

CLAREMONT CITY COUNCIL

MEETING AGENDA

“We are a vibrant, livable, and inclusive community dedicated to quality services, safety, financial strength, sustainability, preservation, and progress with equal representation for our community.”

City Council Chamber
225 Second Street
Claremont, CA 91711



COUNCILMEMBERS

ED REECE
MAYOR

COREY CALAYCAY

JENNIFER STARK

SAL MEDINA

JED LEANO

Tuesday
March 14, 2023
6:30 PM

Meetings are open to the public for in-person attendance or remotely via Zoom. Should Zoom be disrupted, the in-person meeting will continue unless one or more Councilmembers are attending the meeting remotely pursuant to Assembly Bill 2449.

To participate in the meeting via Zoom, download Zoom on any phone or computer device cut and paste the following link into your browser to access and participate in the live City Council meeting at 6:30 p.m.: <https://zoom.us/j/256208090> or to only listen from the phone dial (213)338-8477, Webinar ID: 256 208 090.

Public comment may be provided by one of the following methods. Each speaker will be given up to four minutes to provide their comment.

OPTION 1: IN-PERSON LIVE COMMENTS – When the item you wish to speak to is announced, please proceed to the speaker’s podium one by one. Do not form a line in the center aisle.

OPTION 2: E-MAIL – Public comments may be sent via email to the City Clerk’s office at sdesautels@ci.claremont.ca.us and jcostanza@ci.claremont.ca.us. All emails will be distributed to the City Council and imaged into the record of the meeting.

OPTION 3: MAIL – Public comments may be mailed to Claremont City Hall, Attn: City Clerk’s Office, PO Box 880, Claremont, CA 91711. All comments received via mail will be distributed to the City Council and imaged into the record of the meeting.

OPTION 4: TELEPHONICALLY – Members of the public wanting to address the City Council telephonically are requested to inform the Claremont City Clerk’s office no later than 3:00 p.m. on the day of the meeting. The Claremont City Clerk’s office can be reached at (909) 399-5461 or (909) 399-5463. You will be called during consideration of the item you are interested in.

OPTION 5: REMOTE LIVE COMMENTS – Through Zoom, if you wish to speak, you may virtually select the "raise hand" button, which can be seen by the City Clerk. If you are dialing in by telephone and wish to speak, please push *9. This will "raise your hand".

The meeting will not be live streamed through Granicus as the meeting will be live streamed through Zoom instead. The recorded meeting will be uploaded to the City website and preserved.

CALL TO ORDER THE MEETING OF THE CITY COUNCIL

REMOTE PARTICIPATION REQUEST PURSUANT TO ASSEMBLY BILL 2449

If a member of the legislative body is attending pursuant to Assembly Bill 2499 and Zoom is disrupted, the meeting will be suspended until Zoom can be restored.

PLEDGE OF ALLEGIANCE

MOMENT OF SILENCE

ROLL CALL

CLOSED SESSION REPORT

CEREMONIAL MATTERS, PRESENTATIONS, AND ANNOUNCEMENTS

Brian Bowcock, for his service as Three Valleys Municipal Water District Board Member

FEDERAL HOLIDAYS AND OBSERVANCES

Holidays This Month and Upcoming - None

MAYOR AND COUNCIL

Council Item

1. APPOINTMENT OF MEMBERS TO THE SUSTAINABILITY COMMITTEE

Recommendation: The City Council Ad Hoc Nominating Committee recommends that the City Council appoint Ethan Reznik, Isabel Ebiner, and Heather Meier to the Sustainability Committee, each to a four-year term, which will expire on January 31, 2027.

Council Assignment Reports

City Councilmembers may serve as representatives on regional organizations. This time is allocated for reports about their activities. For information about the Council's local, intergovernmental and regional appointments please visit the City website: www.ci.claremont.ca.us/government/city-council/city-council-assignments-and-appointments.

CITY MANAGER REPORT

PUBLIC COMMENT

The Council has set aside this time for persons in the audience who wish to comment on items that ARE NOT LISTED ON THIS AGENDA, but are within the jurisdiction of the City Council. Members of the audience will later have the opportunity to address the City Council regarding ALL OTHER ITEMS ON THE AGENDA at the time the Council considers those items.

At this time the Council will take public comment for 30 minutes. Public Comment will resume later in the meeting if there are speakers who did not get an opportunity to speak because of the 30-minute time limit.

The Brown Act prohibits the City Council from taking action on oral requests relating to items that are not on the agenda. The Council may engage in a brief discussion, refer the matter to staff, and/or schedule requests for consideration at a subsequent meeting.

The Council requests, but does not require, speakers to identify themselves. When you come up to speak, please state your name unless you wish to remain anonymous. Each speaker will be allowed four (4) continuous minutes.

CONSENT CALENDAR

All matters listed on the consent calendar are considered to be routine. The City Council or one or more Commissions and/or Committees have previously considered most of the items on the consent calendar. The Council may act on these items by one motion following public comment.

Only Councilmembers may pull an item from the consent calendar for discussion.

The City Council will waive reading of resolutions and ordinances. Each resolution and ordinance will be numbered following Council approval. Now is the time for those in the audience to comment on the consent calendar. Each speaker will be allowed four (4) continuous minutes to comment on items on the consent calendar.

2. ADOPTION OF A RESOLUTION APPROVING THE CITY WARRANT REGISTER

Recommendation: Staff recommends that the City Council adopt A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CLAREMONT, CALIFORNIA, ALLOWING CERTAIN CLAIMS AND DEMANDS AND SPECIFYING THE FUNDS OUT OF WHICH THE SAME ARE TO BE PAID, dated March 2, 2023.

Attachment(s): Resolution Approving City Warrant Register Dated March 2 , 2023

3. CITY COUNCIL MINUTES OF FEBRUARY 28, 2023

Recommendation: Staff recommends that the City Council approve and file the regular City Council meeting minutes of February 28, 2023.

Attachment(s): Draft Regular Meeting Minutes of February 28, 2023

4. CLAREMONT TOURISM BUSINESS IMPROVEMENT DISTRICT ANNUAL REPORT (FUNDING SOURCE: GENERAL FUND)

Recommendation: Staff recommends that the City Council receive and file the Claremont Tourism Business Improvement District Annual Report.

Attachment(s): 2022 CTBID Annual Report
2022 CTBID Annual Budget

5. CLAREMONT DIAL-A-RIDE AGENCY SAFETY PLAN (FUNDING SOURCE: TRANSPORTATION FUND)

Recommendation: Staff recommends that the City Council:

- A. Adopt the Claremont Dial-a-Ride Agency Safety Plan;
- B. Direct staff to notify Caltrans that the City of Claremont has adopted its own safety plan and is opting out of the Caltrans-developed plan; and
- C. Direct staff to submit the Claremont Dial-a-Ride Agency Safety Plan to the Federal Transit Administration.

Attachment(s): City of Claremont Dial-a-Ride Safety Plan

6. CLAREMONT DIAL-A-RIDE SHORT-RANGE TRANSIT PLAN (FUNDING SOURCE: TRANSPORTATION FUND)

Recommendation: Staff recommends that the City Council approve the 2022-24 Short-Range Transit Plan.

Attachment(s): Short-Range Transit Plan
Excerpt from the Draft 02-23-23 Traffic and Transportation Commission Meeting

7. AWARD OF CONTRACT TO NATIONAL AUTO FLEET GROUP FOR THE PURCHASE OF ONE FORD EXPLORER POLICE PATROL UNIT (FUNDING SOURCE: MOTOR FLEET FUND AND SUPPLEMENTAL LAW ENFORCEMENT SERVICES FUND)

Recommendation: Staff recommends that the City Council:

- A. Award a contract to National Auto Fleet Group in the amount of \$55,100.32 for the purchase of one Ford Police Interceptor Utility and authorize the City Manager to execute the contract; and
- B. Appropriate \$55,100.32 from the Motor Fleet Fund and \$22,400 from the Supplemental Law Enforcement Services Fund to complete the purchase and upfitting of the new vehicle.

8. HISTORICAL PROPERTY (MILLS ACT) AGREEMENT #22-MA03 BETWEEN THE CITY OF CLAREMONT AND EMILIE AND DANIEL REAGAN, PROPERTY OWNERS OF 353 WEST SIXTH STREET

Recommendation: Staff recommends that the City Council:

- A. Approve a Historical Property (Mills Act) Agreement between the City of Claremont and Emilie and Daniel Reagan, property owners of 353 West Sixth Street; and
- B. Find that this item is exempt from review under the California Environmental Quality Act (CEQA).

Attachment(s): Draft Mills Act Contract
Estimated Tax Savings Calculation
Architectural Commission Staff Report
CC Resolution No. 2012-75
Schedule of Improvements
Photo Survey
AC Resolution No. 2023-01

9. AUTHORIZATION TO ENTER INTO A PROFESSIONAL SERVICES AGREEMENT WITH ADVANTEC CONSULTING ENGINEERS FOR PROFESSIONAL ENGINEERING SERVICES FOR THE FIRST/LAST MILE TRAFFIC SIGNAL IMPROVEMENTS AT ARROW HIGHWAY AND BUCKNELL AVENUE (FUNDING SOURCE: PROPOSITION C FUND)

Recommendation: Staff recommends that City Council:

- A. Authorize the City Manager to execute a professional services agreement with Advantec Consulting Engineers in the amount of \$57,370 for the preparation of engineering plans and specifications for the traffic signal improvements project, and authorize a ten percent contingency in the amount of \$5,737 for a total amount not to exceed \$63,107;
- B. Appropriate \$63,107 from the Proposition C Fund to fully fund the design of the project; and
- C. Find this item exempt from environmental review under the California Environmental Quality Act (CEQA).

PUBLIC HEARING

Public Hearings will not begin before 7:00 p.m. Each speaker providing public comment will be allowed four (4) continuous minutes to speak, which cannot be delegated.

10. AMENDMENT TO CLAREMONT MUNICIPAL CODE TITLE 16 THAT, IF ADOPTED, WILL: (1) REPEAL SECTION 16.051.050 TITLED HOTELS/MOTELS; (2) REPLACE SECTION 16.051.050 WITH CHAPTER 16.101, TITLED HOTELS/MOTELS; AND (3) AMEND AND ADD NEW SECTIONS TO CHAPTER 16.900 (DEFINITIONS) PERTAINING TO HOTELS AND MOTELS (COLLECTIVELY REFERRED TO AS THE "HOTEL/MOTEL ORDINANCE")

- Recommendation:** Staff recommends that the City Council:
- A. Introduce for first reading, and that reading be by title only AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF CLAREMONT, CALIFORNIA, APPROVING AMENDMENTS TO TITLE 16 OF THE CLAREMONT MUNICIPAL CODE TO: (1) REPEAL SECTION 16.051.050 TITLED "HOTELS/MOTELS"; (2) REPLACE SECTION 16.051.050 WITH A NEW CHAPTER 16.101 TITLED "HOTELS/MOTELS"; AND (3) AMEND EXISTING AND ADD NEW SECTIONS TO CHAPTER 16.900 (DEFINITIONS) PERTAINING TO HOTELS AND MOTELS; and
- B. Find this item is exempt from environmental review under the California Environmental Quality Act (CEQA).

- Attachment(s):**
- City's Existing Hotel/Motel Ordinance
 - Proposed Hotel/Motel Ordinance
 - Planning Commission 10/4/22 Meeting Minutes
 - Joint Commission 1/28/23 Meeting Minutes
 - Draft Planning Commission 2/21/23 Meeting Minutes
 - Police Commission Statement of Direction
 - Summary of Direction from Joint Commission Meeting
 - Public Comment
 - Memo from the California Hotel and Lodging Association (CHLA)

ORDINANCES - None

ADMINISTRATIVE ITEMS - None

CONTINUED PUBLIC COMMENT

This time is reserved for those persons who were unable to speak earlier in the agenda because of the 30-minute time restriction.

COMMISSIONS -

One Architectural Commission Vacancy

ADJOURNMENT

THE NEXT REGULAR MEETING OF THE CLAREMONT CITY COUNCIL WILL BE HELD ON MARCH 28, 2023, AT 6:30 P.M., IN THE CLAREMONT COUNCIL CHAMBER, 225 WEST SECOND STREET, CLAREMONT, CA 91711.

A LOOK AHEAD – Upcoming Meetings and Tentative Agenda Items

South Coast AQMD Air Quality Update and Incentive Programs
Golden State Water/Metropolitan Water District Water Conservation Update
Resolution Approving Warrants Dated March 16, 2023
Draft City Council Meeting Minutes of March 14, 2023 (Special and Regular)
Modification of Lease Agreement for Cell Tower at Alexander Hughes Community Center
Award of Contract for Cahuilla Park Walkway Repairs
Approval of Oak Park Cemetery Phase 2 Map
Approval of Parcel Map 82848 for Scripps College
Adoption of Ordinance Amending Claremont Zoning Code Title 16 (Hotel/Motel)
Award of Plans and Specifications Contract/Funding Appropriation for Traffic Signal Improvements
General Plan/Housing Progress Report
Direction Regarding Permanent Harvard Avenue Residential Permit Parking Program

MATERIALS RELATED TO AN ITEM ON THIS AGENDA, AND SUBMITTED TO THE CITY COUNCIL AFTER PUBLICATION OF THE AGENDA, ARE AVAILABLE TO THE PUBLIC IN THE CITY CLERK'S OFFICE AT 207 HARVARD AVENUE, CLAREMONT, MONDAY THROUGH THURSDAY, 7 AM – 6 PM. SUBJECT MATERIALS WILL BE MADE AVAILABLE ON THE CITY WEBSITE AS SOON AS POSSIBLE - www.ci.claremont.ca.us. For more information, please call the City Clerk's Office at 909-399-5461.

IN COMPLIANCE WITH THE AMERICANS WITH DISABILITIES ACT OF 1990, THIS AGENDA WILL BE MADE AVAILABLE IN APPROPRIATE ALTERNATIVE FORMATS TO PERSONS WITH DISABILITIES. ANY PERSON WITH A DISABILITY WHO REQUIRES A MODIFICATION OR ACCOMMODATION IN ORDER TO PARTICIPATE IN A CITY MEETING SHOULD CONTACT THE CITY CLERK AT 909-399-5461 "VOICE" OR 1-800-735-2929 "TT/TTY" AT LEAST THREE (3) WORKING DAYS PRIOR TO THE MEETING, IF POSSIBLE.

I, SHELLEY DESAUTELS, CITY CLERK OF THE CITY OF CLAREMONT, CALIFORNIA, HEREBY CERTIFY UNDER PENALTY OF PERJURY THAT THE FOREGOING AGENDA WAS POSTED AT CLAREMONT CITY HALL, 207 HARVARD AVENUE, ON MARCH 9, 2023, PURSUANT TO GOVERNMENT CODE SECTION 54954.2.

POST THROUGH: March 15, 2023



Claremont City Council

Agenda Report

File #: 4627

Item No: 1.

TO: ADAM PIRRIE, CITY MANAGER

FROM: ED REECE, MAYOR
JED LEANO, COUNCILMEMBER

DATE: MARCH 14, 2023

Reviewed by:
City Manager: AP

SUBJECT:

APPOINTMENT OF MEMBERS TO THE SUSTAINABILITY COMMITTEE

SUMMARY

In 2008, the City Council adopted the Sustainable City Plan (SCP), which provides a framework to help implement the sustainable community vision that is detailed in the City's General Plan. As provided for in the SCP, the City Council appointed a nine-member Sustainability Committee, which began meeting in 2009. The Committee's primary functions are to update the Sustainable City Plan (most recently in April 2021), monitor progress towards achieving the SCP's goals, and prepare an annual report.

There are currently three positions to fill on the Sustainability Committee. The City Council Ad Hoc Nominating Committee, comprised of Mayor Ed Reece and Councilmember Jed Leano, conducted interviews and are putting forward their recommendations for the City Council to confirm.

RECOMMENDATION

The City Council Ad Hoc Nominating Committee recommends that the City Council appoint Ethan Reznik, Isabel Ebner, and Heather Meier to the Sustainability Committee, each to a four-year term, which will expire on January 31, 2027.

ALTERNATIVES TO RECOMMENDATION

In addition to the recommendation, there are the following alternatives:

- A. Request additional information.
- B. Do not make the appointment.

FINANCIAL REVIEW

The cost to advertise, coordinate interviews, and prepare this report is estimated at \$776. This cost is in staff time and is included in the operating budget of the Administrative Services Department.

RELATIONSHIP TO CITY PLANNING DOCUMENTS

Staff has evaluated the agenda item in relationship to the City's strategic and visioning documents and finds it relates to the General Plan, the Sustainable City Plan, and the 2022-24 Budget.

CEQA REVIEW

This item is not subject to environmental review under the California Environmental Quality Act (CEQA).

PUBLIC NOTICE PROCESS

The agenda and staff report for this item have been posted on the City website and distributed to interested parties. If you desire a copy, please contact the City Clerk's Office.

Submitted by:

Ed Reece
Mayor

Jed Leano
Councilmember

Prepared by:

Shelley Desautels
City Clerk



Claremont City Council

Agenda Report

File #: 4625

Item No: 2.

TO: ADAM PIRRIE, CITY MANAGER

FROM: SHELLEY DESAUTELS, CITY CLERK

DATE: MARCH 14, 2023

Reviewed by:
City Manager: AP

SUBJECT:

ADOPTION OF A RESOLUTION APPROVING THE CITY WARRANT REGISTER

RECOMMENDATION

Staff recommends that the City Council adopt A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CLAREMONT, CALIFORNIA, ALLOWING CERTAIN CLAIMS AND DEMANDS AND SPECIFYING THE FUNDS OUT OF WHICH THE SAME ARE TO BE PAID, dated March 2, 2023.

PUBLIC NOTICE PROCESS

The agenda and staff report for this item have been posted on the City website and distributed to interested parties. If you desire a copy, please contact the City Clerk's Office.

Submitted by:

Shelley Desautels
City Clerk

Attachment:

Resolution Approving City Warrant Register Dated March 2, 2023

RESOLUTION NO. 2023-

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CLAREMONT, CALIFORNIA, ALLOWING CERTAIN CLAIMS AND DEMANDS AND SPECIFYING THE FUNDS OUT OF WHICH THE SAME ARE TO BE PAID

NOW THEREFORE, THE CLAREMONT CITY COUNCIL DOES HEREBY RESOLVE:

SECTION 1. That the list of claims and demands dated March 2, 2023, totaling \$1,390,938.67 has been audited as required by law.

SECTION 2. That warrant numbers 4444 through 4447, 4995, and 251088 through 251215, inclusive, are hereby allowed in the amounts and ordered paid out of the respective funds.

SECTION 3. That the Mayor shall sign this Resolution and the City Clerk shall attest and certify to the passage and adoption thereof.

PASSED, APPROVED, AND ADOPTED this 14th day of March, 2023.

Mayor, City of Claremont

ATTEST:

City Clerk, City of Claremont



Claremont City Council

Agenda Report

File #: 4626

Item No: 3.

TO: ADAM PIRRIE, CITY MANAGER

FROM: SHELLEY DESAUTELS, CITY CLERK

DATE: MARCH 14, 2023

Reviewed by:
City Manager: AP

SUBJECT:

CITY COUNCIL MINUTES OF FEBRUARY 28, 2023

RECOMMENDATION

Staff recommends that the City Council approve and file the regular City Council meeting minutes of February 28, 2023.

PUBLIC NOTICE PROCESS

The agenda and staff report for this item have been posted on the City website and distributed to interested parties. If you desire a copy, please contact the City Clerk's Office.

Submitted by:

Prepared by:

Shelley Desautels
City Clerk

Jamie Costanza
Deputy City Clerk

Attachment:

Draft Regular Meeting Minutes of February 28, 2023

**CLAREMONT CITY COUNCIL
MEETING MINUTES**

Tuesday, February 28, 2023 – 6:30 p.m.

Meeting Conducted In Person and Via Zoom. Video Recording is Archived on the City Website
<https://www.ci.claremont.ca.us/government/city-council/watch-city-council-meetings>

CALL TO ORDER

Mayor Reece called the meeting to order at 6:32 p.m.

