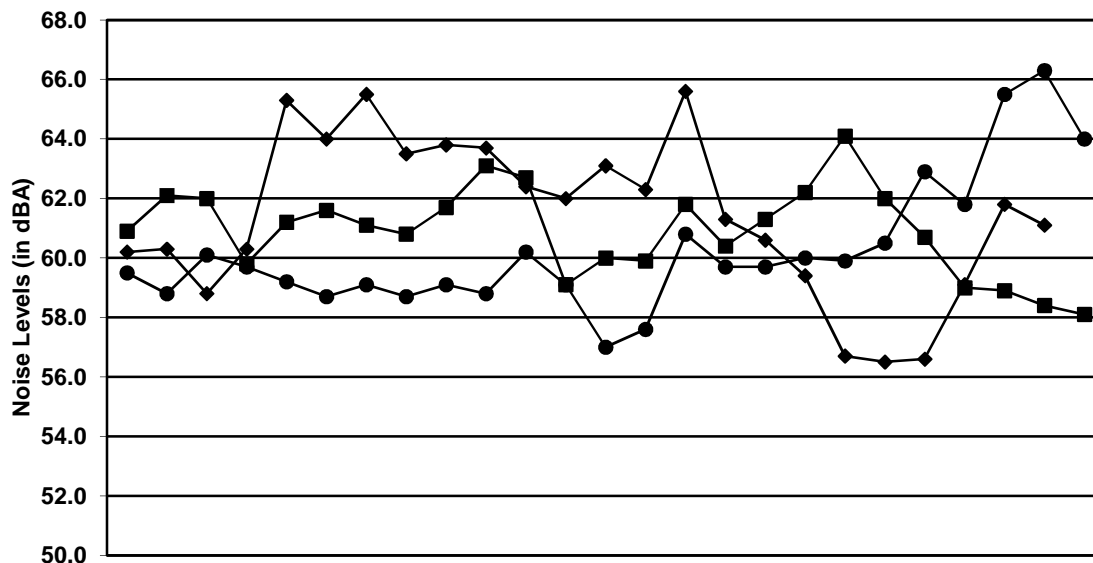
71.5	
71.0	
71.0	
70.8	
70.7	
70.7	
70.5	75%
70.5	
70.5	
70.5	
70.4	
70.2	
70.0	
69.9	
69.3	
69.0	
69.0	
69.0	
68.3	
68.3	
68.1	
68.1	
67.8	
67.6	
67.4	
67.4	
67.3	
67.2	
67.0	
67.0	
66.9	50%
66.9	
66.6	
66.2	
66.2	
65.6	
65.1	
64.3	
64.3	
63.8	
63.6	
63.5	
63.5	
63.3	
63.3	
63.3	
63.1	
63.0	
63.0	
63.0	
62.8	
62.8	
62.5	
62.4	
62.4	
62.2	
62.1	
62.0	
61.9	

61.5
61.4
61.4
61.4
61.2
61.1
61.0
60.8
60.7
60.7
60.6
60.2
59.2
58.9
58.9
57.7
57.5
57.3
57.2
56.8
55.4
52.2

6652.1

66.521

Actual Noise Levels During Measurement				Noise Measurement Results in Leq%				
1-25	26-50	51-75	76-100	L%	1-25	26-50	51-75	76-100
63.0	60.2	60.9	59.5	L ₉₉	63.0	65.6	64.1	66.3
57.6	60.3	62.1	58.8		62.8	65.5	63.1	65.5
54.3	58.8	62.0	60.1	L ₉₀	62.7	65.3	62.7	64.0
54.4	60.3	59.8	59.7		61.7	64.0	62.2	62.9
54.7	65.3	61.2	59.2		61.6	63.8	62.1	61.8
55.5	64.0	61.6	58.7		61.6	63.7	62.0	60.8
61.7	65.5	61.1	59.1		61.4	63.5	62.0	60.5
60.8	63.5	60.8	58.7		61.1	63.1	61.8	60.2
60.6	63.8	61.7	59.1		61.0	62.4	61.7	60.1
60.1	63.7	63.1	58.8		60.8	62.3	61.6	60.0
61.6	62.4	62.7	60.2		60.8	62.0	61.3	59.9
61.4	62.0	59.1	59.1	L ₅₀	60.7	61.8	61.2	59.7
60.8	63.1	60.0	57.0		60.6	61.3	61.1	59.7
60.5	62.3	59.9	57.6		60.5	61.1	60.9	59.7
60.0	65.6	61.8	60.8		60.1	60.6	60.8	59.5
60.7	61.3	60.4	59.7		60.0	60.3	60.7	59.2
61.6	60.6	61.3	59.7		58.7	60.3	60.4	59.1
62.8	59.4	62.2	60.0		58.7	60.2	60.0	59.1
62.7	56.7	64.1	59.9		58.4	59.8	59.9	59.1
61.1	56.5	62.0	60.5	L ₂₅	58.0	59.4	59.8	58.8
58.4	56.6	60.7	62.9		57.6	59.1	59.1	58.8
58.7	59.1	59.0	61.8		55.5	58.8	59.0	58.7
58.0	61.8	58.9	65.5	L ₁₀	54.7	56.7	58.9	58.7
58.7	61.1	58.4	66.3		54.4	56.6	58.4	57.6
61.0	59.8	58.1	64.0		54.3	56.5	58.1	57.0