PLEDGE OF ALLEGIANCE**MOMENT OF SILENCE****ROLL CALL****PRESENT**COUNCILMEMBER: CALAYCAY, LEANO, MEDINA, REECE,
STARK**ABSENT**

COUNCILMEMBER: NONE

ALSO PRESENT

Adam Pirrie, City Manager; Alisha Patterson, City Attorney; Jamie Earl, Assistant City Manager; Aaron Fate, Police Chief; Jeremy Swan, Director of Community Services; Nishil Bali, Finance Director; Melissa Vollaro, Director of Human Services; Shelley Desautels, City Clerk

CLOSED SESSION REPORT

There was no closed session meeting.

CEREMONIAL MATTERS, PRESENTATIONS, AND ANNOUNCEMENTS

The City Council recognized the Claremont American Youth Soccer Organization (AYSO) Region 3 Division U-12 Girls Soccer Team and Juan and Rosie De Lira, Founders of Sherwood Florist.

ANNOUNCEMENT OF FEDERAL HOLIDAYS/OBSERVANCES**MAYOR AND COUNCIL**Council Items – NoneCouncil Assignment Reports – None**CITY MANAGER REPORT**

This item starts at 13:59 in the archived video.

City Manager Pirrie provided an update on AB 2449 and announced that the public will still be allowed to participate in the City's Brown Act meetings via Zoom, that the draft motel/hotel ordinance will be heard before the City Council on March 14, and invited all to participate in the City's Tip A Cop event on March 2 as well as the Heart of the Foothills event on April 23.

PUBLIC COMMENT

This item starts at 16:13 in the archived video.

Mayor Reece invited public comment.

Unidentified speaker spoke in support of bicycle and pedestrian safety, and encouraged the City Council to create a bicycle master plan.

Buff Brown, Claremont resident, shared information from articles and books that provide a history of transportation practices.

Yvette Hart, Claremont business owner, spoke against the new business to be located in the Village called the Rave Box.

Marodeen, Claremont business owner, expressed disappointment in the City's decision to approve a business license for the Rave Box.

Juliana Robinson spoke in support of the Rave Box.

Priscilla Espinoza, Claremont Helen Renwick Library Manager, shared upcoming events taking place at the Library.

James Barrett spoke in support of high standards for bicycle and pedestrian safety.

Isabel Ebiner, Claremont resident, spoke in support of bicycle safety and advocated for safe cycling.

Tandy Robinson spoke in support of the Laemmle Theatre's involvement in the Art Walk on Saturday, March 4.

Lydia Hernandez spoke in support of complete and protected streets for pedestrians and bicyclists, and encouraged the City to continue to work with its renters for renter protections.

Russ Binder encouraged all to listen to his podcast, Claremont Speaks.

There were no other requests to speak.

CONSENT CALENDAR

This item starts at 52:30 in the archived video.

Councilmember Leano removed Item No. 5 from the Consent Calendar.

Mayor Reece invited public comment on Consent Calendar Items No. 1-4, 6, and 7.

There were no requests to speak.

1. Adoption of a Resolution Approving the City Warrant Register
Adopted Resolution No. 2023-13, A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CLAREMONT, CALIFORNIA, ALLOWING CERTAIN CLAIMS AND DEMANDS AND

SPECIFYING THE FUNDS OUT OF WHICH THE SAME ARE TO BE PAID, dated February 16, 2023.

2. City Council Minutes of February 14, 2023 (Regular)
Approved and filed the regular City Council meeting minutes of February 14, 2023.
3. Resolutions Terminating Local States of Emergency Declared as a Result of (1) the Outbreak of the Novel Coronavirus (COVID-19) in March 2020 and (2) the January 2022 Windstorm
 - A. Adopted Resolution No. 2023-14, A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CLAREMONT, CALIFORNIA PURSUANT TO CHAPTER 2.48 OF THE CLAREMONT MUNICIPAL CODE PROCLAIMING THE TERMINATION OF A LOCAL EMERGENCY (COVID-19); and
 - B. Adopted Resolution No. 2023-15, A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CLAREMONT, CALIFORNIA PURSUANT TO CHAPTER 2.48 OF THE CLAREMONT MUNICIPAL CODE PROCLAIMING TERMINATION OF A LOCAL EMERGENCY (JANUARY 2022 WINDSTORM).
4. Adoption of a Resolution Authorizing Willdan Financial Services to Prepare the 2023-24 Landscape and Lighting District Annual Report (Funding Source: Landscape and Lighting District Fund)
Adopted Resolution No. 2023-16, A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CLAREMONT, CALIFORNIA, DIRECTING WILLDAN FINANCIAL SERVICES, AS ENGINEER OF RECORD, TO PREPARE AND FILE THE 2023-24 ANNUAL REPORT PERTAINING TO LANDSCAPE AND LIGHTING DISTRICT NO. LL001 (PURSUANT TO THE LANDSCAPE AND LIGHTING ACT OF 1972).
5. Award of Contract for the Towne Avenue Complete Streets Improvements Project to Gentry Brothers, Inc. (Funding Sources: State Gas Tax, STPL Exchange, and Measure W Funds)
This item was removed from the Consent Calendar.
6. Request to Appropriate Funds and Authorize the Execution of a Professional Services Agreement for the Design and Preparation of Plans and Specifications for Transit and Americans with Disabilities Act Improvements (Funding Sources: Proposition A and Proposition C Funds)
 - A. Authorized the City Manager to execute a professional services agreement with Michael Baker International in the amount of \$161,000 and authorize a ten percent contingency in the amount of \$16,100 for a total not to exceed \$177,100;
 - B. Appropriate \$136,980 from the Proposition A Fund and \$40,120 from the Proposition C Fund to fully fund the cost of the agreement; and
 - C. Find this item exempt from environmental review under the California Environmental Quality Act (CEQA).
7. Reallocation of the American Rescue Plan Act Funding From 2023-24 to 2022-23 for the Accessory Dwelling Unit Grant Program (Funding Source: American Rescue Plan Act Fund)
Approved the reallocation of \$200,000 from the adopted 2023-24 budget to the 2022-23 budget for the ADU Grant Program to fund an additional ten ADU grants in 2022-23.

Councilmember Stark moved to approve Consent Calendar Items No. 1-4, 6, and 7, seconded by Councilmember Calaycay, and carried on a roll call vote as follows:

AYES: *Councilmember – Calaycay, Leano, Medina, Reece, Stark*
NOES: *Councilmember – None*

Item Removed from Consent Calendar

This item starts at 54:23 in the archived video.

5. Award of Contract for the Towne Avenue Complete Streets Improvements Project to Gentry Brothers, Inc. (Funding Sources: State Gas Tax, STPL Exchange, and Measure W Funds)

Councilmember Leano recused himself from the discussion and left the meeting as he has a conflict of interest due to the proximity of his residence.

Mayor Reece invited public comment.

Buff Brown, Claremont Streets for People, summarized the written public comment submitted and urged the City Council to vote against staff's recommendation.

Paul Steinberg encouraged the City Council to vote against staff's recommendation.

Lydia Hernandez raised concern regarding the high price in the contract for median landscaping.

Cevi B asked the City Council to vote against staff's recommendation as class 4 bike lanes should be required and turning radii should be evaluated further.

Ross Pringle spoke against staff's recommendation as the current design does not adequately address the goal of complete streets.

Hannah Lu expressed concern of the Towne Avenue design as well as the amount of money proposed on the median landscaping.

Philip asked the City Council to delay any decision on this project to make sure it is designed appropriately.

Angela Oakley expressed concern related to the proposed design and added that there is opportunity to improve access to surrounding neighborhoods and schools through this project.

There were no other requests to speak.

City Engineer Maria Tipping highlighted the staff report and responded to questions from the City Council regarding the project process, landscape and median expense, possibility of a bicycle master plan, City of Pomona's position on protected bicycle lanes, CalTrans role in the project, and State law.

Councilmember Calaycay expressed frustration with processes and State law; however, spoke in support of staff's recommendation.

City Engineer Tipping continued to respond to questions regarding potential project delays and street impacts.

Councilmember Stark spoke in support of staff's recommendation and looks forward to working with community groups to help lobby for legislation to address safer streets.

Councilmember Stark moved to:

- A. Award a contract and authorize the City Manager to enter into an agreement with Gentry Brothers, Inc., in the amount of \$5,025,132 for the Towne Avenue Complete Streets Improvement Project, and authorize a ten percent contingency in the amount of \$502,513, for a total contract amount of \$5,527,645;***
 - B. Authorize the City Manager to enter into a professional services agreement with H.R. Green Pacific, in an amount not to exceed \$495,035 for construction management and inspection services;***
 - C. Appropriate \$3,796,302 from State Gas Tax Fund and \$402,000 from Measure W Fund to fully fund the project; and***
 - D. Find the item is exempt from environmental review under the California Environmental Quality Act (CEQA);***
- Seconded by Councilmember Calaycay.***

City Engineer Tipping continued to respond to questions from the City Council regarding class 4 protected bike lanes, possible delay of the project and a new timeline for completion, definition of a complete streets project, elements of the project, and project cost.

Mayor Reece stated he looks forward to community involvement in future complete streets projects and will continue to support pedestrian and bicycle safety.

The motion carried on a roll call vote as follows:

AYES: Councilmember – Calaycay, Leano, Medina, Reece, Stark
NOES: Councilmember – None
ABSENT: Councilmember – Leano

Councilmember Leano returned to the meeting.

The City Council recessed at 8:22 p.m.

The City Council reconvened at 8:30 p.m.

PUBLIC HEARINGS - None

ORDINANCES – None

ADMINISTRATIVE ITEMS

8. Community Development Block Grant Job Creation & Business Incentive Program for Grafted Cellars Restaurant and Tasting Room (Funding Source: Community Development Block Grant Fund)

This item starts at 1:58:52 in the archived video.

Alex Cousins, Management Analyst, provided an overview of the staff report.

Mayor Reece invited public comment.

Whitney Hale, Owner of Grafted Cellars Restaurant and Tasting Room, looks forward to the opening of the business and is grateful the City offers a grant program that helps businesses.

There were no other requests to speak.

Councilmember Calaycay moved to approve the funding request in the amount of \$50,000, and authorize the City Manager to enter into an agreement with Grafted Cellars Restaurant and Tasting Room for \$50,000 allocated from the Community Development Block Grant Job Creation and Business Incentive program, seconded by Councilmember Stark, and carried on a roll call vote as follows:

AYES: Councilmember – Calaycay, Leano, Medina, Reece, Stark
NOES: Councilmember – None

9. Provide Direction Regarding a Permanent Parklet Program (Funding Source: General Fund)

This item starts at 2:02:28 in the archived video.

Katie Wand, Assistant to the City Manager, gave a PowerPoint presentation.

Ms. Wand; Brad Johnson, Director of Community Development; and Maria Tipping, City Engineer, responded to questions from the City Council regarding parking in the Village, safety procedures, cost of safety procedures, cost of parking spaces, fees for the Claremont Al Fresco program, total number of restaurants that offer outdoor dining, restaurants that have parklets and patios, standard design of parklets, Commission review, number of parklets in question, amendment of the Municipal Code for outdoor dining, deadline to return to original condition, cost of a parklet, State regulations, proposed lease fee of a private parking space, and required square footage of a parking space.

Mayor Reece invited public comment.

Russ Binder suggested the use of mezzanine dining as well as the ability to stack cars to help address the lack of parking.

Unidentified speaker clarified that Viva Madrid has never offered outdoor dining and does not have the opportunity to seat people outside.

Valerie Aruffo, Aruffo's Italian Cuisine, shared that pre-Covid, Aruffo's had outdoor dining approving through the SOUP process that went unused by patrons. She spoke in support of parklets and raised concern regarding the cost of building a new parklet and the possibility of leasing public land.

Nancy Brower, Claremont resident, spoke in support of parklets as she enjoys dining outside.

There were no other requests to speak.

Councilmember Stark spoke in support of staff's recommendation Scenario A which would allow for the opportunity to create a permanent outdoor dining parklet program that will include design standards.

Councilmember Calaycay spoke in support of terminating the Claremont Al Fresco temporary outdoor dining program as the program was initiated as a temporary aid for restaurants during Covid. He stated the parking spaces should be returned to help aid parking constraints in the Village.

Councilmember Leano spoke in support of staff's recommendation Scenario A so that requirements and design standards can be set. He also spoke in support of a parking management system to help parking in the Village.

Ms. Wand continued to respond to additional questions from the City Council regarding a parklet program for new businesses, evaluation of new and existing parklets, and pre-Covid outdoor dining options.

Councilmember Medina shared that the parklets were always meant to be a temporary program as indoor dining was prohibited during the height of Covid and restaurants are allowed to provide outdoor dining through the City's current Special Outdoor Use Permit (SOUP).

Councilmember Stark added that in Scenario A staff would be able to address how many parking spaces are used for parklets.

Ms. Wand and Mr. Johnson continued to respond to questions from the City Council regarding the current use of parking spaces being used for parklets, possible reduction of parking spaces used in a permanent program, Yale Avenue handicap spaces, maximum number of parking spaces to be used in a permanent program, possibility of a parking management study, and confirmed that current parklets will need to be torn down to comply with standards and building specifications.

Mayor Reece stated that if parklets remain that may hinder opportunities for new businesses as a new business may not be allowed to construct a parklet, providing inequity.

Councilmember Stark moved to implement staff's recommended Scenario C, which entails ending the Claremont Al Fresco program effective February 28, 2023, directing staff and the Planning Commission to create and review a new permanent parklet program as time allows including the maximum number of parking spaces to be used in the program, and directing staff to amend its current SOUP and CUP processes to allow for additional outdoor dining opportunities.

Councilmember Medina spoke in support of Councilmember Stark's motion for Scenario C if the portion that directs staff and the Planning Commission to create and review a permanent parklet program was deleted from the motion.

City Manager Pirrie confirmed that a permanent parklet program, as suggested by Councilmember Stark, may not be able to be evaluated until July 2024 due to staff's current workload.

Councilmember Leano added that additional parking information would be helpful in the creation of a new parklet program.

Mayor Reece raised concern regarding the maximum number of spaces to be allowed in a permanent parklet program.

Councilmember Stark's motion failed for lack of a second.

Councilmember Medina directed staff to add the permanent parklet program as an item to be discussed at a future City Council priority setting meeting.

Councilmember Medina moved to implement staff's recommended Scenario C which entails that the Claremont Al Fresco program ends February 28, 2023 as planned, all temporary parklets must be removed and the spaces be returned to their original condition within 14 days, no permanent parklet program will be implemented, directs staff to amend the SOUP and CUP process to allow for additional outdoor dining opportunities and bring those amendments to the Planning Commission for review, and if a restaurant currently has an approved additional outdoor dining/outdoor seating and does not submit an application for a SOUP or CUP, the space must be returned to its original condition on or before May 30, 2023; seconded by Councilmember Calaycay, and carried on a roll call vote as follows:

***AYES: Councilmember – Calaycay, Leano, Medina, Reece, Stark
NOES: Councilmember – None***

The City Council recessed at 11:05 p.m.
The City Council reconvened at 11:11 p.m.

10. 2022 Homeless Services Update

This item starts at 4:41:30 in the archived video.

Jamie Earl, Assistant City Manager, gave a PowerPoint presentation.

Ms. Earl and Brad Johnson, Director of Community Development, responded to questions from the City Council regarding individuals placed in permanent supportive housing, the location of the housing, local permanent supportive housing, staff review of Larkin Place, and data collection.

Mayor Reece invited public comment.

Linda Mawby stated that she would like to see the City supporting its own homeless first and supporting programs that have local control.

John Scott asked the City Council to help the local homeless community and added that as presented Larkin Place will not be specific to Claremont instead it will be available for use by the region.

There were no other requests to speak.

Councilmember Leano shared that a number of the unsheltered individuals are being moved into permanent supportive housing; however, sees there is a shortfall of interim resources.

The City Council received and filed the 2022 Homeless Services Update.

ADJOURNMENT

Mayor Reece adjourned the meeting of the Claremont City Council at 11:54 p.m. The next regular meeting of the Claremont City Council will be held on Tuesday, March 14, 2023, at 6:30 p.m., in the Claremont Council Chamber.

Mayor

ATTEST:

Deputy City Clerk



Claremont City Council

Agenda Report

File #: 4622

Item No: 4.

TO: ADAM PIRRIE, CITY MANAGER
FROM: JAMIE EARL, ASSISTANT CITY MANAGER
DATE: MARCH 14, 2023

Reviewed by:
City Manager: AP

SUBJECT:

CLAREMONT TOURISM BUSINESS IMPROVEMENT DISTRICT ANNUAL REPORT (FUNDING SOURCE: GENERAL FUND)

SUMMARY

The Claremont Tourism Business Improvement District (CTBID) was established by City Council resolution on November 10, 2009, pursuant to the California Property and Business Improvement District Law of 1994, to promote tourism in Claremont. The CTBID levies a two percent assessment on certain lodging businesses to carry out specified activities and services. This assessment is collected by the City on behalf of the CTBID in a manner similar to the ten percent Transient Occupancy Tax (TOT) levied by the City on hotels in Claremont.

On January 1, 2010, the City of Claremont signed a formal agreement authorizing the Claremont Chamber of Commerce to administer the CTBID. A new ten-year CTBID agreement with the City was entered into on January 1, 2015 and expires on December 31, 2024.

This report outlines key highlights of the CTBID Annual Report (Attachment A) and CTBID Annual Budget (Attachment B) submitted by the Chamber of Commerce as administrators of the CTBID.

RECOMMENDATION

Staff recommends that the City Council receive and file the Claremont Tourism Business Improvement District Annual Report.

ALTERNATIVES TO RECOMMENDATION

In addition to the recommendation, there are the following alternatives:

- Request additional information.

- Take no action.

FINANCIAL REVIEW

As part of an overall effort to recover from the pandemic, the CTBID Board approved an initial calendar year budget of \$343,000 for 2022 (Attachment B), which included planned spending from its Reserve Fund. Additional expenditures were approved in subsequent CTBID meetings. CTBID expenditures for 2022 totaled \$337,742.32. The CTBID checking account balance and the CTBID Reserve Fund maintained by the Claremont Chamber of Commerce on January 1, 2022, were \$2,709.24 and \$5,631.19, respectively. The total amount paid by the City to the CTBID for the four quarters of 2022 totaled \$323,702.80, with the last two-quarterly payments for the calendar year 2022 made in early 2023.

Staff support for the District as well as the time to prepare documentation and complete the staff report is estimated at \$757. These costs consist of staff time allocated to the project and are included in the operating budget of the Administrative Services Department.

ANALYSIS

Staff has reviewed the report and finds that it provides the required description of improvements and activities conducted by the District in 2022. Additionally, the District is required to explain any changes to its boundaries. No such changes occurred in 2022, nor are any planned for 2023. Assessment amounts and methodology also remain unchanged at two percent of room rates collected via a similar methodology to Transient Occupancy Tax.

Key highlights outlined in the 2022 Annual Report include:

- Ontario Airport - The CTBID continued running three, 15-second spots at ONT's digital display boards in the baggage claim areas at Terminals 2 and 4. The goal of the campaign is to attract Inland Empire visitors traveling through Ontario Airport to return to visit and stay in Claremont. The airport reported that its passenger volume during 2022 has exceeded its pre-pandemic levels. It is important to note that Ontario Airport also has become more engaged with Claremont this past year as a marketing partner by becoming a Chamber of Commerce sponsor and contributing to various local activities.
- *Los Angeles Magazine* - The CTBID funded a full-page Discover Claremont ad in the magazine's new "Let's Go L.A." annual exploration guide, which was distributed to subscribers and featured on newsstands during the summer.
- Visitor app and connected website widget - The Visit Widget app and website overlay provide information to tourists about the City's restaurants and shops. The Discover Claremont app for Android and iPhones enables visitors to plan itineraries that include Claremont restaurants, shops, and attractions. Restaurant and attraction content is automatically synchronized between the app and DiscoverClaremont.com visitor website; shopping content is regularly updated via Chamber directory information. Locally, the app is promoted through sidewalk stickers with a QR code that redirects visitors to the download site. Metrics: The mobile app had 2,079 users in 2022; the website widget had 578 users.
- Visitor kiosk in Chamber lobby - Connected through the visitor app, the electronic kiosk in the Chamber lobby runs the same Visit Widget content that populates the website, and enables

walk-in visitors to find information about local restaurants, shops, and attractions, and then sends the content back to their phones.

- New editorial content - Working with travel writer Chanin Victor, new story content designed for mobile viewing and social media sharing was created beginning in September using the platform Localhood, which is supported by Visit California. Stories posted through Localhood, such as “Top Weekend Breakfast and Brunch Spots in Claremont” and “9 Irresistible Gourmet Burgers to Crave in Claremont, CA,” are indexed through Google Search, reaching potential visitors. The stories generated 158,000 impressions on Google Discover and Google Search. Victor also authored new blog pieces and began writing and updating the itineraries on the DiscoverClaremont.com site.

| Discover Claremont measured website traffic | 2020 | 2021 | 2022 |
|---|--------|---------|----------------|
| Website visits | 61,497 | 119,778 | 130,465 |
| Website unique visitors | 55,441 | 102,537 | 110,358 |
| Website pageviews | 90,343 | 168,861 | 184,634 |

- The CTBID continues to actively use social media to promote activities, specials, and related content, especially Facebook and Instagram as they provide opportunities to share visual and video images of Claremont’s sites, food, and shopping. In addition to creating and sharing content, and engaging with visitors’ posts and incoming messages, the account team also regularly takes mobile phone pictures around Claremont to maintain a database of artwork for use on our social media sites. Discover Claremont had over 24,200 followers across five social media channels at year’s end.

| Discover Claremont | Jan 1, 2021 | Jan 1, 2022 | Jan 1, 2023 |
|----------------------------|-------------|-------------|---------------|
| Facebook likes | 16,582 | 16,350 | 16,450 |
| Instagram followers | 3,872 | 5,874 | 7,950 |
| Twitter followers | 1,226 | 1,243 | 1,328 |
| Pinterest followers | 680 | 683 | 683 |
| YouTube subscribers | 101 | 125 | 158 |

- Below are the occupancy rates for the past five years, as reported by the properties.

| Occupancy Rates | 2018 | 2019 | 2020 | 2021 | 2022 |
|-----------------------------|------|------|------|--------------|--------------|
| Claremont Lodge | 74.5 | 73.9 | 53.9 | 79.3 | not reported |
| DoubleTree by Hilton | 82.3 | 80.5 | 45.1 | 73.4 | 81.3 |
| Hotel Casa 425 | 79.9 | 78.2 | 40.5 | 68.4 | 78.4 |
| Knights Inn | 75.4 | 72.3 | 64.7 | not reported | not reported |
| Motel 6 | 84.5 | 84.0 | 84.1 | 92.0 | 73.3 |

Additional information regarding CTBID activities and accomplishments can be found in the 2022 Annual Report and Budget attached to this report.

RELATIONSHIP TO CITY PLANNING DOCUMENTS

Staff has evaluated the agenda item in relationship to the City's strategic and visioning documents and finds that it applies to the following: Council Priorities, Economic Sustainability Plan, General Plan, and the 2022-24 Budget.

CEQA REVIEW

This item is not subject to environmental review under the California Environmental Quality Act (CEQA).

PUBLIC NOTICE PROCESS

The agenda and staff report for this item have been posted on the City website and distributed to interested parties. If you desire a copy, please contact the City Clerk's Office.

Submitted by:

Jamie Earl
Assistant City Manager

Prepared by:

Katie Wand
Assistant to the City Manager

Attachments:

A - 2022 CTBID Annual Report
B - 2022 CTBID Annual Budget



January 31, 2023

To: Honorable Mayor and City Council

Subject: **Claremont Tourism Business Improvement District
Annual Activity Report – 2022 (rev.)**

Background

The Claremont Tourism Business Improvement District (District) was established by Council resolution on Nov. 10, 2009, pursuant to the California Property and Business Improvement District Law of 1994 to promote tourism in Claremont. The District enabled the City to levy assessments on certain lodging businesses to conduct specified activities and services.

The City of Claremont signed a formal agreement for the Claremont Chamber of Commerce to administer the District on Jan. 1, 2010. The agreement requires filing an annual activity report at the end of every fiscal year.

Following is a summary of activities performed by the Claremont Tourism Business Improvement District in 2022.



Claremont Tourism Business Improvement District Activity Report 2022

The Claremont Tourism Business Improvement District (CTBID) promotes Claremont as a tourist, event, and meeting destination through a comprehensive, strategic marketing, and public relations campaign. Per the terms of the charter with the City, the use of CTBID funds is solely directed by a seven-member board comprised of representatives from Claremont's five hotel properties, a representative from the City, and a representative from the Claremont Chamber of Commerce.

The CTBID checking balance on Jan. 1, 2022, was \$2,709.24. The CTBID Reserve Fund was \$5,631.19. The total TOT income paid to the CTBID from the City during calendar year 2022 totaled \$153,141.79. (The total amount paid by the City to the CTBID for the four quarters of 2022 totaled \$323,702.80. This amount reflects the revenues collected for Oct. 2021-Sept. 2022.)

As part of an overall effort to recover from the pandemic, the CTBID board approved an initial budget of \$343,000 for 2022, which included planned spending from its Reserve Fund. Additional expenditures were approved in subsequent TBID meetings. Expenditures paid in 2022 totaled \$337,742.32.

Through its marketing and public relations consultant, R. Antonette Communications, the CTBID continued regional and online campaigns promoting overnight visits to the City, and invested in a streaming TV campaign with Spectrum to increase reach and awareness among potential day-travelers in Southern California. Working closely with the Chamber of Commerce, the CTBID provided additional funding to the Visitor Center to support its work promoting Claremont lodging and businesses that attract regional tourists, produced logoed items for purchase and promotional opportunities, and funded the Visit Widget visitor app and Visitor Center kiosk that promotes tourism-related small businesses.

The continued media outreach efforts contributed to Claremont being featured by the *Los Angeles Times* as a top college town destination. A second *Los Angeles Times* travel newsletter and website feature on visiting Claremont highlighted several local stops. Additionally, Discover Claremont created new forms of sharable editorial content for its owned (website) and shared (social media, etc.) channels that highlighted dozens

of local businesses – the content is featured on a platform developed for Visit California destinations and indexed through Google Search.

The search/PPC campaign continued with display and video ad elements, as did regular engagement through social media channels. CTBID funds also supplemented each hotel's individual marketing initiatives.

Following are summaries of the Claremont Tourism Business Improvement District's activities during 2022.

I. Marketing and Promotions

R. Antonette Communications provides the following monthly services for the CTBID:

- Strategic planning and communication counsel
- Campaign management of search and advertising buys and related campaigns
- Oversight of creative
- Press material development and copywriting
- Social media management of online channels including Facebook, Instagram and Twitter
- DiscoverClaremont.com website and Visit Widget management, including posting of updates, calendar edits, and content changes
- Media & influencer relations: Proactive outreach to key travel journalists and local (L.A. region) travel media influencers (non-sponsored); monitoring newswires for content opportunities
- Liaison with Visit California for media and other opportunities
- Organizing and managing quarterly CTBID meetings
- Budget and vendor management (financials, with Claremont Chamber)
- Annual reports for CTBID
- Ongoing communications and reporting, as needed

General marketing and promotion work implemented by the R. Antonette Communications team included the following highlights and ongoing activities:

- Spectrum. As an overall branding initiative to promote visits to Claremont, the CTBID funded a four-month initiative with Spectrum for :30 advertisements run as pre-roll ads for online video (i.e., websites) and during streaming TV content (e.g., Hulu). The ads targeted households in Spectrum-served cities within an approximate 2-hour drive from Claremont, excluding the beach cities but including the Santa Clarita area to the north, Ventura County to the west and the Temecula area to the southeast. Combined impressions for the pre-roll and TV campaigns totaled 863,000, and the pre-roll campaign generated 1,245 site visits to DiscoverClaremont.com.
- California Visitor Guide. Discover Claremont funded a ¼-page ad in the 2022 California Visitor Guide. The ad provided placement on the pullout visitor map, an

additional Claremont destination listing, and incoming visitor leads for future outreach. The CTBID mailed the Claremont Visitor's Guide to fulfill over 500 incoming requests generated from this during 2022.

- **Ontario Airport.** The CTBID continued running three, 15-second spots on at ONT's digital display boards in the baggage claim areas at terminals 2 and 4. The goal of the campaign is to attract Inland Empire visitors traveling through Ontario Airport to return to visit and stay in Claremont. The airport reported that its passenger volume during 2022 has exceeded its pre-pandemic levels. Note that Ontario Airport also has become more engaged with Claremont this past year as a marketing partner, becoming a Chamber of Commerce sponsor and contributing to various local activities.
- **Los Angeles Magazine.** The CTBID funded a full-page Discover Claremont ad in the magazine's new "Let's Go L.A." annual exploration guide, which was distributed to subscribers and featured on newsstands during the summer.
- **Travel Guide to California Magazine ad page.** The CTBID repeated its funding of a one-page ad promoting Discover Claremont in this print and digital magazine, which is provided at AAA offices and airline lounges and sold on newsstands (75,000 circulation). The magazine included the Midsummer Shakespeare Festival as a top summer event in Los Angeles County. Other DMO sponsors included Big Bear, Palm Springs, Petaluma, Pismo Beach and Oxnard.
- **New editorial content.** Working with travel writer Chanin Victor, new story content designed for mobile viewing and social media sharing was created beginning in September using the platform Localhood, which is supported by Visit California. Stories posted through Localhood, such as "Top Weekend Breakfast and Brunch Spots in Claremont" and "9 Irresistible Gourmet Burgers to Crave in Claremont, CA," are indexed through Google Search, reaching potential visitors. The stories generated 158,000 impressions on Google Discover and Google Search. Victor also authored new blog pieces and began writing and updating the itineraries on the DiscoverClaremont.com site.
- **Crowdriff.** To help facilitate collecting content to share on Localhood, the CTBID funded a subscription to the photo platform Crowdriff, which use artificial intelligence to identify and collect social media photos and videos taken in Claremont and helps the CTBID team secure permissions to use and re-share the content. The system works in tandem with the posts on Localhood.
- **Visitor app and connected website widget.** The Visit Widget app and website overlay provides information to tourists about the City's restaurants and shops. The Discover Claremont app for Android and iPhones enables visitors to plan itineraries that include Claremont restaurants, shops and attractions. Restaurant and attraction content is automatically synchronized between the app and DiscoverClaremont.com visitor website; shopping content is regularly updated via Chamber directory information. Locally, the app is promoted through sidewalk

stickers with a QR code that redirected visitors to the download site. Metrics: The mobile app had 2,079 users in 2022; the website widget had 578 users.

- Visitor kiosk in Chamber lobby. Connected through the visitor app, the electronic kiosk in the Chamber lobby runs the same Visit Widget content that populates the website, and enables walk-in visitors to find information about local restaurants, shops and attractions, and then send the content back to their phones.
- Retail merchandise. As part of the Visitor Center offering, merchandise with the Discover Claremont logo including hoodies, shopping bags, dopp kits, mugs and other items were produced (most through Claremont vendor Image Concepts) and made available for retail purchase and promotional use.
- Google/Bing/Yahoo search. The CTBID continued its search engine, cost-per-click campaign on Google, Yahoo and Bing, focused on people searching for rooms and activities in nearby communities (Ontario, Pomona, et. al.). This campaign supplements those implemented by the hotels/chains themselves, with a goal of driving visitors to the Discover Claremont website for information, and then referring them to the hotel sites for booking and to Claremont business sites for additional information. The campaign includes display and :15 video ads.
- Facebook sponsored posts. The CTBID funded sponsored posts on Facebook and Instagram to engage with users and promote various hotel specials and local events.
- Sponsorships. The CTBID joined Pomona College in supporting the Midsummer Shakespeare Festival as a summertime opportunity to generate additional room nights. In additional, social media outreach and posts helped to promote this year's festival.
- Metrolink partnership. Discover Claremont continued its official designation partner with Metrolink, and is among the featured destinations on its So Cal Explorer travel site. Metrolink added new content about visiting Claremont, including "daycations" and hiking and biking trails to explore.
- 2022-23 Visitor's Guide and Chamber Directory. The CTBID supports its funding through hotel ads placed in the guide. Content about visiting Claremont was edited and updated.
- New video content. Claremont's Ad Santell provided additional feature content posted on the Discover Claremont YouTube channel and shared through social media channels.
- Other materials. Updated all contents in the tourism media kit for journalists and bloggers; much of this is featured on the visitor website.

II. Hotel Marketing & Visitor Center Allocation

To further aid in their recovery efforts, funds allocated but not spent by each property in 2021 were rolled over into the new year, and an additional \$7,500 per property was allocated to supplement each property’s marketing efforts. The hotels used these funds on various marketing projects to drive room nights in Claremont, including online advertising, conference booking outreach, updating website and marketing materials, and similar projects.

Additionally, to support the Visitor Center, which is co-located and operated by the Claremont Chamber, \$20,000 was allocated by CTBID board.

III. Website

The DiscoverClaremont.com website serves as a landing page for the CTBID’s marketing efforts, with a goal of referring traffic directly to the hotel sites for bookings.

In all, Google Analytics tracked more than 111,000 unique visitors to the site in 2022, and directed 1,522 visitors to the hotel’s booking sites (with another 1,079 directed to a linked Claremont business or event).

| Discover Claremont measured website traffic | 2020 | 2021 | 2022 |
|---|--------|---------|----------------|
| Website visits | 61,497 | 119,778 | 130,465 |
| Website unique visitors | 55,441 | 102,537 | 110,358 |
| Website pageviews | 90,343 | 168,861 | 184,634 |

In 2022, the percentage of visitors who entered the website from organic search or typing DiscoverClaremont.com into their browsers was 43 percent. Paid search targeting potential visitors, including those searching for rooms in surrounding communities, totaled 49 percent of site traffic.

| Discover Claremont website traffic sources | 2020 | 2021 | 2022 |
|--|-------|-------|--------------|
| Pct. of visitors via direct URL | 13.2% | 18.3% | 13.9% |
| Pct. via organic search | 16.2% | 25.0% | 29.0% |
| Pct. via Facebook/social | 3.7% | 2.0% | 4.0% |

A significant site update was completed in Q4 to help site visitors more easily find “Plan Your Visit” content and incorporate the Localhood stories being created for Visit California. New itineraries for 1-day, 2-day and 3-day visits were authored, and the previous specialty itineraries began to be rewritten (this work is continuing). Additionally, a blog section of “Claremont Stories” – new, highly sharable content written by CTBID contributors, including travel writer Chanin Victor – was incorporated.

The site calendar function was updated, and a feed from the Claremont Chamber site is synchronized to the site and manually edited to include only likely visitor events.

IV. Media Relations

The CTBID opted not to host influencers, and focused solely on connecting with credentialed travel journalists during 2022. It renewed its affiliate membership with the International Food Wine Travel Writers Association.

Coverage highlights include *Los Angeles Times* features on top college towns to visit in California.

- LATimes.com and Sunday newspaper: "What to do, see and eat in California's nine best college towns," <https://www.latimes.com/travel/story/2022-08-16/best-california-college-towns-things-to-do>
- LATimes.com, "This college town, less than an hour's drive from L.A., makes for a perfect day trip," <https://www.latimes.com/travel/newsletter/2022-08-25/claremont-college-town-day-trip-los-angeles-escapes>

Additionally, Claremont was featured for the first time in 2022 in the California Official Visitors Guide in "6 Towns You Should Know" (download guide at <https://www.visitcalifornia.com/travel-guides/>)

Other notable coverage about visits to Claremont included:

- Locale Magazine, "4 Southern California Destinations You Can Reach By Rail," <https://localemagazine.com/southern-california-train-destinations>
- She Buys Travel, "No Car Necessary: A Weekend in Claremont, California," <https://shebuystravel.com/weekend-in-claremont-california/>

The media relations consultant also re-engaged with journalists and travelers who expressed previous interest in visiting Claremont, and proactively reached out to key regional outlets. We also supported outreach efforts to promote the Midsummer Shakespeare Festival as weekend getaway opportunity.

V. Social Media

The CTBID continues to actively use social media to promote activities, specials and related content, especially Facebook and Instagram as they provide opportunities to share visual and video images of Claremont's sites, food and shopping. In addition to creating and sharing content, and engaging with visitor's posts and incoming messages, the account team also regularly takes mobile phone pictures around Claremont to maintain a database of artwork for use on our social media sites.

Discover Claremont had over 24,200 followers across five social media channels at year’s end.

| Discover Claremont | Jan 1, 2021 | Jan 1, 2022 | Jan 1, 2023 |
|----------------------------|-------------|-------------|---------------|
| Facebook likes | 16,582 | 16,350 | 16,450 |
| Instagram followers | 3,872 | 5,874 | 7,950 |
| Twitter followers | 1,226 | 1,243 | 1,328 |
| Pinterest followers | 680 | 683 | 683 |
| YouTube subscribers | 101 | 125 | 158 |

This year the team changed its posting approach to more frequently feature local businesses that attract out-of-town visitors and stories/posts about those businesses. This is noted here because this social media content strategy does not attract as many user views or followers as photos of Claremont nature or Claremont architecture do – this is due to how the social media algorithms populate content to its users.

The CTBID uses Facebook to regularly share information about Claremont destinations, promote events that might interest out-of-town visitors, share and boost media coverage, and engage with other Claremont businesses to promote their specials and activities. The CTBID regularly promotes the City’s restaurants and shops. Total Facebook page reach (number of people who saw any content) for the Discover Claremont page in 2022 was 302,841.

The CTBID team uses Instagram as a travelogue for future visitors: The team shares intriguing photos about Claremont by actively posting and reposting photos and calling out additional content being written or created for our other social channels. In 2022, the team began creating and sharing new Instagram Reels content and stories, leveraging the content being created for Localhood (Visit California platform). Total Instagram page reach (number of people who saw any content) for the Discover Claremont page in 2022 was 157,195.

Facebook and Instagram ads generated over 573,450 impressions in 2022.

The team paused its use of Pinterest in 2022 to focus on other content creation. The team continues to use and monitor Twitter to communicate with visitors and journalists, but not as a primary means of promoting tourism. The team reviews and updates the playlists on the CTBID’s You Tube channel, including content about Claremont created by various sources.

VI. Measurement

Below are the occupancy rates for the past five years, as reported by the properties.

| Occupancy Rates | 2018 | 2019 | 2020 | 2021 | 2022 |
|-----------------------------|-------------|-------------|-------------|---------------------|--------------|
| Claremont Lodge | 74.5 | 73.9 | 53.9 | 79.3 | not reported |
| DoubleTree by Hilton | 82.3 | 80.5 | 45.1 | 73.4 | 81.3 |
| Hotel Casa 425 | 79.9 | 78.2 | 40.5 | 68.4 | 78.4 |
| Knights Inn | 75.4 | 72.3 | 64.7 | <i>not reported</i> | not reported |
| Motel 6 | 84.5 | 84.0 | 84.1 | 92.0 | 73.3 |

VII. Participation

Following the sale of the Knights Inn in January 2021, the new proprietors have advised the CTBID to not promote their property at this time, but look forward to working with the other board members once their new property is constructed. The marketing contractor, R. Antonette Communications, continues to engage with contacts at the other four Claremont properties, each of which participated in one or more opportunities.

| | 2022 Approved Budget | 2022 Amended Budget | Funds Encumbered from 2021 | Expenditure to Date |
|----------------------------|----------------------|---------------------|----------------------------|---------------------|
| Strategic planning, etc. | 84,000 | 84,000 | | 84,000 |
| Monthly rechargables | 2,500 | 2,500 | | 1,005.84 |
| Casa 425 | 7,500 | 7,500 | 8,450 | 15,950 |
| Claremont Lodge | 7,500 | 7,500 | 7,500 | 15,000 |
| DoubleTree | 7,500 | 7,500 | 4,700 | 13,154.24 |
| Motel 6 | 7,500 | 7,500 | 6,500 | 14,000 |
| Knights Inn | - | - | 7,500 | - |
| Visitor Center | 20,000 | 20,000 | | 9,000 |
| Director/Visitor Guide | 13,200 | 13,200 | | 10,132.28 |
| Visitor Center Kiosk | 4,888 | 4,888 | | 14,463.00 |
| Vendors | 1,200 | 1,200 | | 1,833.96 |
| CA Visitor Guide | 6,412 | 6,412 | | 6,412 |
| Misc. Expenses | 500 | 500 | | 700 |
| Accountant Fees/Audit | 5,000 | 5,000 | | - |
| Claremont Print | 1,000 | 1,000 | | 982.88 |
| Ontario Airport | 30,000 | 30,000 | | 30,000 |
| IE Magazine | 2,000 | 2,000 | | 1,995 |
| Allocation for Ad Ops. | 6,000 | 6,000 | | 3,500 |
| Plaza Digital | 36,000 | 36,000 | | 23,729.87 |
| Facebook/Instagram | 3,000 | 3,000 | | 4,595.35 |
| Visit CA/other | 10,000 | 10,000 | | - |
| Influencer Visitors | 10,000 | - | | - |
| Vendor/Wire Service Fees | 1,200 | 1,200 | | - |
| Visit CA/media | 2,000 | 2,000 | | - |
| Hotel/Journalist Reimb. | 2,500 | 2,500 | | - |
| Chamber Gift Cards | 1,800 | 1,800 | | 1,000 |
| Ophelia's Jump sponsorship | 10,000 | 10,000 | | 10,000 |
| Chairman's Circle | 1,500 | 1,500 | | - |
| IFWTWA | 300 | 300 | | - |
| Content Writing, etc. | 10,000 | 10,000 | | 3,081.51 |
| Visitor Center graphics | 2,500 | 2,500 | | - |
| Ad Santell video/others | 3,000 | 3,000 | | 5,000 |
| Claremont Image Concepts | 2,500 | 2,500 | | 5,385.91 |
| Reserves | 40,000 | - | | |
| Spring 2022 Travel Guide | - | 2,950 | | 2,950 |
| Spectrum TV | - | 25,000 | | 31,562.50 |
| Crowdriff | - | 10,000 | | 11,000 |
| Claremont Chamber 100 Gala | - | 6,200 | | 6,200 |
| 2021 Claremont Courier Ad | - | - | | 1,108 |
| 2021 Visit CA digital ads | - | - | | 9,999.98 |
| Totals | 343,000 | 337,150 | 34,650 | 337,742 |



Claremont City Council

Agenda Report

File #: 4623

Item No: 5.