Noise Measurements Center of Site

Source: Blodgett Baylosis Environmental Planning

66.3	99%
65.6	
65.5	
65.5	
65.3	
64.1	
64.0	
64.0	
63.8	90%
63.7	
63.5	
63.1	
63.1	
63.0	
62.9	
62.8	
62.7	
62.7	
62.4	

62.3	
62.2	
62.1	
62.0	
62.0	
62.0	
61.8	75%
61.8	
61.8	
61.7	
61.7	
61.6	
61.6	
61.6	
61.4	
61.3	
61.3	
61.2	
61.1	
61.1	
61.1	
61.0	
60.9	
60.8	
60.8	
60.8	
60.8	
60.7	
60.7	
60.6	
60.6	
60.5	50%
60.5	
60.4	
60.3	
60.3	
60.2	
60.2	
60.1	
60.1	
60.0	
60.0	
60.0	
59.9	
59.9	
59.8	
59.8	
59.7	
59.7	
59.7	
59.5	
59.4	
59.2	
59.1	
59.1	
59.1	
59.1	
59.1	
59.0	

58.9
58.8
58.8
58.8
58.7
58.7
58.7
58.7
58.4
58.4
58.1
58.0
57.6
57.6
57.0
56.7
56.6
56.5
55.5
54.7
54.4
54.3

6054.0

60.54

Roadway Construction Noise Model (RCNM), Version 1.1

Report date: 1/6/2020

Case Description: Stanton Beach and Lampson Apartments

---- Receptor #1 ----

Baselines (dBA)

Description Land Use	Daytime	Evening	Night
Mobile Home Residential	60.5	50	50

Equipment

Description	Impact Device	Usage(%)	Spec	Actual	Receptor	Estimated
			Lmax (dBA)	Lmax (dBA)	Distance (feet)	Shielding (dBA)
Concrete Saw	No	20		89.6	80	0
Excavator	No	40		80.7	35	0
Excavator	No	40		80.7	80	0
Excavator	No	40		80.7	200	0
Front End Loader	No	40		79.1	35	0
Front End Loader	No	40		79.1	80	0
Front End Loader	No	40		79.1	200	0
Backhoe	No	40		77.6	35	0
Backhoe	No	40		77.6	80	0
Backhoe	No	40		77.6	200	0
Tractor	No	40	84		35	0
Tractor	No	40	84		80	0
Tractor	No	40	84		200	0

Results

Equipment	Calculated (dBA)		Noise Limits (dBA)				
	*Lmax	Leq	Day Lmax	Leq	Evening Lmax	Leq	Night Lmax
Concrete Saw	85.5	78.5	N/A	N/A	N/A	N/A	N/A
Excavator	83.8	79.8	N/A	N/A	N/A	N/A	N/A
Excavator	76.6	72.6	N/A	N/A	N/A	N/A	N/A
Excavator	68.7	64.7	N/A	N/A	N/A	N/A	N/A
Front End Loader	82.2	78.2	N/A	N/A	N/A	N/A	N/A
Front End Loader	75	71	N/A	N/A	N/A	N/A	N/A
Front End Loader	67.1	63.1	N/A	N/A	N/A	N/A	N/A
Backhoe	80.7	76.7	N/A	N/A	N/A	N/A	N/A
Backhoe	73.5	69.5	N/A	N/A	N/A	N/A	N/A
Backhoe	65.5	61.5	N/A	N/A	N/A	N/A	N/A
Tractor	87.1	83.1	N/A	N/A	N/A	N/A	N/A
Tractor	79.9	75.9	N/A	N/A	N/A	N/A	N/A
Tractor	72	68	N/A	N/A	N/A	N/A	N/A
Total	87.1	87.6	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM), Version 1.1