TO: ADAM PIRRIE, CITY MANAGER

FROM: JEREMY SWAN, COMMUNITY SERVICES DIRECTOR

DATE: MARCH 14, 2023

Reviewed by:
City Manager: AP

SUBJECT:

CLAREMONT DIAL-A-RIDE AGENCY SAFETY PLAN (FUNDING SOURCE: TRANSPORTATION FUND)

SUMMARY

The City of Claremont offers the Claremont Dial-a-Ride (DAR) Program, a demand response transportation program. The City of Claremont's general public Dial-a-Ride program is funded by Federal, State, County, and local funding sources, including fares, which are deposited into the City's Transportation Fund. The City contracts with Pomona Valley Transportation Authority (PVRTA) to administer the program, and the program is operated by First Transit.

The Federal Transit Administration (FTA) requires that public transportation agencies adopt an Agency Safety Plan. Agencies that do not develop their own safety plan will automatically opt-in and be covered under the California Department of Transportation (Caltrans) Safety Plan. To ensure the safety plan is consistent with Claremont Dial-a-Ride operations, staff from PVRTA recommend opting out of the Caltrans plan and has prepared a plan (Attachment) for adoption and submission to FTA.

RECOMMENDATION

Staff recommends that the City Council:

- A. Adopt the Claremont Dial-a-Ride Agency Safety Plan;
- B. Direct staff to notify Caltrans that the City of Claremont has adopted its own safety plan and is opting out of the Caltrans-developed plan; and
- C. Direct staff to submit the Claremont Dial-a-Ride Agency Safety Plan to the Federal Transit Administration.

ALTERNATIVES TO RECOMMENDATION

In addition to the recommendation, there are the following alternatives:

- A. Request additional information.
- B. Direct staff to opt in to the Caltrans-developed plan.

FINANCIAL REVIEW

There is no direct financial impact associated with adopting the Claremont Dial-a-Ride Safety Plan.

The staff cost to prepare this report and administer this program is estimated at \$3,400 and is included in the operating budget of the Community Services Department.

ANALYSIS

The City of Claremont began its general public Dial-a-Ride service in 1975. DAR is a demand response transit service available to all Claremont residents at an affordable price. In 1996, DAR was reorganized into two parts: a taxi component and a group service component. The taxi service is usually for single passengers but can be used for groups of three or fewer traveling to the same destination. Groups of four to five individuals traveling to the same destination can use the regular DAR taxi service, with multiple vehicles dispatched to facilitate the ride. The group service is for groups of six or more individuals traveling to the same destination. Groups typically ride in one of the City-owned paratransit buses. DAR is currently operated under contract by First Transit and managed by the Pomona Valley Transportation Authority (PVRTA), which is a joint powers authority comprised of the Cities of Claremont, La Verne, Pomona, and San Dimas.

The Federal Transit Administration requires that public agencies adopt an Agency Safety Plan. Agencies have the option of developing their own safety plan that meets FTA requirements or opting into the Caltrans-developed safety plan. To ensure that the City's safety plan reflects Claremont Dial-a-Ride's operations, PVRTA staff prepared the proposed plan to meet FTA requirements and recommends opting out of the Caltrans-developed plan.

First Transit is currently contracted to operate the Claremont Dial-a-Ride program and provides all labor, training, and vehicle maintenance. As such, the draft safety plan incorporates First Transit's standard operating procedures and safety policies. The proposed Claremont Dial-a-Ride Safety Plan addresses safety performance targets, safety management policies, employee training protocols and curriculum, safety monitoring procedures, and incident reporting protocols.

RELATIONSHIP TO CITY PLANNING DOCUMENTS

Staff has evaluated the agenda item in relationship to the City's strategic and visioning documents and finds that it applies to the following City Planning Documents: Council Priorities, Sustainable City Plan, Economic Sustainability Plan, General Plan, 2022-24 Budget, and the Youth and Family Master Plan.

CEQA REVIEW

This item is not subject to environmental review under the California Environmental Quality Act (CEQA).

PUBLIC NOTICE PROCESS

The agenda and staff report for this item have been posted on the City website and distributed to interested parties. If you desire a copy, please contact the City Clerk's Office.

Submitted by:

Jeremy Swan
Community Services Director

Prepared by:

Kristin Mikula
Community Services Manager

Attachment:

Claremont Dial-a-Ride Agency Safety Plan

Claremont Dial-a-Ride

Public Transit Agency Safety Plan



**2023
Report**

Claremont Dial-a-Ride Public Transportation Agency Safety Plan

1. TRANSIT AGENCY INFORMATION

Claremont Dial-a-Ride, 207 Harvard Avenue, Claremont, CA 91711

Accountable Executive: Jeremy Swan, Community Services Director

Chief Safety Officer: Rachel Estrada, Location Safety Manager

Mode of Service Covered by This Plan: Demand Response

FTA Funding Types: 5307

Mode of Service Provided by the Transit Agency: Demand Response

2. PLAN DEVELOPMENT, APPROVAL, AND UPDATES

This plan was drafted by City of Claremont:

Signature:

Jeremy Swan, Accountable Executive

Date

Approved by Claremont City Council on

Date

Certification of Compliance Signature:

Adam Pirrie, City Manager

Date

Annual Review and Update of the Agency Safety Plan:

The day-to-day administration of the Claremont Dial-a-Ride Safety Plan is the responsibility of its contractor, First Transit.

The Agency's PTASP will be reviewed by the PTASP Committee annually, each year in September, and when Pomona Valley Transportation Authority (PVTA) and/or City of Claremont:

- Determines its approach to mitigating safety deficiencies is ineffective;
- Makes significant changes to service delivery;
- Introduces new processes or procedures that may impact safety;
- Changes or re-prioritizes resources available to support Safety Management Systems; and/or;
- Significantly changes its organizational structure.

Changes to the plan are reviewed and approved by the PVTA and City of Claremont. The City of Claremont Community Services Director will approve any updates or changes and forward to the City Council for approval.

The Agency's PTASP Committee will consist of the First Transit General Manager, Safety Manager, Maintenance Manager, Administrative Assistant, dispatchers, drivers, the PVTA Senior Program Manager, and the PVTA Mobility Manager.

3. SAFETY PERFORMANCE

Safety Performance Targets

| | |
|------------------------------|---|
| Fatalities (Total) | 0 |
| Fatalities (Rate) | 0 |
| Injuries (Total) | 0 |
| Injuries (Rate) | 0 |
| Safety Events (Total) | 0 |
| Safety Events (Rate) | 0 |
| System Reliability | 0 |

Safety Performance Target Coordination

The City of Claremont provides its safety targets to the Metropolitan Planning Organization (MPO and CalTrans).

Targets Transmitted to the State

| State Entity Name | Date Targets Transmitted |
|--------------------------|---------------------------------|
| CalTrans | |

Targets Transmitted to the Metropolitan Planning Organization(s)

| Metropolitan Planning Organization Name | Date Targets Transmitted |
|--|---------------------------------|
| Southern California Association of Governments | |

4. SAFETY MANAGEMENT POLICY

Claremont believes that working safely promotes quality and productivity. Preventing collisions and personal injuries is of critical importance. Working with our contractors, we are committed to providing a safe workplace, the proper training and personal protective equipment, and a work environment conducive to safe practices and policies.

Claremont's Claremont Dial-a-Ride (DAR) contractor, First Transit, has developed a safety plan for the PVRTA/Claremont location. The plan was reviewed by PVRTA, which manages the Claremont DAR and by the City of Claremont. First Transit's location safety plan provides the overall framework for the Claremont DAR Safety Plan. Elements of the contractor's safety plan and practices, such as certain Standard Operating Procedures (SOPs), are referred to and incorporated into this plan.

The City of Claremont and PVRTA monitor contractor performance to assure compliance with the adopted Claremont safety program. Personnel providing Claremont DAR are required to perform their duties safely and with concern for the safety of our passengers, other employees, and the public. Claremont DAR contractors and personnel will not

Claremont Dial-a-Ride Public Transportation Agency Safety Plan

perform any service unless it can be done safely. The main purpose of this plan is to reduce collisions and injuries by increasing communications between employees and managers about safety-related issues. PVRTA and the City of Claremont support the safety program and review the Contractor's performance implementing the safety plan as well as conducting periodic and annual reviews.

Safety Management Policy Communication

Claremont's contractor, First Transit, is responsible for communicating the safety management plan. The Contractor's Location Safety Manager (LSM) is at the center of the local safety communication process and is responsible for compiling safety reports to include the following:

- Accident and injury data monthly report
- Security incident data
- Safety and security audit data and recommendations
- Safety Solutions Team (SST) meeting minutes
- Near miss and hazard reporting

The Contractor's LSM reports directly to the Location General Manager (LGM) and routinely meets formally with the LGM, one-on-one, to provide updates on safety issues, safety priorities, and hazard management. The LSM also meets informally with the LGM to provide updates on safety issues on an as-needed basis. The LGM reports on a regular basis to PVRTA and the City of Claremont regarding performance and safety issues.

The LSM also participates in the location's Safety Solutions Team (SST) meetings to discuss safety priorities, safety issues, and hazard management, and to communicate safety-related information across all departments. The LSM and the LGM have the authority to correct or suspend work if conditions are determined to be unsafe or pose a hazard to customers, employees, contractor employees, or the general public. Likewise, if conditions exist which prevent the safe passage of vehicles, the LSM and LGM have the authority to suspend work until it is determined that the unsafe condition or hazard has been mitigated or corrected.

Authorities, Accountabilities, and Responsibilities

- Accountable Executive: Jeremy Swan, City of Claremont Community Services Director
- Chief Safety Officer or SMS Executive: Rachel Estrada, First Transit Location Safety Manager
- Agency Leadership & Executive Management: Kristin Mikula, Community Services Manager, City of Claremont; Nicole Carranza, Senior Program Manager, PVRTA
- Key Staff: First Transit Region Safety Manager

Employee Safety Reporting Program

Reporting Options

First Transit administers the Safety Reporting Program. Reporting unsafe practices, policy violations, illegal activity, etc. is encouraged, and in many instances required, of all employees. The primary goal is to identify areas where risk of injury or property damage exist and to develop measures to mitigate those risks. If in doubt about how to respond to a situation, First Transit employees are encouraged to immediately contact Dispatch.

Contractor employees involved in Claremont DAR are required to report the following:

- Defective equipment
 - First Transit employees are trained to identify defective equipment through closed course and vehicle orientation training. A daily pre-trip and post-trip inspection report is completed.
 - Broken or cracked windows from unknown causes, cut seats
- Safety hazards
 - First Transit employees are trained to identify safety hazards through closed course training. The following First Transit Standard Operating Procedures relate to safety hazards:
 - SOP #900 - Facility Hazard Recognition Manual
- Accidents/Incidents
 - Accidents and incidents are a very serious matter and a valuable learning opportunity to improve safety. The following First Transit Standard Operating Procedures relate to accidents and incidents:
 - SOP 700 – Accident and Safety Data Acquisition and Reporting
 - 700a – Auto and General Liability Claim Form
 - 700b – Courtesy Card
 - 700c – Operator Incident Report
 - Employees are trained to take appropriate actions at the scene of an accident/incident for the safety and security of passengers, employees, and the general public.
 - Employees are required to provide necessary information to help management evaluate the incident, determine culpability; and develop actions to limit or eliminate the possibility of the incident occurring in the future.
 - Operators are required to report all accidents and collisions to Dispatch immediately upon occurrence. When reporting to Dispatch, the employee must state that he or she is reporting an accident and then answer any questions asked by Dispatch. Additionally, the Operator must complete an Operator Incident Report and Auto and General Liability Claim Form no later than one hour after completion of the Operator's shift on the day of occurrence. Any vehicle defects that may have contributed to an accident shall be included in the

Claremont Dial-a-Ride Public Transportation Agency Safety Plan

report. To help ensure that this deadline is met, employees are paid to complete the forms.

- Operators are required to report all incidents. Incidents may include, but are not limited to, passenger slips and falls on or near the vehicle, fights, police action, or removal of a passenger. Incidents must be reported to Dispatch immediately and require an Auto & General Liability Claim Form to be completed by management the day of the incident. All other incidents and occurrences out of the norm, no matter how slight, are to be reported to Dispatch upon return to the yard.
 - In the event of an accident or an incident, Operators must distribute Courtesy Cards then retrieve as many as possible from passengers and persons in the immediate area of the accident or incident who may have witnessed the event.
 - Operators witnessing an accident shall notify Dispatch immediately, even though their vehicle may not be involved.
 -
- Law Enforcement Actions
 - Employees are required to report any arrests, indictments, or convictions to their immediate manager or Human Resources immediately, but no later than prior to the next scheduled work shift, to the extent permitted by applicable law. If the circumstances and the offense present a potential risk to the safety and/or security of customers, employees, premises and/or property, such events may result in disciplinary or other appropriate action to the extent permitted by applicable law.
 - Operators and safety sensitive employees are required to report all Driving Under the Influence (DUI) or Driving While Intoxicated (DWI) related charges, vehicular collisions, and any moving violation citations received in any vehicle immediately, but no later than prior to their next scheduled work shift, consistent with applicable law.
- Near Misses
 - If an employee is involved in a near miss or identifies a hazard, they are encouraged to report the event. Reporting these situations may help to develop strategies and protocols that prevent collisions or injuries from occurring in the future. A near miss is defined as an event where no harm was caused, but there was the potential to cause injury or ill health—a dangerous occurrence.
- Threatening or Suspicious Activity
 - Anyone who sees, hears, or learns of any conduct or statements that seem threatening or suspicious, and/or of any weapons on company premises or in company vehicles, is required to immediately report such conduct or statement. These situations may be reported to the Supervisor or Manager, the First Transit Human Resources Department, FirstGroup America Security, the confidential Ethics and Compliance Hotline (1-877-322-5534), the Ethics and Compliance Hotline intake website

Claremont Dial-a-Ride Public Transportation Agency Safety Plan

(ethicsfirst.ethicspoint.com), and/or by email at compliance@firstgroup.com.

- If there is an immediate risk or imminent threat of violence, serious harm, or life-threatening conduct, employees should immediately call 911, local police, or other law enforcement.

Duty to Report Wrongdoing

Employees, contractors, and vendors are encouraged to report wrongdoing or illegal acts to location management so long the location manager is not believed to be involved in the fraud, waste, or abuse being reported. Alternatives include First Transit Human Resources Department and the Ethics and Compliance hotline and intake website noted above.

Self-Reporting

Self-reporting is encouraged. Anyone who reports his/her own violation will receive due consideration regarding disciplinary action.

Open-Door Policy

The City of Claremont, PVTA, and First Transit have Open-Door Policies. Employees are encouraged to discuss any job-related problems or concerns with their Supervisor, Manager, or Human Resources Department. Employees are encouraged to share suggestions, ideas, or concerns as a means of improving workplace and organizational safety.

5. SAFETY RISK MANAGEMENT

All employees involved in the Claremont DAR service are responsible for performing their jobs in a safe manner, which includes identifying safety risks and participating in developing and implementing effective mitigation techniques.

Safety Hazard Identification

Safety Hazard Identification is a vital exercise to reduce safety risks and improve overall service delivery. Safety Hazard Identification data may come from internal sources, such as employee reporting, customer feedback, maintenance records, and/or from external sources such as the Federal Transit Administration. The objective of hazard identification is to identify conditions that can cause an accident or create an unsafe environment and determine possible consequences if the unsafe condition is not corrected. Records from the Claremont DAR operation, as well as external programs, and are routinely analyzed to identify accident causation. Traffic conditions are periodically analyzed and management routinely reviews established prevention processes.

Claremont Dial-a-Ride Public Transportation Agency Safety Plan

Claremont DAR and its contractors rely on employees to assist with the hazard identification and resolution process. Working with the location safety personnel and through a structured process, employees help:

- Identify Critical Factors in Safety Risk Mitigation
- Develop and Recommend an Action Plan
- Implement Action Plan
- Measure Performance Against Safety Objectives
- Monitor the Process
- Modify the Process
- Secure Outside Assistance (when needed)
- Audit for Compliance

First Transit maintains several tools for hazard identification. Among them are:

- Daily Safety & Health Walkthrough and Checklist (SOP #802 and #802a)
 - Routine safety and health walkthroughs are conducted to promptly identify hazardous conditions. The process involves conducting a walk-through, notifying employees of the hazards identified, and identifying mitigation measures to help protect against personal injury.
- Positive Check-In Procedures & Reasonable Suspicion (SOP #804)
 - Positive check-in procedures are in place to ensure Operators reporting to work are fit for duty.
- Facility Hazard Recognition Manual (SOP #900)
 - The First Transit Hazard Recognition Manual is a tool for recognizing potential hazards in facilities. The manual provides:
 - A reference guide for conducting safety inspections at a facility, and
 - A training document to educate and train employees to conduct effective safety inspections.
- Vehicle Maintenance Risk Assessment (SOP #503a)
 - All employees who perform maintenance and repairs to vehicles within transit centers and bus yards or perform on-road calls complete a risk assessment using the Vehicle Maintenance Risk Assessment Form prior to performing any work on a vehicle.
 - The Risk Assessment process requires employees about to perform a maintenance task to confirm they possess the training, skills, knowledge, abilities, tools, and equipment to safely perform the required task. The assessment requires the employee to determine following:
 - Are you properly trained to perform the task?
 - If the task requires lifting, are lifts secured and are jack stands used correctly?
 - Are you wearing the appropriate personal protective equipment (PPE)?

Claremont Dial-a-Ride Public Transportation Agency Safety Plan

- Have you performed the proper lock-Out/tag-Out (LOTO) procedures?
- Are you aware of the potential risks of performing this repair?
- If the answer is “No” to any of the above assessments the technician is to immediately contact their manager.
- Pre-Survey Job Hazard Analysis (SOP #503b)
 - Prior to beginning a Job Hazard Analysis, a pre-survey of the working conditions under which the job is performed is conducted using the Pre-Survey Job Hazard Analysis Form. A few of the potential hazards being considered include:
 1. Are there tripping hazards in the job vicinity?
 2. Is the lighting adequate for work conditions?
 3. Are there explosive hazards associated with the job?
 4. Are there electrical hazards associated with the job?
 5. Are tools associated with the job in good condition?
 6. Is the noise level excessive (below 85-dba)?
 - Facility Parking Risk Management Assessment (SOP #901)
 - Inadequate turning areas, blind corners, and uneven walking surfaces can all cause collisions or employee injury in parking areas. The Facility Parking Risk Assessment helps identify and prevent these types of collisions for both buses and personal vehicles. The LGM must ensure compliance with all provisions of this SOP.
 - The risk of each facility is assessed as follows:
 - Annually
 - Unscheduled – Whenever a significant vehicle collision or a pedestrian strike occurs in the bus yard or on company premises
 - Start-up locations – Before operating out of the new location.