Report date: 1/6/2020

Case Descr Stanton Beach and Lampson Apartments

---- Receptor #1 ----

Baselines (dBA)

Description Land Use	Daytime	Evening	Night
Mobile Hor Residential	60.5	50	50

Equipment

Description	Impact Device	Usage(%)	Spec	Actual	Receptor	Estimated
			Lmax (dBA)	Lmax (dBA)	Distance (feet)	Shielding (dBA)
Dozer	No	40		81.7	35	0
Dozer	No	40		81.7	80	0
Dozer	No	40		81.7	200	0
Front End Loader	No	40		79.1	35	0
Front End Loader	No	40		79.1	80	0
Front End Loader	No	40		79.1	200	0
Backhoe	No	40		77.6	35	0
Backhoe	No	40		77.6	80	0
Backhoe	No	40		77.6	200	0
Tractor	No	40	84		35	0
Tractor	No	40	84		80	0
Tractor	No	40	84		200	0
Backhoe	No	40		77.6	250	0
Front End Loader	No	40		79.1	250	0
Tractor	No	40	84		250	0

Results

Equipment	Calculated (dBA)		Noise Limits (dBA)				
	*Lmax	Leq	Day	Evening	Night		
			Lmax	Leq	Lmax	Leq	Lmax
Dozer	84.8	80.8	N/A	N/A	N/A	N/A	N/A
Dozer	77.6	73.6	N/A	N/A	N/A	N/A	N/A
Dozer	69.6	65.6	N/A	N/A	N/A	N/A	N/A
Front End Loader	82.2	78.2	N/A	N/A	N/A	N/A	N/A
Front End Loader	75	71	N/A	N/A	N/A	N/A	N/A
Front End Loader	67.1	63.1	N/A	N/A	N/A	N/A	N/A
Backhoe	80.7	76.7	N/A	N/A	N/A	N/A	N/A
Backhoe	73.5	69.5	N/A	N/A	N/A	N/A	N/A
Backhoe	65.5	61.5	N/A	N/A	N/A	N/A	N/A
Tractor	87.1	83.1	N/A	N/A	N/A	N/A	N/A
Tractor	79.9	75.9	N/A	N/A	N/A	N/A	N/A
Tractor	72	68	N/A	N/A	N/A	N/A	N/A
Backhoe	63.6	59.6	N/A	N/A	N/A	N/A	N/A

Front End Loader	65.1	61.2	N/A	N/A	N/A	N/A	N/A
Tractor	70	66	N/A	N/A	N/A	N/A	N/A
Total	87.1	87.3	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM), Version 1.1

Report date: 1/6/2020

Case Description: Stanton Beach and Lampson Apartments

---- Receptor #1 ----

Baselines (dBA)

Description	Land Use	Daytime	Evening	Night
Mobile	Hor Residential	60.5	50	50

Equipment

Description	Impact Device	Usage(%)	Spec	Actual	Receptor	Estimated
			Lmax (dBA)	Lmax (dBA)	Distance (feet)	Shielding (dBA)
Excavator	No	40		80.7	35	0
Excavator	No	40		80.7	100	0
Front End Loader	No	40		79.1	35	0
Front End Loader	No	40		79.1	80	0
Backhoe	No	40		77.6	35	0
Backhoe	No	40		77.6	80	0
Tractor	No	40	84		35	0
Tractor	No	40	84		80	0
Dozer	No	40		81.7	35	0
Grader	No	40	85		80	0
Scraper	No	40		83.6	35	0
Scraper	No	40		83.6	80	0

Results

Equipment	Calculated (dBA)		Noise Limits (dBA)				
	*Lmax	Leq	Day Lmax	Leq	Evening Lmax	Leq	Night Lmax
Excavator	83.8		79.8 N/A	N/A	N/A	N/A	N/A
Excavator	74.7		70.7 N/A	N/A	N/A	N/A	N/A
Front End Loader	82.2		78.2 N/A	N/A	N/A	N/A	N/A
Front End Loader	75		71 N/A	N/A	N/A	N/A	N/A
Backhoe	80.7		76.7 N/A	N/A	N/A	N/A	N/A
Backhoe	73.5		69.5 N/A	N/A	N/A	N/A	N/A
Tractor	87.1		83.1 N/A	N/A	N/A	N/A	N/A
Tractor	79.9		75.9 N/A	N/A	N/A	N/A	N/A
Dozer	84.8		80.8 N/A	N/A	N/A	N/A	N/A
Grader	80.9		76.9 N/A	N/A	N/A	N/A	N/A
Scraper	86.7		82.7 N/A	N/A	N/A	N/A	N/A
Scraper	79.5		75.5 N/A	N/A	N/A	N/A	N/A
Total	87.1		89.4 N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM), Version 1.1