Accident/Incident Hazard Identification

Procedures exist to capture information regarding potential accident and incident hazards. This information is utilized proactively to develop hazard mitigation measures. It may also be used in response to accidents to determine what, if any, hazards existed that may have contributed to the accident or incident and to develop mitigation measures to reduce the risk of recurrence.

There are five (5) main areas reviewed in this Hazard Identification process:

1. Environment
 - a. Weather
 - b. Road Surface Condition
 - c. Visibility

Claremont Dial-a-Ride Public Transportation Agency Safety Plan

2. Transit Service Characteristics and Agency Policies
 - a. Incentives for Safe Driving
 - b. Equipment Maintenance Policies
 - c. Stop Intervals
 - d. Route Design
 - e. Driver Scheduling
 - f. Passenger Demand Schedules
3. Operator
 - a. Experience
 - b. Physical Ability
 - c. Personality
 - d. Psychological Condition
 - e. Physical Condition
4. Road Layout
 - a. Width
 - b. Speed Limit
 - c. Geometric Design
 - d. Traffic Volume
 - e. Capacity
 - f. Parking
 - g. Adjacent Lane Use
 - h. Street Lighting
 - i. Pedestrian Volume
5. Hazard Identification – Accident Prevention/Resolution
 - 1st: Identify the Hazard
 - 2nd: Remove the Hazard
 - 3rd: When the Hazard cannot be removed, Train for the Hazard as a “known condition”

Safety Risk Assessment

Once the hazard is identified, they are categorized into the following severity levels.

- Category 1 – Catastrophic: operating conditions are such that human error, design deficiencies, element, subsystem or component failure, or procedural deficiencies may cause death or major system loss and require immediate termination of the unsafe activity or operation.
- Category 2 – Critical: operating conditions are such that human error, subsystem or component failure, or procedural deficiencies may cause severe injury, severe occupational illness, or major system damage and require immediate corrective action.

Claremont Dial-a-Ride Public Transportation Agency Safety Plan

- Category 3 – Marginal: operating conditions are such that they may result in minor injury, occupational illness, or system damage and are such that human error, subsystem, or component failures can be counteracted or controlled.
- Category 4 – Negligible: operating conditions are such that human error, subsystem, or component failure or procedural deficiencies will result in less than minor injury, occupational illness, or system damage.

Categorizing hazards is consistent with risk-based criteria for severity. It reflects the principle that not all hazards pose an equal amount of risk to personal safety.

The next step in assessing the hazard is to determine the likelihood of it occurring. Likelihood of occurrence is determined based analyzing the transit system operating experience, safety data, and/or reliability and failure data. First Transit has a Resident Management Team is available at each operation location. This team consists of a LGM and a LSM, who oversee operational safety. Additionally, Dispatchers are responsible for daily operational oversight. All identified safety risks are reported to the LGM and/or LSM. Any risks that can be addressed immediately are corrected but still reported.

Each location also establishes a Safety Solutions Team (SST), described in Section 5 of this plan, which uses the following methodologies to ensure a proactive approach to safety at each location.

- Routine hazard management
- Accident and incident investigation
- Safety data collection and analysis
- Routine internal safety audits
- Facility, equipment, systems, and vehicle inspections
- Routine proficiency checks for all vehicle operators and maintenance employees
- Compliance evaluations including onsite inspections
- Regularly communicating safety and hazard data to all employees

Claremont DAR has zero tolerance for preventable injuries and collisions. Eliminating preventable injuries and collisions is our number one goal. Any injury, collision or incident is investigated to determine preventability or non-preventability. Investigations include all instances in which:

- a vehicle was damaged
- a vehicle leaves the traveled roadway
- a passenger is injured or
- an employee is injured

Claremont Dial-a-Ride Public Transportation Agency Safety Plan

The First Transit Accident & Safety Data Acquisition SOP (SOP #700) describes the data collection process, including:

- Defining the event and what to do
- Defining the accident
- “Five Cardinal Rules That Apply to an Accident”
- Operator responsibility
- Dispatcher on duty accident investigation responsibility

SOP #700 also describes the Operators’ and the Dispatchers’ responsibilities for protecting the customers and managing the scene.

The Accident Review Committee (ARC) and Safety Solutions Team (SST), review the data collected. The ARC determines if the accident/incident was preventable or non-preventable and the SST identify measures to reduce the risk of the accident/incident occurring in the future.

Safety Risks Mitigation

Safety Risk Mitigation involves reducing risk to the lowest practical level. Not all safety risks can be completely eliminated. The objectives of the safety risk mitigation process are to:

1. Identify areas where safety risk mitigation requires system design change, safety devices installation, or the development of special procedures.
2. Verify that hazards involving interfaces between two or more systems have been resolved.
3. Verify that the resolution of a hazard in one system does not create a new hazard in another system.

After the assessment is completed, hazard severity is determined and follow-up actions are implemented based upon the below guidelines:

- Unacceptable: The hazard must be mitigated in the most expedient manner possible before normal service may resume. Interim corrective action may be required to mitigate the hazard to an acceptable level while the permanent resolution is development.
- Undesirable: The hazard must be mitigated unless the Location General Manager and Location Safety Manager issue a documented decision to manage the hazard until resources are available for full mitigation.
- Acceptable with review: The Location General Manager and Location Safety Manager must determine if the hazard is adequately controlled or mitigated as is.

Claremont Dial-a-Ride Public Transportation Agency Safety Plan

- Acceptable without review: The hazard does not need to be reviewed by the management team and does not require further mitigation or control.

The SST uses the following methodologies to assure that system safety objectives are implemented through design and operations, and hazards are eliminated or controlled:

1. Design to eliminate or minimize hazard severity. To the extent permitted by cost and practicality, identified hazards are eliminated or controlled by equipment, systems, and facility designs.
2. Hazards that cannot reasonably be eliminated or controlled through design are controlled to the extent practicable through the use of fixed, automatic, or other protective safety design features or devices.
3. Periodic functional checks of safety devices and training for employees are implemented to ensure that system safety objectives are met.
4. When design and safety devices cannot reasonably nor effectively eliminate or control an identified hazard, safety warning devices are used (to the extent practicable) to alert persons to the hazard.
5. Where it is impossible to reasonably eliminate or adequately control a hazard through design or the use of safety and warning devices, procedures and training are used to control the hazard.
6. Precautionary notation is standardized, and safety-critical issues require training and certification of personnel.

Safety Risk Management, Mitigation and Tracking

The LGM and/or LSM are responsible for resolving or mitigating identified hazards. The safety risk mitigation process is managed through the First Transit “Safety Toolbox”, which is an online tool used by management, to record safety-related occurrences, review safety critical data, and track corrective actions, as necessary. First Transit’s Safety Toolbox is a powerful tool to help understand the work area’s safety environment. This includes:

- Understanding and improving observations of safety critical behaviors.
- Reviewing recorded debriefs to ensure that the “BeSafe” process is in place and working.
- Reviewing findings from “BeSafe” tours and determine if tasks/actions have been closed out.

The Safety Toolbox includes information regarding:

- BeSafe Program (BeSafe Debriefs, BeSafe Tours, BeSafe Touchpoints)
 - Debrief meetings conducted in order to assure quality.

Claremont Dial-a-Ride Public Transportation Agency Safety Plan

- Safety Critical Behavior is the focus of touchpoints and is shared and discussed during debrief meetings.
- Contacts (e.g. Near Misses, Hazard reports, Commendation, Safety Issue)
 - Near Misses. Reporting an event you witnessed where no harm was caused, but there was the potential to cause injury or ill health; a dangerous occurrence
 - Hazard Reports. Reporting an event that occurred and could have caused injury.
 - Commendation. A report of commendable safety actions/conduct.
 - Safety issues. A report on any safety issue that has a specific cause – i.e., maintenance, housekeeping, environment, behavior, etc.
- Safety Leadership Activities
 - Actively lead or participate in the location in-service safety meeting.
 - Intersection observation or risk assessment. Risk assessment or driver observations are conducted at nearby intersections.
 - Rail section observation or risk assessment. Risk assessment or driver observations are conducted at rail crossing(s).
 - Planned general inspections. A systematic, general inspection where a location is notified in advance that the inspection will take place.
 - High interest driver. A report of a driver's performance that has indicated a level of risk taking through observations, review scores, and skills evaluations.

Additional documentation, such as corrective action plans, is developed for hazards requiring complex and multifaceted resolutions.

6. SAFETY ASSURANCE

Safety Performance Monitoring and Measurement

There is a Resident Management Team at each First Transit operation location. This team consists of a Location General Manager and a Location Safety Manager, who oversee the operational safety, dispatchers, and instructors; all of whom are responsible for daily operational oversight and training. All identified safety risks are reported to the Location General Manager and Location Safety Manager. Any risks that can be addressed immediately are corrected but still reported.

Each location also establishes a Safety Solutions Team (SST), described in the Safety Risk Management section of this plan, which uses the following methodologies to ensure a proactive approach to safety at each location.

- Routine hazard management
- Accident and incident investigation
- Safety data collection and analysis
- Routine internal safety audits

Claremont Dial-a-Ride Public Transportation Agency Safety Plan

- Facility, equipment, systems, and vehicle inspections
- Routine proficiency checks for all vehicle operators and maintenance employees
- Compliance evaluations including onsite inspections
- Regularly communicating safety and hazard data to all employees

There is zero tolerance for preventable injuries and collisions. Eliminating preventable injuries and collisions is First Transit and the City of Claremont's goal. Any injury, collision or incident that occurs is investigated to determine if it was preventable. Investigations occur in all instances in which:

- a vehicle was damaged;
- a vehicle leaves the traveled roadway;
- a passenger is injured, or;
- an employee is injured

First Transit's SOP #700-Accident & Safety Data Acquisition describes the data collection process, including:

- Defining the Event and What to Do
- Accidents – Defining the Accident
- "Five Cardinal Rules That Apply to an Accident"
- Operator Responsibility
- Dispatcher on Duty Accident Investigation Responsibility

First Transit's SOP #700 also describes the Operators and the Dispatchers responsibilities for protecting the customers and managing the scene.

The groups described in SOP #702, the Accident Review Committee (ARC) and SOP #803, the Safety Solutions Team (SST), review the data to determine if the accident/incident was preventable or non-preventable, (ARC); and identify measures to reduce the risk of the accident/incident occurring in the future (SST).

the First Transit Location Safety Manager (LSM) and/or Location General Manager (LGM) routinely reviews all location safety and hazard data, which includes searching for repetitive events that might have safety implications. When accident/incident reports and statistics indicate repetitive accidents/incidents, the LSM and LGM investigate to determine the root cause.

7. SAFETY PROMOTION

Competence and Training

Claremont's contractor, First Transit, is responsible for the safety training program for employees and contractors directly responsible for safety. Claremont and its administrator, Pomona Valley Transportation Authority, are responsible to monitor the contractor's compliance with their safety training program.

First Transit focuses on both knowledge and skills training utilizing various delivery mechanisms such as classroom, multimedia presentations, closed course, observation, and behind-the-wheel skills building. Learning is evaluated through written quizzes, driving tests, and customer service skills evaluation.

Instructors

Successful new operator training starts with selecting and certifying good instructors. First Transit utilizes various types of instructors, including:

- Classroom Instructor
 - The classroom instructor is responsible for facilitating the classroom portion of New Operator Training. Classroom training requires developing comprehensive lesson plans.
- Behind-the-Wheel Instructor
 - The Behind-the-Wheel (BTW) Instructor is responsible for conducting closed course exercises and behind the wheel instruction. The New Operator Training Program also consists of instructional DVDs, which are accompanied by facilitator guides and participant study guides. The BTW Instructor uses the Operator Proficiency Workbook to document each trainee's progress.
- Master Instructor
 - The Master Instructor, along with the Regional Director of Safety and Regional Safety Manager(s), is responsible for training the Safety Supervisors. The Master Instructor is also responsible for the certification programs for Behind-the-Wheel and Classroom Instructors and the ongoing Train-the-Trainer workshops.

Training the Instructor is a process by which a Certified Instructor works with the selected New Instructor Candidate. During this time, the Certified Instructor reviews all state laws,

First Transit policies and procedures, local policies, and client-specified programs and requirements. The Certified Instructor also reviews the Behind-the-Wheel Manual, Classroom Manual, and all First Transit video-based courses.

Claremont Dial-a-Ride Public Transportation Agency Safety Plan

In addition to the above training, a New Instructor Candidate must complete the Instructor Development Curriculum, which includes the following three self-directed courses:

1. How to Train
2. Coaching the Adult Learner
3. Learning Basics

First Transit has three types of Instructor Certification:

- Temporary (Silver)
 - Temporary certificates are issued at the local level. A temporary certificate is issued to a New Instructor Candidate upon successful completion of the New Instructor training program at his or her location, conducted by a Certified Trainer. Certificates are issued throughout the year prior to the annual Train-the-Trainer program.
 - Temporary certificates are valid for one year, and one year only, from the date of issue. Temporary certification is accompanied by silver achievement emblems for Classroom, BTW, or both.
 - To continue in the program, a New Instructor must obtain Gold Certification.
- Certified (Gold)
 - The Certified Instructor certificate is issued to a New Instructor who has successfully completed the annual Train-the-Trainer program, conducted by a Master Trainer. The annual Train-the-Trainer program combines all elements of the temporary certification, with the exception of the classroom evaluation. At the annual Train-the-Trainer program, Classroom Instructor Candidates are required to develop a lesson plan and give a presentation.
 - Prior to attending the annual Train-the-Trainer program, all New Instructors must complete the “Safety Leadership” course and pass the final exam with a grade of 90% or above.
 - The Senior Director of Safety is the only person authorized to approve and issue a Certified Instructor certificate with gold achievement emblems for Classroom, BTW, or both.
- Master
 - The Master Instructor Certification program ensures that First Transit Policies and Procedures are correctly implemented throughout the company.
 - Master Instructor Certification is required for all Area Safety Managers and above.
 - The Master Instructor:
 - Provides support to the Location General Manager and the Regional Safety Manager;

Claremont Dial-a-Ride Public Transportation Agency Safety Plan

- Is involved with training new Safety and Training Supervisors, and re-training current Safety and Training Supervisors if required;
- Conducts the annual Train-the-Trainer program for BTW and Classroom Instructor Certification;
- Conducts Safety and Training audits in the region and reports the findings to the Region Safety Manager, if required.

Employee Training

Training employees to assess risks and recognize and avoid hazards is critical to workplace safety. Every First Transit employee is trained in “BeSafe” and “Safe Work Methods”, which are described later in this section.

“BeSafe” is First Transit’s company-wide approach to safety management. This program takes First Transit’s safety performance to the next level through behavioral change. “BeSafe” is inclusive, collaborative, and focuses on recognizing and acknowledging safe behavior and actions through positive reinforcement such as debriefs, tours, and touchpoints. All employees are trained in the principles of “BeSafe”

First Transit’s “Safe Work Methods” is designed to educate employees on how to identify conditions and actions posing risks to their well-being and that of their coworkers. This training is used to:

1. train new hire employees
2. train supervisors in identifying root causes of workplace injuries
3. re-train injured workers so that re-occurrences are avoided
4. supplement First Transit’s First Occupational Rehabilitation Management (F.O.R.M.), light duty, and return to work management program, and control workers compensation losses

The “Safe Work Methods” training curriculum includes:

- New Hire Training
 - New hire training is designed to educate new employees regarding hazards commonly found in transportation environments, including in vehicle maintenance shops, bus yards, fuel islands, wash bays, and office environments. The program also makes employees aware of injuries that can result from physical activities such as entering and exiting vehicles, assisting persons with disabilities, and handling mobility devices.
- PPE program including requirements for appropriate
 - Safety eyewear
 - Safety footwear
 - Safety hand wear
 - Hi-Vis vests
 - Disposal contaminated materials

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- Risk Assessment and Injury Avoidance
 - Walking and Climbing
 - Lifting, Carrying, Holding, and Lowering Objects
 - Pushing, Pulling, and Twisting
 - Burns, Scalds
 - Exposed Fluids, Chemicals, Smoke
 - Cuts, Punctures, Abrasions, Lacerations
 - Mobility Device Lifts/Ramps

Requirements for Operator Training

New Operators at First Transit are required to successfully complete a comprehensive training program prior to transporting passengers. Trainees are continually evaluated and tested throughout the training program. Trainees who do not demonstrate the required level of proficiency are provided additional training or are removed from training. The Operator training program combines instructor-led sessions, video instruction, facilitated discussion, and opportunities for the trainees to practice what they have learned. Training topics include:

- Classroom Training
 - The first part of Operator training at First Transit is classroom training, which begins the process of instilling the safety culture into each Operator. Helping the student Operators understand the importance of keeping themselves and each passenger safe; and their responsibilities in maintaining a safe environment, is a theme integrated throughout.
 - Unit 1 - Introduction
 - Welcome and Introduction
 - Title VI Civil Rights Act 1964
 - Employee Handbook
 - BeSafe - Making Safety Personal
 - Hazardous Communication
 - Bloodborne Pathogens
 - Unit II – Fundamentals
 - Safe Work Methods
 - Basics of Safety
 - Managing Emergencies
 - Security Awareness
 - Map Reading
 - Communication Devices
 - Navigation and Fare Policies
 - Smith System

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- Unit III - The Operator
 - Drug and Alcohol Awareness
 - Distracted Driving
 - Fatigue and Sleep Apnea Awareness
- Unit IV - Transporting Passengers with Disabilities
 - Transporting Passengers with Disabilities
 - Interacting with Passengers
 - Diffusing Conflict
 - Passenger Care While Loading and Unloading
 - Mobility Aids and Devices
- Unit V - Driving Fundamentals
 - Driving Fundamentals I
 - Driving Fundamentals II
 - Roadway Types
 - Railroad Crossings
- Behind-the-Wheel Training
 - First Transit conducts Behind-the-Wheel training in three phases.
 - Closed Course Training
 - Since most people coming to work as a Bus Operator have not been exposed to driving the types of vehicles used, the first part of behind-the-wheel training takes place on a closed course. This provides the opportunity for the instructors to evaluate the skill levels of each employee; and gives each employee the opportunity to make and learn from their mistakes in a safe environment.
 - Closed Course Curriculum
 - Vehicle Orientation
 - Pre-Trip Inspection
 - Seat Adjustment
 - Mirror Adjustment
 - Braking, Accelerating, and Transmission
 - Wheelchair Securement
 - Reference Points
 - Lane Position
 - Right Side / Left Side
 - Backing Point
 - Forward Stop
 - Pivot Points
 - Turning Points
 - Vehicle Control
 - Straight in Lane
 - Left Turn
 - Right Turn
 - Lane Changing - Moving Right or Left

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- On Road Training
 - The next phase of Behind-the-Wheel training takes place on the road, but in a controlled manner. During the road phase of the training, each student Operator works one-on-one with a First Transit Instructor. The road work begins with the basics; intersections, service stops, and backing. The next advanced stage of the road work addresses roadways, highway driving, and continues the instruction on intersections and service stops. The “Smith Driving System” principles are incorporated throughout the entire Behind-the-Wheel training phase.
 - One on One Instruction Behind the Wheel Curriculum
 - Basic Road Work
 - “Smith System”
 - Intersections
 - Service Stops
 - Backing
 - Advanced Road Work
 - “Smith System” Commentary Driving
 - Roadways
 - Expressway / Highway Driving
 - Intersections
 - Service Stops
 - Final Evaluation
 - Upon completion of the training program, before an Operator can be placed into service, they must successfully demonstrate their mastery of the skills and practices learned during the training program.
- Cadet Training
 - Once a new Operator has been placed into service there is period of observation where an experienced Operator, Instructor, or Supervisor periodically rides-along to ensure the skills learned in training have successfully transferred to providing service. This includes the securing and transporting a person with a disability.

Maintenance Training Requirements

First Transit Maintenance personnel are trained in shop safety, OSHA standards, and vehicle maintenance, in addition to receiving training on driving techniques and safety. Trainees are continually evaluated and tested throughout the training program. Trainees who do not demonstrate the required level of proficiency are provided additional training or are removed from training.