Report date: 1/6/2020

Case Description: Stanton Beach and Lampson Apartments

---- Receptor #1 ----

Baselines (dBA)

Description	Land Use	Daytime	Evening	Night
Mobile Home	Residential	60.5	50	50

Equipment

Description	Impact Device	Usage (%)	Spec	Actual	Receptor	Estimated
			Lmax (dBA)	Lmax (dBA)	Distance (feet)	Shielding (dBA)
Crane	No	16		80.6	50	0
Generator	No	50		80.6	80	0
Front End Loader	No	40		79.1	50	0
Front End Loader	No	40		79.1	100	0
Backhoe	No	40		77.6	50	0
Backhoe	No	40		77.6	100	0
Tractor	No	40	84		50	0
Tractor	No	40	84		100	0
Front End Loader	No	40		79.1	150	0
Backhoe	No	40		77.6	150	0
Tractor	No	40	84		150	0
Welder / Torch	No	40		74	50	0

Results

Equipment	Calculated (dBA)		Noise Limits (dBA)				
	*Lmax	Leq	Day	Evening	Night		
			Lmax	Leq	Lmax	Leq	Lmax
Crane	80.6		N/A	N/A	N/A	N/A	N/A
Generator	76.5		N/A	N/A	N/A	N/A	N/A
Front End Loader	79.1		N/A	N/A	N/A	N/A	N/A
Front End Loader	73.1		N/A	N/A	N/A	N/A	N/A
Backhoe	77.6		N/A	N/A	N/A	N/A	N/A
Backhoe	71.5		N/A	N/A	N/A	N/A	N/A
Tractor	84		N/A	N/A	N/A	N/A	N/A
Tractor	78		N/A	N/A	N/A	N/A	N/A
Front End Loader	69.6		N/A	N/A	N/A	N/A	N/A
Backhoe	68		N/A	N/A	N/A	N/A	N/A
Tractor	74.5		N/A	N/A	N/A	N/A	N/A
Welder / Torch	74		N/A	N/A	N/A	N/A	N/A
Total	84	84.2	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM), Version 1.1

Report date: 1/6/2020

Case Description: Stanton Beach and Lampson Apartments

---- Receptor #1 ----

Baselines (dBA)

Description	Land Use	Daytime	Evening	Night
Mobile	Hor Residential	60.5	50	50

Equipment

Description	Impact	Device	Usage(%)	Spec	Actual	Receptor	Estimated
				Lmax (dBA)	Lmax (dBA)	Distance (feet)	Shielding (dBA)
Paver	No		50		77.2	35	10
Paver	No		50		77.2	50	10
Roller	No		20		80	35	0
Roller	No		20		80	50	0

Results

Equipment	Calculated (dBA)		Noise Limits (dBA)				
	*Lmax	Leq	Day	Leq	Evening	Leq	Night
			Lmax		Lmax		Lmax
Paver	70.3	67.3	N/A	N/A	N/A	N/A	N/A
Paver	67.2	64.2	N/A	N/A	N/A	N/A	N/A
Roller	83.1	76.1	N/A	N/A	N/A	N/A	N/A
Roller	80	73	N/A	N/A	N/A	N/A	N/A
Total	83.1	78.4	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

Roadway Construction Noise Model (RCNM), Version 1.1

Report date: 1/6/2020

Case Description: Stanton Beach and Lampson Apartments

---- Receptor #1 ----

Baselines (dBA)

Description	Land Use	Daytime	Evening	Night
Mobile	Hor Residential	60.5	50	50

Equipment

Description	Impact	Device	Usage(%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Compressor (air)	No		40		77.7	35	0

Results

Equipment	Calculated (dBA)		Noise Limits (dBA)				
	*Lmax	Leq	Day Lmax	Leq	Evening Lmax	Leq	Night Lmax
Compressor (air)	80.8	76.8	N/A	N/A	N/A	N/A	N/A
Total	80.8	76.8	N/A	N/A	N/A	N/A	N/A

*Calculated Lmax is the Loudest value.

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