Claremont Dial-a-Ride Public Transportation Agency Safety Plan

- Maintenance training includes:
 - Introduction to First Transit Policies and Procedures
 - Injury prevention and Risk Assessment
 - Substance Abuse Policy
 - Defensive Driving
 - “Smith System”
 - NTI - Security Awareness Warning Signs
 - Shop Safety Handbook
 - Maintenance Lift Safety
 - DVI Procedures
 - SafeWork Methods
 - Wheel Torque Specifications
 - Workplace Violence
 - OSHA (R-T-K / MSDS / PPE Training)

Requirements for Staff Training

First Transit personnel are trained in Safety Leadership and “BeSafe”

- Safety Leadership

This is an interactive course consisting of five leaders guides which are designed to educate all levels of management on the behaviors surrounding accidents. Every level of management must take the course and successfully pass an online test, found on the Safety Resource Center (SRC), with a passing grade of 90% or better. The course outline is as follows:

 - Safety Leadership
 - Accidents
 - Behavior
 - Leadership
 - Supervisor Development
 - The Role of the Supervisor
 - Communication
 - Building Trust
 - Conflict Resolution
 - Performance Management
 - Decisions

Claremont Dial-a-Ride Public Transportation Agency Safety Plan

- Additional Safety Training
 - Reasonable Suspicion
 - Supervisor's Report of Reasonable Suspicion
 - Code of Conduct
 - Customer Service
 - OSHA Requirements
 - Hazard Abatement FORM – CA Only

Requirements for Continuing Training and Evaluations

First Transit provides ongoing employee training and evaluations.

The objective of ongoing evaluations is met through a broad spectrum of regularly scheduled management activities including:

- road observations,
- ride along evaluations, and
- daily safety contacts.

Where evaluations and observations identify unsafe acts or conditions, retraining is provided to improve skill levels in accordance with corporate standards.

In addition to First Transit's formal employee training program, the following safety training is also conducted.

Safety Meetings

- Twelve (12) safety meetings are issued to each location annually, with required topics identified by the location and region safety management.
- Each meeting is to be a minimum of one (1) hour unless otherwise required by state, client, or local regulations.
- A required topic, along with a safety campaign including posters and DVD, is sent to each location for presentation to all employees.
- Attendance is a condition of employment and is mandatory for all Operators, Management, Operational staff, and Maintenance personnel. Failure to attend all meetings will result in disciplinary actions up to and including termination.

Retraining

First Transit has a "zero" tolerance for preventable injuries and collisions. An employee involved in a preventable injury or collision is placed on administrative leave pending investigation and completion of any required retraining.

Safety Awareness Programs

Establishing and maintaining a culture that demands safe behavior at all times is at the core of the safety plan. This is done, in part, by providing a regular flow of positive information and recognizing those who are performing safely.

This is where First Transit's "BeSafe" program provides the structure and foundation for communicating safety messages and inspiring safe job performance at all levels. "BeSafe" takes safety to a more personal level. It is a company-wide commitment to safety, with the objective of continuous improvement by making safety a personal goal and incorporating behavioral change as a mitigation measure.

"BeSafe" focuses on positive change through routine personal "touchpoints" and coaching interactions between front-line employees and management. To reinforce the touchpoints, discussions and feedback sessions are conducted as needed.

This program inspires safe behavior among employees at all levels by:

- Generating system-wide participation in safety issues through positive reinforcement
- Encouraging all employees to "take ownership" for safety results
- Communicating safety policies, procedures, and processes
- Engaging executives and managers at all levels, encouraging their active participation in safety management and communication
- Sharing safety results at the individual, project, region, and national levels by celebrating success stories
 - Individual Achievement Awards: The "cultural carrot" to help affect individual safety improvement with personal recognition awards. Currently established safety awards for employees are:
 - Annual Safe Driver Awards
 - Safety Solutions Team Recognition
- A Communication Tool: "First Transit Connect" employee app, a peer-to-peer safety communication tool offering safety tips, best practices, recognition, offering ideas on "What Works", Safety Happenings, and Safety Pep Rallies

8. MINIMIZING EXPOSURE TO INFECTIOUS DISEASES

Protecting employees and the general public from the spread of infectious diseases is a critical component of the safety program. First Transit has standard operating procedures in place to minimize exposure risk, consistent with the Centers for Disease Control and Prevention (CDC) guidelines.

- First Transit SOP #809 establishes:
 - a process when a First Transit passenger is diagnosed with an infectious disease, triggering an investigation and vehicle isolation and disinfecting/cleaning protocols;
 - a process for responding to employees diagnosed with an infectious disease, including isolation, investigation, and disinfecting protocols;
 - Procedures for local management to stay up-to-date with local public health department and CDC guidance;
 - Infection prevention protocols, such as handwashing, minimizing close contact, and disinfecting, and maintaining air circulation and ventilation.
- First Transit SOP 809a establishes:
 - procedures to prevent the spread of infectious diseases, including MRSA;
 - training requirements for First Transit Employees, including Bloodborne Pathogen training;
 - personal protective equipment and supplies to be maintained on vehicles, including gloves, alcohol-based sanitizer, and first aid kits.
- First Transit SOP #809c establishes:
 - protocols for minimizing the spread of COVID-19;
 - protocols regarding face coverings;
 - protocols for responding to reports of an infected passenger or employee.
- First Transit SOP #810 establishes:
 - bus and work area disinfecting procedures;
 - approved decontamination materials and cleaners;
 - required personal protective equipment (PPE) to minimize exposure risk.

The above referenced policies, procedures, and training are implemented at all facilities to minimize infectious disease exposure risk.

Additional Information / Supporting Documentation:

The First Transit Inc. Standard Operating Procedures listed below are utilized in the administration of this safety plan.

| | |
|-------------|--|
| 208 | Safety Validation of change to identity hazard |
| 503 | Vehicle Maintenance Risk Assessment |
| 503a | Vehicle Maintenance Risk Assessment Form |
| 700 | Accident & Safety Acquisition and Reporting |
| 700a | Auto and General Liability Claim Form |
| 700b | Courtesy Card |
| 700c | Operator Incident Report |
| 702 | Accident Review Committee (ARC) |
| 704 | On-Board Video Technology |
| 802 | Daily Safety and health Walkthrough and checklist |
| 802a | Daily Safety and health Walkthrough and checklist |

| | |
|-------------|--|
| 803 | Safety Solutions Team (SST) |
| 804 | Positive Check-In Procedures and Reasonable Suspicion |
| 809 | Infection Control Response for H1N1-Influenza, MRSA, and COVID-19 |
| 809a | MRSA General Information |
| 809c | Coronavirus General Information |
| 810 | Bus / Work Area Disinfecting |
| 900 | Facility Hazard Recognition Manual |
| 901 | Facility Parking Risk Assessment |
| 901a | Facility Parking Risk Assessment Guide |
| 901b | Facility Parking Risk Assessment Form and Tools |



Claremont City Council

Agenda Report

File #: 4621

Item No: 6.

TO: ADAM PIRRIE, CITY MANAGER

FROM: JEREMY SWAN, COMMUNITY SERVICES DIRECTOR

DATE: MARCH 14, 2023

Reviewed by:
City Manager: AP

SUBJECT:

CLAREMONT DIAL-A-RIDE SHORT-RANGE TRANSIT PLAN (FUNDING SOURCE: TRANSPORTATION FUND)

SUMMARY

The City of Claremont's general public Dial-a-Ride (DAR) program is funded by Federal, State, County, and local funding sources, including fares. In order to receive transportation grants and operating subsidies, the City is required to complete a Short-Range Transit Plan. This report provides an overview of Claremont DAR, including funding information, as presented in the Short-Range Transit Plan (SRTP) document.

RECOMMENDATION

Staff recommends that the City Council approve the 2022-24 Short-Range Transit Plan.

ALTERNATIVE TO RECOMMENDATION

In addition to the recommendation, there is the following alternative:

- Request additional information.

FINANCIAL REVIEW

In 2022-23, Claremont Dial-a-Ride is eligible to receive approximately \$308,000 in Federal, State, and local funds and staff estimates receiving approximately \$12,000 in fare revenue. These combined funding sources total \$320,000 and represent the total anticipated revenue to fund the DAR program in 2022-23.

Staff will continue to monitor DAR ridership and funding on an annual basis to maintain the program's fiscal sustainability.

The staff cost to prepare this report and administer this program is estimated at \$4,400 and is included in the operating budget of the Community Services Department.

ANALYSIS

Background

The City of Claremont began its general public DAR service in 1975. In 1996, Claremont DAR was reorganized into two parts: a taxi component and a group service component. The group service is for groups of six or more individuals traveling to the same destination, and groups typically ride in one of the City-owned paratransit buses. Claremont DAR is operated by a private contractor, First Transit, and managed by the Pomona Valley Transportation Authority (PVTA). PVTA is a joint powers authority comprised of the cities of Claremont, San Dimas, La Verne, and Pomona. The Board consists of two Councilmembers from each city; Mayor Ed Reece and Councilmember Corey Calaycay currently represent Claremont on the PVTA Board.

SRTP Requirement

The Los Angeles County Metropolitan Transportation Authority (Metro) administers local, State, and Federal revenues using the information contained in the SRTP prepared by each regionally-funded operator. For the City of Claremont to receive funding from Metro, it is required to prepare and submit an SRTP every three years. A copy of the City's current SRTP is included as Attachment A. This planning document contains both service and financial information for the Claremont DAR program. The SRTP applies only to Claremont DAR and does not include any other transportation services the City may provide.

Planned Actions

The primary focus for 2023 is to evaluate and update the Claremont Dial-a-Ride Service Design Analysis. The current service design makes use of a single prime contractor for all service elements. In 2023, the City of Claremont and PVTA will prepare a Request for Proposals to update the service design, which may include an updated service model including brokerages and/or Transportation Network Companies. The updated Service Design will also include a survey to better understand the community's transportation needs. Other areas of emphasis in 2023 will be continuing to plan for the move to a zero-emission fleet. Claremont and PVTA are currently working with consultant, Sam Schwartz, to develop a Zero Emission Buses (ZEB) Implementation Analysis and Infrastructure Plan. Finally, Claremont and PVTA will focus on increasing outreach to identify unmet transportation needs.

In 2024, the City and PVTA will begin the contract procurement process in order to implement the updated service design recommendations. The City and PVTA will also conduct the annual rider survey and service evaluation, install an electric vehicle charging station at the City Yard in preparation for ZEB, and finalize the implementation of the smartphone application.

In 2025, the City and PVTA anticipate assessing the service design under the new contract, identifying additional funding for ZEB, procuring a ZEB Dial-a-Ride bus, and updating the capital expenditure plan and fleet replacement schedule.

RELATIONSHIP TO CITY PLANNING DOCUMENTS

Staff has evaluated the agenda item in relationship to the City's strategic and visioning documents and finds that it applies to the following City Planning Documents: Council Priorities, Sustainable City Plan, Economic Sustainability Plan, General Plan, 2022-24 Budget, and the Youth and Family Master Plan.

CEQA REVIEW

This item is not subject to environmental review under the California Environmental Quality Act (CEQA).

COUNCIL COMMITTEE/COMMISSION REVIEW

At its February 23, 2023 meeting, the Traffic and Transportation Commission accepted the 2022-24 Short-Range Transit Plan and forwarded it to the City Council for final review and approval. (Attachment B)

PUBLIC NOTICE PROCESS

The agenda and staff report for this item have been posted on the City website and distributed to interested parties. If you desire a copy, please contact the City Clerk's Office.

Submitted by:

Jeremy Swan
Community Services Director

Prepared by:

Kristin Mikula
Community Services Manager

Attachments:

A - Short-Range Transit Plan

B - Excerpt from the Draft 02-23-23 Traffic and Transportation Commission Meeting Minutes

Claremont Dial-a-Ride

Short Range Transit Plan

Fiscal Years 2022-24



**City of Claremont
Community Services Department
County of Los Angeles, California**

JANUARY 2023



Prepared By:

*George Sparks
Pomona Valley Transportation Authority
2120 Foothill Blvd., Ste. 116
La Verne, CA 91750
(909) 596-7664*

*Kristin Mikula
City of Claremont
P. O. Box 880
Claremont, CA 91711
(909) 399-5433*



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Claremont Dial-A-Ride**

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**FISCAL YEAR 2022-2024 SRTP
CITY OF CLAREMONT DIAL-A-
RIDE**

Agency Profile

The City of Claremont is located on the eastern edge of Los Angeles County in a portion of the Los Angeles-Orange-Riverside metropolitan area known as the Pomona Valley. Approximately 30 miles from downtown Los Angeles, it is bordered on the east by the San Bernardino County line and the City of Montclair, on the south by the City of Pomona, on the west by the cities of Pomona and La Verne, and on the north by the City-owned hillside area.

The City of Claremont presently encompasses 14.14 square miles, and according to the 2020 Census, the City has a population of 37,266. Claremont is also home to seven private colleges.

The City of Claremont's transit program is governed by the City Council, which is composed of five members elected at large for four-year terms. The City operates under the Council-Manager form of government and responsibility for administering the transportation programs belongs to the Community Services Department. See Appendix A for the department organizational chart.

The City is also a member of a Joint Powers Authority, the Pomona Valley Transportation Authority (PVTA). In order to jointly provide for and fund local public transportation services, the cities of Claremont, Pomona, La Verne, and San Dimas joined in 1977 to form PVTA. See Appendix B for the PVTA organizational chart.

Service Area and Route Information

Claremont Dial-a-Ride is limited to the City limits. Riders are provided transportation to transfer points for connection with Foothill Transit, Metrolink and other regional transportation services (see Appendix D for map and page 12 for a listing of other transit services). Service is also provided to the County Courthouse, the Social Security Administration Offices, and the medical facilities surrounding Pomona Valley Hospital and to the Montclair Place. A summary of the fare structure is shown below:



Fares per One-Way Trip

| | |
|---------------------------|--------|
| General Public/Youth | \$2.50 |
| Senior/Disabled | \$1.50 |
| Outside of City (Gen Pub) | \$4.00 |
| Outside of City (S/D) | \$2.50 |
| After Hours (Gen Pub) | \$4.00 |
| After Hours (S/D) | \$2.50 |
| Second Rider | \$1.00 |
| Group Service | \$1.00 |

Claremont Dial-a-Ride consists of a demand-based taxi-service and a group service (six or more riders) where rides can be scheduled in advance. Information regarding Claremont Dial-a-Ride is distributed at a variety of locations, including: City Hall and Alexander Hughes Community Center and the Community Services Yard. Informative brochures describing the services are available to residents who have questions. Mobility Managers also hold presentations within the community and often table at community events. Detailed Information and interactive maps of the service area are also available on the pvtrans.org website. This link is listed on the City’s website as well. The pvtrans.org website also includes “Plan Your Trip” features that assists folks with navigating the available transportation options. .

History of Agency and Transportation Service

“Claremont Dial-a-Ride” (Claremont DAR), a general public demand responsive dial-a-ride service, has been providing service continuously to all individuals within the City limits since October 1975.

From 1975 to 1985, the City contracted with a local taxi operator to provide the service. In November 1985, Claremont joined with the cities of Pomona, La Verne, and San Dimas to provide a coordinated network of local dial-a-ride services through the Pomona Valley Transportation Authority (PVTA), a joint powers authority. (See Appendix C for a copy of the Joint Powers Agreement).

From 1985 to June 30, 1996, the general public dial-a-ride in the cities of Claremont and Pomona was named “The Valley Connection”. PVTA contracted with a private provider to operate this service. Based on the findings of a 1995 Service Evaluation, the City of Claremont approved a restructuring of the Valley Connection Dial-a-Ride service.

In July 1996, the Valley Connection was renamed Claremont Dial-a-Ride and reorganized into two parts—a taxi component and a group service component. This service has provided a means of transportation for the general public, including youth and elderly.



2022-24 Claremont Dial-a-Ride Short Range Transit Plan

Claremont DAR implemented several technological and other service improvements to the taxi component during the period of 2004 through 2012. These improvements included upgraded dispatch software and additional service quality monitoring. The taxi program saw its service improve and wait times drop significantly for riders. Beginning in 2008 the service saw its popularity and ridership grow rapidly. Ridership nearly doubled from 2008 to 2012. Because Claremont DAR is primarily a cab-based program, costs grew along with ridership. Claremont became concerned that the upward trend in both patronage and costs would be unsustainable financially.

In 2011, the City Council directed staff to develop a rider registration system that would track ridership trends and provide more detailed data that could be used to evaluate the program. Based on an analysis of the data generated, City and PVRTA staff formulated recommendations for service and/or fare adjustments. The goals of these recommendations were to better manage the growing demand and ensure the long-term financial viability of the program, while targeting high priority trip purposes. The City and PVRTA presented service and fare alternatives to the public. The public favored fare adjustments over the other service adjustments presented.

Below is a comparison of the prior fare structure and the fare structure that took effect in January 2013.

| | Previous Fares | Fares (Jan 2013) |
|----------------------|-----------------------|-------------------------|
| General Public/Youth | \$1.25 | \$2.50 |
| Senior/Disabled | \$0.75 | \$1.50 |
| Outside of City | \$2.00 | \$4.00 |
| After Hours | | |
| (S/D and Youth Only) | \$2.00 | \$4.00 |
| Second Rider | Free | \$1.00 |
| Group Service | \$0.75 | \$1.00 |

The new fare structure served to moderate service demand. The fare increase enabled the program to function within the City’s financial means. In April 2014, the outside the City and after hours fare for seniors and the disabled was reduced to \$2.50.

In 2015, PVRTA, in conjunction with the City, solicited proposals for the cab portion of Claremont DAR. A contract was awarded to American Cab. The new agreement reduced the per passenger rate by 6.5%. Dial-a-Ride was also able to move to an electronic reporting system replacing the previous system that depended on paper. Client information as well as pick up times are now recorded electronically. The new system provides greater accuracy and allows for more detailed service analysis. Claremont and PVRTA solicited proposals for the cab portion of the service again in 2018. A contract was



2022-24 Claremont Dial-a-Ride Short Range Transit Plan

awarded to Network Paratransit. Ridership has trended downward since 2014 due in part to the fare increase.

In 2024, Claremont and PVTA will solicit proposals once more for the entire service. The new solicitation will include the need for an alternate mode of service providers to support the decrease in taxi providers.

Claremont Service Assessment

In 2015, at the request of the City, PVTA issued a solicitation for a comprehensive review of Claremont DAR. The purpose of the Claremont Service Assessment was to document the current users of the service, evaluate the service design, identify additional markets and mobility opportunities, and recommend improvements to better address user needs and market opportunities. AMMA Transit Planning conducted the Assessment. The Assessment made recommendations regarding several aspects of marketing and service outreach. As a result of the Assessment, Claremont updated their marketing materials along with a complete redesign of the Claremont DAR website and the creation of a single phone number for riders to call for information, registration, and reservations.

The service assessment also recommended that Claremont update its capital plan. Claremont began the vehicle replacement cycle for its eight fleet vehicles in FY 2017 with the purchase of two cutaway vehicles and two low-floor cutaways. The replacement cycle was completed in FY 2018 with the purchase of four additional cutaways.

In 2020, ridership continued to trend downward due to stay at home federal guidelines associated with the COVID-19 Pandemic. During the beginning of the pandemic, group trips were also postponed until vaccines were more readily available. Claremont Dial-a-Ride demand was lower than historical averages. Passenger trip requests were primarily for life-line trips to medical facilities and nutrition services. In FY22, the pandemic state of emergency was lifted and the ability to provide shared rides and group trips resumed. From the start of the pandemic in FY20 to FY22 ridership has increased by 20%. In FY22, Claremont Dial-a-ride provided 8,080 total passenger trips.

Service Design Analysis

In FY 2019, PVTA in conjunction with Claremont DAR retained AMMA Transit Planning to conduct a Service Design Analysis (SDA) to identify the primary causes for the decline in ridership and to highlight areas of unmet need. The SDA was to recommend new services and service models that could cost effectively address these unmet needs. The SDA was also to outline service improvements that Claremont should pursue to attract riders. The SDA was also tasked with identifying major opportunities and challenges for Claremont DAR in the coming years.



The primary recommendations of the SDA are summarized below:

- A. **Explore Alternative Operational and Contract Structures** - The SDA recommended that Claremont and PVTA explore operational structures that provide greater flexibility, allowing Claremont to respond quickly to changing transportation needs.
- B. **Upgrade Scheduling and Other Customer Service Technology** - The SDA included a series of recommended technology upgrades. The first is securing improved dispatch and scheduling software. The software should be capable of connecting the cab and group contractors in a single system. The SDA also recommended Claremont pursue additional customer-facing technologies, such as app-based booking of trips, and cashless and paperless fare payment.
- C. **Explore New and Expanded Services** - The SDA recommended that Claremont explore several new service opportunities within existing resources. The findings recommended that Claremont make use of pilot projects to test the market for the new services and coordinate with Foothill Transit to maintain and enhance community transportation. It was recommended that Claremont identify emerging local service needs as Foothill considers service adjustments in order to emphasize regional service. Youth programs and shuttles were identified as areas of potential expansion. It was recommended that Claremont consider other transportation options such as Lyft or shuttles that use smaller vehicles to supplement Claremont services in certain areas such as the Village. Claremont was encouraged to make use of PVTA's Mobility Managers to gather on the ground information from groups about service needs market the new to demonstration projects to riders.
- D. **Regionalism** - The SDA recommended that Claremont and PVTA work to make traveling via transit as seamless as possible by establishing convenient connections to regional services like Foothill Transit, Metrolink, and the Gold Line.
- E. **Promote Mobility as a Service-Mobility (MaaS)** - MaaS is the integration of multiple modes of transportation into a single mobility service accessible on demand. The focus is not on a specific mode like rail or bus, but on the travelers' entire trip from origin to destination.
- F. **Pursue Partnerships** - The SDA recommended that Claremont explore partnerships with other transit providers, such as Foothill Transit, in order to



2022-24 Claremont Dial-a-Ride Short Range Transit Plan

address infrastructure needs, particularly the capital requirements related to moving the Claremont fleet to zero emissions.

G. *Move Towards Zero Emissions* - In December 2018, the California Air Resources Board's adopted the Innovative Clean Transit (ICT) rule which requires small transit agencies, such as, Claremont to begin purchasing Zero Emission Buses (ZEB). Starting in 2026, at least 25% of Claremont's purchases of heavy duty transit vehicles must be ZEBs. Effective 2029, 100% of all heavy duty vehicles purchased must be ZEB. The goal is to move to a completely ZEB fleet by 2040. The transition has several implications for Claremont. The zero emission versions of the vehicles in the Claremont fleet currently cost two to three times more. ZEBs present operational challenges as well. Given the limited range of ZEBs and the charging time required, operating costs can be expected to rise, and a greater number of vehicles may be required to continue existing service levels. The most significant challenge will likely be infrastructure. The Claremont fleet operates out of a facility leased by a private contractor. Because of the special facility requirements for ZEB vehicles, Claremont vehicles will need a dedicated facility with adequate infrastructure to support a ZEB fleet.

The SDA outlines a systematic process that will allow Claremont to develop plans and implement a zero-emission fleet in the coming years. The elements of the process are shown below:

- a. *Explore partnership opportunities with PVTA, other PVTA member cities, or Foothill Transit to facilitate ZEB compliance.*
- b. *Assess the benefits and costs of vehicle options.*
- c. *Pursue ZEB demonstration projects.*
- d. *Develop a ZEB rollout plan to guide Claremont's transition to ZEB.*
- e. *Undertake vehicle capital planning to ensure most cost-efficient compliance with ZEB rules.*

Overview of Ongoing Planned Improvements and Work Programs

The major elements of the work program for the coming year along with a listing of significant activities planned for FY2022 through FY 2025 are shown below. The primary focus of the work program will be to continue the implementation of the recommendations of the Service Design Analysis (SDA) and to incorporate adjustments needed. Claremont, in conjunction with PVTA, is moving forward with the implementation of the SDA's recommendations and will continue to work on incorporating changes that are needed to enhance the design



2022-24 Claremont Dial-a-Ride Short Range Transit Plan

The primary focus for FY 2023 is to finalize and enhance the implementation of the service design analysis recommendations. The current service design makes use of a single prime contractor for all service elements. In 2023, PVTA and Claremont will prepare a Request for Proposals that may include an updated model including brokerages and/or TNCs. The work scope will continue to require the contractor to provide modern scheduling and dispatching software. The software will continue to provide Claremont Dial-a-Ride with elements such as electronic vehicle tracking, automatic estimated time of arrival (ETAs), paperless fare payments, and trip reservations via a smartphone application. The software will provide a seamless and consistent customer experience. Other areas of emphasis in FY 2023 will be continuing to plan for the move to a zero emission fleet and increasing outreach to identify unmet transportation needs. Claremont and PVTA are currently working with consulting firm Sam Schwartz to develop a Zero Emission Buses (ZEB) Implementation Analysis and Infrastructure Plan.

Work Plan Actions for Fiscal Year 2021-22

Claremont and PVTA worked collaboratively to complete the following Work Plan Actions:

- Retained a technical consultant to assist in the development of a Zero Emission Buses Implementation Analysis and Infrastructure Plan
- Met with Foothill Transit to identify areas of coordination, including services that could potentially be assumed by Claremont DAR
- Increased outreach to groups via the PVTA Mobility Managers to promote the service and identify potential new or expanded services
- Updated the Claremont DAR capital expenditure plan
- Conducted the annual rider survey and service evaluation
- Developed an implementation plan for the introduction of additional customer service features including web-based and smartphone reservations, and paperless fare payment
- Reviewed Federal funding programs and reporting requirements with the assistance of a transit funding consultant
- Continued systematic service monitoring
- Continued to monitor bus stops to ensure the proper amenities are available to the public

Work Plan Actions for Fiscal Year 2022-23

- Assess the service design performance based on the results of the first two years of operations and develop recommendations for improvements
- Update the current service design to include new models other than taxi that can support on demand trips
- Continue the management and monitoring of the contractor services



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- Evaluate the potential for service pilots based on outreach efforts by the Mobility Managers and needs assessments conducted by PVTA staff
- Implement Mobile App for reservations, ETAs, and fare payment
- Work with ZEB consultant Sam Schwartz to research ZEB technology, infrastructure, vehicle options, and potential funding sources
- Work with Sam Schwartz to complete the ZEB rollout plan and report to City Council
- Develop fleet configuration recommendations and an updated fleet replacement schedule
- Conduct annual rider survey and service evaluation
- Retain a consultant to conduct a Service Design Update
- Continue systematic monitoring programs
- Begin the Bus Stop Enhancement Project, installing new bus shelters at 16 locations
- Continue to monitor bus stops to ensure the proper amenities are available to the public

Planned Actions for Fiscal Year FY 2023-24

- Begin the contract procurement process for an operator including feedback from the updated service design
- Implement the smartphone application customer service improvement feature
- Update the capital plan
- Conduct annual rider survey and service evaluation
- Continue systematic monitoring programs
- Continue to monitor bus stops to ensure the proper amenities are available to the public.
- Install an Electric Vehicle Charging Station at the Claremont City Yard in Preparation for ZEB

Planned Actions for Fiscal Year 2024-25

- Conduct an assessment of the performance of the service design based on the results of the first two years of operations, develop recommendations for improvements
- In coordination with PVTA, Claremont will begin to identify and apply to additional ZEB funding sources
- Procure a ZEB Dial-a-Ride bus
- Update plans for the addition of customer service features
- Update capital expenditure plan
- Begin to update fleet based on the fleet replacement schedule
- Conduct annual rider survey and service evaluation
- Continue systematic monitoring programs



2022-24 Claremont Dial-a-Ride Short Range Transit Plan

- Continue to monitor bus stops to ensure the proper amenities are available to the public.

Operations Performance Data

Claremont Dial-a-Ride services seek to achieve the goals listed below in order to best meet the transportation needs of its riders.

- Maintain service quality and enhance methods for monitoring and measuring service performance
- Review community transportation needs, monitor ridership levels, and modify services to address emerging needs

Claremont has established operating standards for its services in order to achieve the goals detailed above. Actual results for FY2022 are listed next to the standards. Data related to the Claremont Dial-a-Ride services are reported in the annual Short Range Transit Plan, transportation program audit, the State Controller’s Transit Operator Report, and the National Transit Database. The data reported below is for Claremont cab and group services.

Standards for Combined Cab and Group Programs

| | Standards | FY 2022 Performance |
|------------------------------|-----------|---------------------|
| On-Time | 92% | 94% |
| Passenger Complaints | ≤ 4 | 12 |
| Preventable Accidents | 0 | 0 |
| % No Shows and Cancellations | 3.0% | 7% |
| *Average Monthly Ridership | - | 673 |

*There is currently not a standard held for Average Monthly Ridership since service is currently fluctuating post pandemic.

Ridership for FY 2022 slowly increased as pandemic-related restrictions eased. The cost per passenger continues to exceed the standard, reflecting higher labor costs for the Group Service and the addition of dedicated drivers to the cab segment in order to maintain service reliability. The driver shortage continues to impact service quality. On time performance struggled in FY 2022 due to driver shortages; however, by the end of the year on-time performance improved to meet standards overall. The Claremont DAR had no accidents.



Standards for Cab Service

| | Standards | FY2022 Performance |
|--|-----------|--------------------|
| On Time (% of Trips Served within 45 Minutes) | 92% | 90% |
| Passenger Complaints | ≤ 4 | 12 |
| Preventable Accidents | 0 | 0 |
| No-shows and Cancellations | ≤ 3% | 7% |
| *Average Monthly Ridership | - | 495 |

*There is currently not a standard held for Average Monthly Ridership since service is currently fluctuating post pandemic.

Ridership on the cab segment declined by 13% compared with the prior year. The higher cost per passenger is due primarily to the addition of a dedicated driver. The service received 12 complaints during the year. On-time performance was slightly below standards at 90% due to an ongoing driver shortage. There were no accidents.

Standards for Group Services

| | Standards | FY 2022 Performance |
|----------------------------|-----------|---------------------|
| On-Time | 92% | 97% |
| Passenger Complaints | <1 | 0 |
| Preventable Accidents | 0 | 0 |
| No-shows | 2% | 2% |
| *Average Monthly Ridership | - | 179 |

*There is currently not a standard held for Average Monthly Ridership since service is currently fluctuating post pandemic.

Ridership in Group Service increased significantly in FY 2022, as pandemic restrictions eased. Schools were able to resume limited activities and senior centers began to open up. The cost per passenger decreased by 36%. On-time performance was 97%, above the 92% standard. The service received no complaints and there were no accidents.



Other Transportation Connections

Claremont Dial-a-Ride is designed to complement many of Pomona Valley's local and regional transit services.

- Foothill Transit - Foothill Transit, a twenty-two city Joint Powers Authority of which Claremont is a member, provides local fixed route bus service. It is a regional bus service with transfers to the MTA in Los Angeles County and OMNITRANS in the San Bernardino County. The City of Claremont and PVTA work with Foothill Transit to create a transportation network with local and regional connections.
- Metrolink- On December 14, 1992, Claremont became a stop for the Metrolink commuter rail service on the Los Angeles-San Bernardino line. Metrolink connects Claremont residents to many destinations throughout Southern California.
- Amtrak- Amtrak, America's commercial long distance rail system is accessible by a shuttle bus connection service that picks up passengers from the Claremont Depot at various times throughout the day.
- Get About- Get About is a dial-a-ride service reserved specifically for seniors and disabled individuals. Get About is operated by the PVTA and provides transit throughout the cities of La Verne, Pomona, Claremont, and San Dimas.
- Access Services- Provides complementary dial-a-ride transportation for the disabled throughout Los Angeles County and is mandated by the Americans with Disabilities Act (ADA). Access Services is a curb-to-curb service that is available to individuals who are functionally unable to use fixed route service.

Title VI, 504 and ADA Considerations

The City of Claremont complies with all Title VI requirements as required by Federal law to serve all segments of the population. The City also complies with the 504 requirements by offering accessible vehicles and reduced fares on Claremont Dial-a-Ride for seniors and disabled.

General public dial-a-ride service is offered utilizing a mix of taxis and vans. The taxi component of the Dial-a-Ride service began July 1, 1996. Accessibility for taxi service is achieved through PVTA's six (6) accessible mini vans which are utilized by the taxi operator. In addition, the taxi operator has purchased accessible vehicles to supplement its fleet.

Claremont contributes to Get About, a sub-regional senior and disabled service. This service operates seven days a week and enables seniors and handicapped persons to travel throughout the cities of Claremont, Pomona, La Verne, and San Dimas without



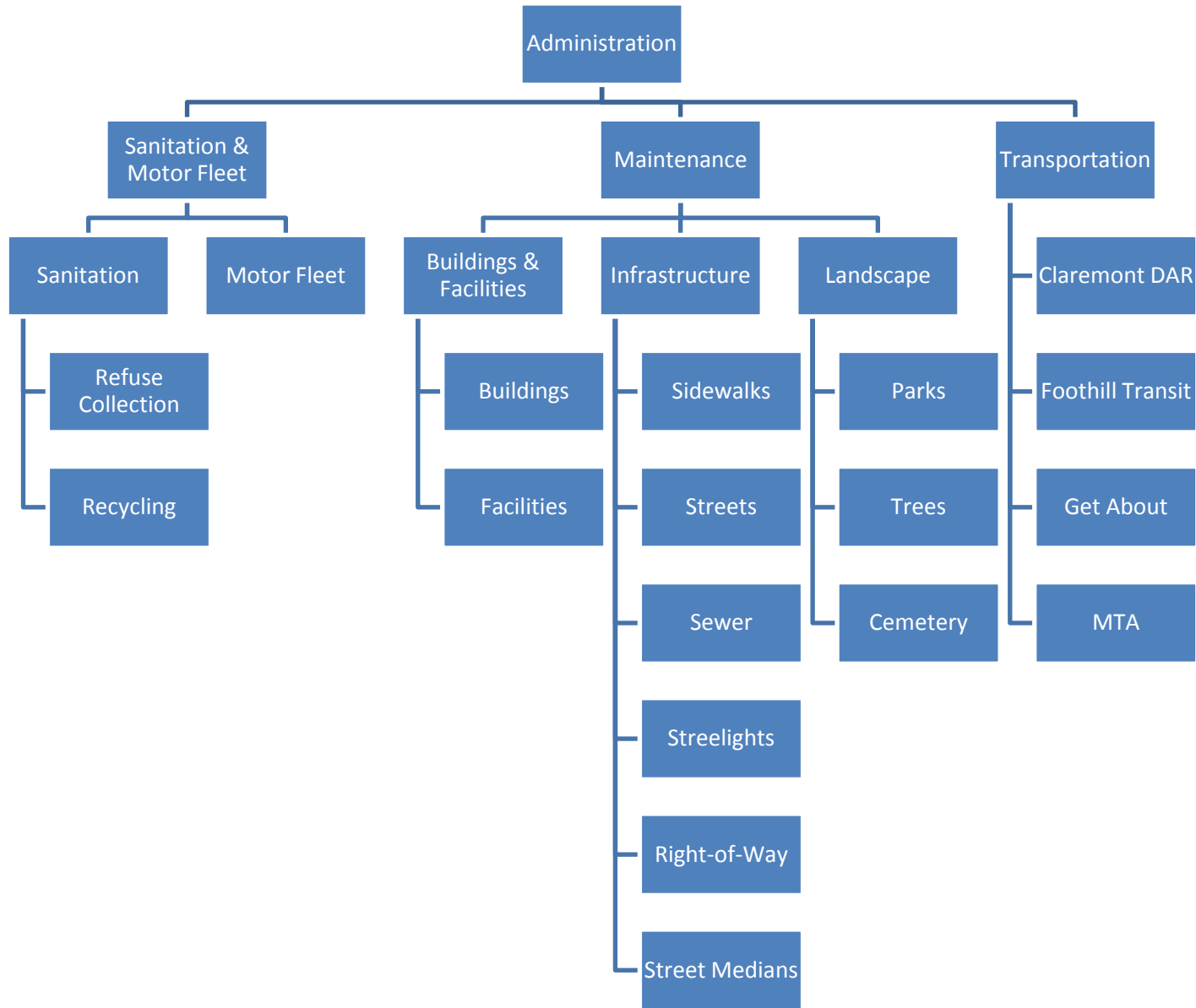
2022-24 Claremont Dial-a-Ride Short Range Transit Plan

having to transfer. In addition to contributing funding, Claremont makes its accessible fleet vehicles available for use in the Get About service during off-peak periods.

Access Services provides ADA complementary paratransit as required under the Americans with Disabilities Act of 1990. This regional service operates seven days a week and enables certified or eligible senior and handicapped persons to travel throughout Los Angeles County without having to transfer. The ADA complementary paratransit obligation applies to fixed route transit providers. Claremont Dial-a-Ride does not currently operate fixed route service.

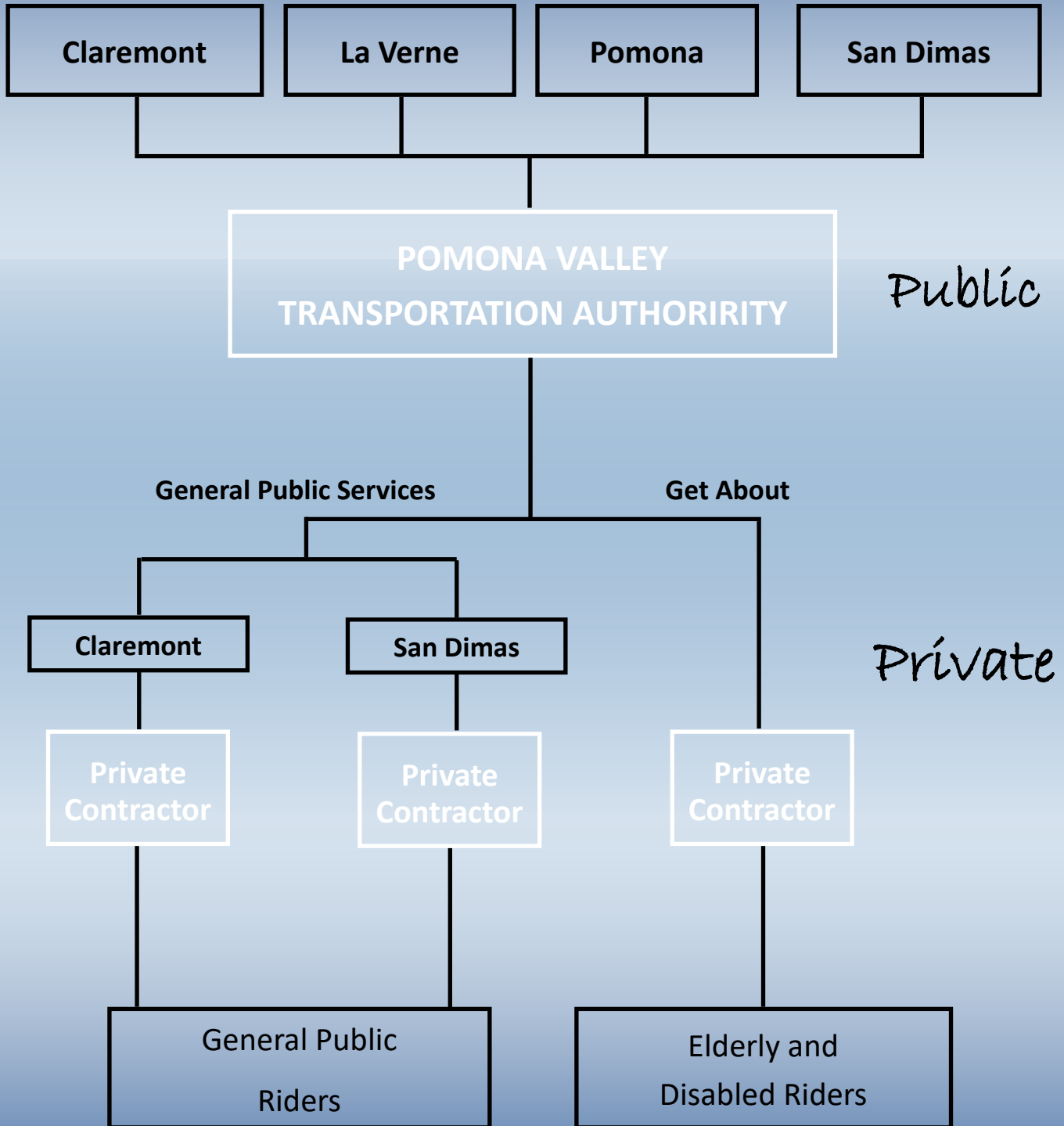
City of Claremont
Community Services Department

ORGANIZATION CHART



Pomona Valley Transportation Authority Organizational Structure

Pomona Valley Transportation Authority makes use of a unique organizational structure that utilizes a private contractor to deliver its services.



Customers

JOINT POWERS AGREEMENT BETWEEN THE CITIES OF CLAREMONT, LA VERNE, POMONA, AND SAN DIMAS CREATING THE POMONA VALLEY TRANSPORTATION AUTHORITY.

THIS AGREEMENT, dated October 5, 1977, and amended February 27, 1984 between the cities of Claremont, La Verne, Pomona, and San Dimas, each of which is a municipal corporation of the State of California,

WITNESSETH:

WHEREAS, the parties to this agreement have a mutual interest in deciding upon and implementing public transportation to serve transit-dependent persons residing in the Pomona Valley, including handicapped and senior adults, and

WHEREAS, the Authority contemplates receiving funds through the Los Angeles County Transportation Commission and California Department of Transportation, with a contribution from each participating city in cash and other local matching assistance, and

WHEREAS, by this agreement the parties hereto intend to jointly exercise their powers to accomplish common objectives,

NOW, THEREFORE, the parties hereto for and in consideration of the mutual benefits, promises, and agreements set forth herein do agree as follows:

Section 1. Purpose.

This agreement is made pursuant to the provisions of Article 1, Chapter 5, Division 7, Title 1 of the Government Code of the State of California (commencing with Section 6500, herein after called "Act") relating to the joint exercise of powers common to public agencies. Each of the cities mentioned above possess the power referred to in the recital hereof. The purpose of this agreement is to study, implement, and provide for public transportation that will best serve transit-dependent persons, including handicapped and senior adults, residing in the Pomona Valley.

Section 2. Term.

This agreement shall become effective as of the date hereof and shall continue in force and effect until terminated by the parties hereto. Any individual city may withdraw from this agreement by giving thirty (30) days written notice to the Authority.

Section 3. Authority.

A. Creation of Authority

Pursuant to Section 6506 of the Government Code, there is hereby created a public entity separate and apart from the parties hereto to be known as the "Pomona Valley Transportation Authority". Said Authority shall be a public entity separate and apart from the cities which are a party to this agreement. The debts, liability, or obligations of Authority do not constitute debts, liability, or obligations of any party to this agreement. The Authority cannot require the parties to contribute money or services to the Authority without the consent of the legislative body of each party so contributing.

B. Board of Directors

The Authority shall be governed by a board of directors composed of eight members, each serving in his/her individual capacity as members of the governing board and without compensation. Two council members shall be appointed as directors by each of the cities participating in this agreement. Each member shall be entitled to one vote. Council members appointed by the city council shall serve at the pleasure of the appointing body and until their respective successors are appointed and qualified. Each party to this agreement shall appoint an alternate member who may be a member of the staff of the governmental entity and shall be entitled to vote at any Authority meeting in the absence of one member of the legislative body.

C. Meetings of the Board

1. Regular Meetings

The governing body shall provide for its regular meetings; provided, however, that it shall hold at least one (1) regular meeting each year. The date, hour, and place of the holding of the regular meeting shall be fixed by resolution of the governing board, and a copy of such resolution shall be filed with each party hereto.

2. Ralph M. Brown Act

All meetings of the governing board of the Authority, including without limitation regular, adjourned regular, and special meetings, shall be called, noticed, held, and conducted in accordance with the provisions of the Ralph M. Brown Act (commencing with Section 54950 of the Government Code).

3. Minutes

The secretary of the Authority shall cause to be kept minutes of the regular, adjourned regular, and special meetings of the governing board and shall, as soon as possible after each meeting, cause a copy of the minutes to be forwarded to each member of the governing board and to the cities.

4. Quorum

A majority of the members of the board of directors present at a meeting shall constitute a quorum for the transaction of business, except that a lesser number may adjourn for lack of a quorum.

D. Officers

The board shall elect a chairman and vice-chairman at its first meeting, and thereafter at the first meeting held in each succeeding calendar year the board shall elect or re-elect its chairman and vice-chairman. In the event that the chairman or vice-chairman elected ceases to be a member, the resulting vacancy shall be filled at the next regular meeting of the board held after such vacancy occurs. In the absence or inability of the chairman to act, the vice-chairman shall act as chairman. The chairman, or in his/her absence the vice-chairman, shall preside at and conduct all meetings of the board.

The Authority shall appoint a treasurer and auditor, pursuant to Section 6505.6 of the Government Code.

The secretary may, but need not be, a member of the governing board.

Section 4. Powers

The Authority shall have the powers common to the cities as set forth in Section 1 of this agreement, to-wit: acquiring such information as may be necessary and required for the installation of transportation facilities and the acquisition of transportation equipment to serve the transit needs of transit-dependent persons, including handicapped and senior adults residing in the cities which are members of this agreement; the implementation and the operation of transportation services, including letting contracts to implement the transportation plan or the operation thereof. The Authority is hereby authorized, in its own name, to do all acts necessary for the exercise of such common power for such purposes, including but not limited to any of the following: to make and enter into contracts and leases; to employ agencies and employees; to acquire, develop, maintain and operate the facilities for transportation services provided in the cities that are members of this agreement; to hold or dispose of property; to incur debt, liabilities, or obligations; and have the power to sue and to be sued in its own name. Such powers shall be exercised in the manner provided in the Act, and, except as expressly set forth herein, subject only to such restrictions upon the manner of exercising such powers as are imposed upon the affected cities in the exercise of similar powers. Notwithstanding the generality of the foregoing, the Authority shall have no power to bond any of the cities to any monetary obligation whatsoever other than those expressly authorized by the mutual consent of all member cities.

Section 5. Parties' Liability.

Each party to this agreement, whether individually or collectively, does not assume, nor shall a party be deemed to assume liability for:

- A. Any act of the Pomona Valley Transportation Authority or for any act of the Authority's agents or employees.
- B. The payment of wages, benefits, or other compensation to officers, agents, or employees of the Authority.

C. The payment of worker's compensation or indemnity to agents or employees of the Authority for injury or illness arising out of the performance of this agreement.

Section 6. Fiscal Year.

For the purposes of this agreement, the term "fiscal year" shall mean the fiscal year as established from time to time by the cities, being, at the date of this agreement, the period from July 1 to and including the following June 30.

Section 7. Disposition of Assets.

Upon the termination of this agreement, any property acquired by the Authority shall be disposed of in accordance with applicable law. To the extent that such property may be distributed to the cities which are parties to this agreement, the same shall be distributed in proportion to the contribution made by each pursuant to this agreement.

Section 8. Assistance to Authority.

The parties may, in appropriate circumstances: (a) make contribution from their treasuries for the purposes set forth herein, (b) make advances of public funds to defray the cost of such purposes, (c) make advances of public funds for such purposes, such advances to be repaid as provided herein, or (d) use their personnel, equipment, or property in lieu of other contributions or advances. Such provisions of Government Code Section 6513 are hereby incorporated into this agreement.

Section 9. Accounts and Reports.

The controller of Authority shall establish and maintain such funds and accounts as may be required by good accounting practice. The books and records of Authority in the hands of the controller shall be open to inspection at all reasonable times by representatives of the parties. The controller of the Authority, within 180 days after the close of each fiscal year, shall give a complete written report of all financial activities for such fiscal year to Authority and the parties.

Additionally, the treasurer of the Authority shall assume the duties described in California Government Code Section 6505.5 including to-wit:

A. Receive and receipt for all money of Authority and place it in the treasury of the treasurer so designated to the credit of Authority.

B. Be responsible upon his/her official bond for the safekeeping and disbursement of all Authority money so held by him/her.

C. Pay any other sums due from Authority from Authority money only upon warrants of the controller of Authority, and

D. Verify and report in writing on the first day of July, October, January, and April of each year to Authority and to the parties to this agreement, the amount of money he/she holds for Authority, the amount of receipts since his/her last report, and the amount paid out since his/her last report.

Section 10. Provisions of Transit Service.

On the date it initiates transportation service, the Pomona Valley Transportation Authority shall exercise the common power of the parties by providing and maintaining a public transportation service for transit-dependent persons, including handicapped and senior adults, residing within the corporate limits of the parties' service. In performance of its function, the Authority shall establish and maintain close liaison with other transportation systems, as well as regional, state, and federal advisory and regulatory bodies.

Section 11. Miscellaneous.

The section headings herein are for convenience only and are not to be construed as modifying or governing the language in the section referred to.

Where reference is made in this agreement to controller or treasurer indicating specific duties to be undertaken by said officers, said officers may independently determine which of them shall undertake any particular duty.

Whenever in this agreement any consent or approval is required, the same shall not be unreasonably withheld.

This agreement is made in the State of California under the Constitution and laws of such state and is to be so construed.

Section 12. Severability.

Should any part, term, portion, or provision of this agreement or the application thereof to any person or circumstance, be held to be illegal or in conflict with any law of the State of California or otherwise be rendered unenforceable or ineffectual, the validity of the remaining parts, terms, portions, or provisions, or the application thereof to other persons or circumstances, shall be deemed severable and shall not be effected thereby, provided such remaining portions or provisions can be construed in substance to continue to constitute the agreement that the parties intended to enter into in the first instance.

Section 13. Successors

This agreement shall be binding upon and shall inure to the benefit of the successors of the parties hereto.

In witness whereof, the parties hereto have caused this agreement to be executed and attested by their proper officers thereunto duly authorized, and their official seals to be hereto affixed, as of the day and year first above written.

ATTEST:

Barbara A. Hallamou
City Clerk

THE CITY OF CLAREMONT

Ernie H. Douglass
Mayor

APPROVED AS TO FORM:

Wynne S. Fulk
City Attorney

ATTEST:

N. Kathleen Hamon
City Clerk

THE CITY OF LA VERNE

Jim Blicherhoff
Mayor

APPROVED AS TO FORM:

Wynne S. Fulk
City Attorney

ATTEST:

[Signature]
City Clerk

THE CITY OF POMONA

[Signature]
Mayor

APPROVED AS TO FORM:

[Signature]
City Attorney

ATTEST:

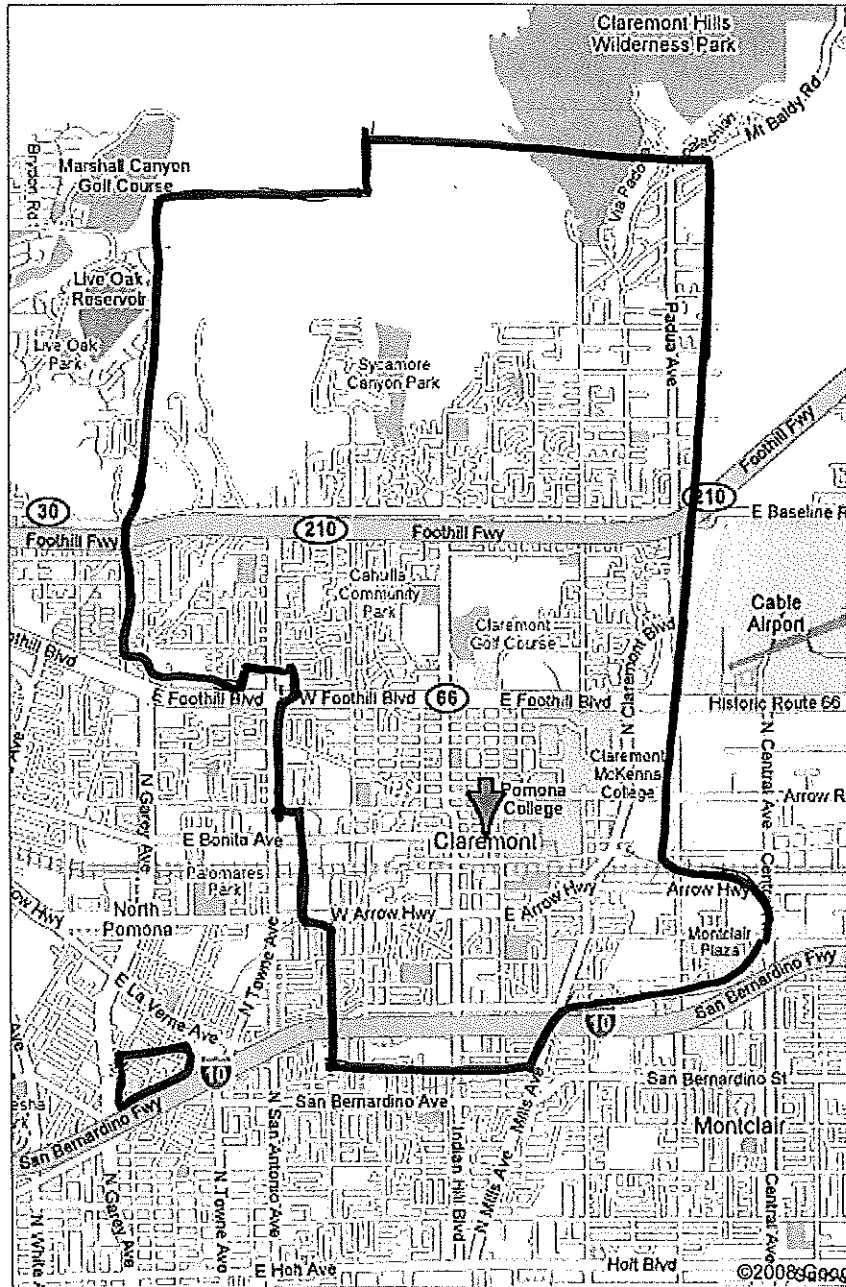
[Signature]
City Clerk

THE CITY OF SAN DIMAS

[Signature]
Mayor

APPROVED AS TO FORM:

[Signature]
City Attorney



POMONA VALLEY TRANSPORTATION AUTHORITY (PVTA) SERVICE AREA

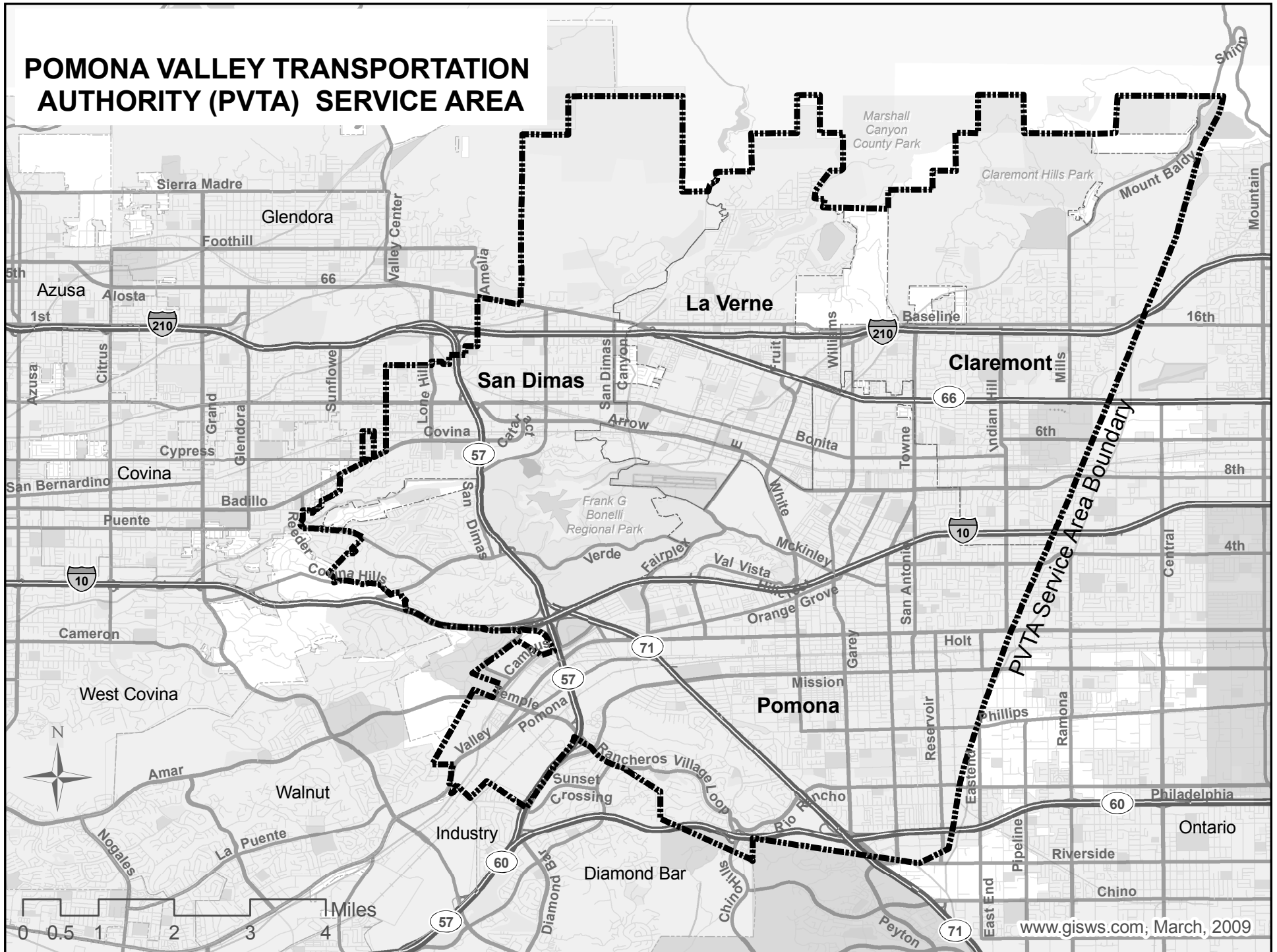


Table L - 1
Current Fare Structure: FY 2023

| Fare Categories | Type of Service | |
|---|-----------------|-------------------|
| | Fixed Route | Demand Responsive |
| Cash | | |
| Regular | | 2.5 |
| Elderly/Senior | | 1.5 |
| Low Income | | |
| Disabled/Medicare | | 1.5 |
| Student K - 12 | | N/A |
| College & Vocational | | N/A |
| Express - Specify Zone Structure | | N/A |
| Tap Transfers | | |
| Regular within System | | N/A |
| Regular to other System | | N/A |
| Elderly/Senior | | N/A |
| Disabled/Medicare | | N/A |
| Agency Passes | | |
| Regular | | 10/\$25.00 |
| Elderly/Senior | | 10/\$25.00 |
| Disabled | | 10/\$25.00 |
| Student | | N/A |
| College | | N/A |
| Express - Specify Zone Stamp | | N/A |
| Joint (TAP) Passes | | |
| Regular | | N/A |
| Elderly/Senior | | N/A |
| Disabled | | N/A |
| Student | | N/A |
| College | | N/A |
| Other | | |
| Discounted passes/rides (LIFE) | | N/A |
| Not Listed above (please describe) | | N/A |
| Group Services | | 1.5 |
| Senior & Disabled Out of City/After Hours | | 2.5 |
| General Public Out of City/After Hours | | 4 |

Table L - 2
FLEET INVENTORY AS OF JUNE 30, 2022

| Year Built | Manuf. | Model | Seats | Length | Type of Fuel | Total Vehicles | Vehicles used for: | | Non-ADA Vehicles in Active Service | ADA Vehicles in Active Service | Vehicles w/ major Rehab | |
|---------------------------|-----------|-----------|-------|--------|--------------|----------------|---------------------|---------------------------|------------------------------------|--------------------------------|-------------------------|--|
| | | | | | | | Fixed Route Service | Demand Responsive Service | | | | |
| 2016 | Starcraft | Allstar | 18 | 25' | Gasoline | 2 | | 2 | | 2 | | |
| 2016 | Champion | Low Fl | 13 | 27" | Gasoline | 2 | | 2 | | 2 | | |
| 2018 | Stardraft | Allstar | 18 | 25" | Gasoline | 4 | | 4 | | 4 | | |
| 2021 | Dodge | Promaster | 7 | 21" | Gasoline | 1 | | 1 | | 1 | | |
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| | | | | | | | | | | | | |
| Total Number of Vehicles: | | | | | | | | | | | | |

* ADA vehicles are those equipped with a 42" wheelchair or a low floor bus with a ramp
 * Major rehab as defined by Federal Circular on Section 5307 funding program

**Table L - 3
HISTORICAL & PROJECTED FLEET CHARACTERISTICS**

| | FIXED ROUTE | | |
|-------------------------------|---------------------------|------------------------------|----------------------------|
| | FY 2022 Actual | FY 2023 Estimated | FY 2024 Planned |
| Peak-Hour Fleet | | | |
| Spares For Maint. | 3 | | |
| Spare Ratio* | 0.38 | | |
| Emergency Contingency Reserve | 0 | | |
| Inactive Fleet | 0 | | |
| Total Vehicles | | | |
| New Expansion Vehicles | | | |
| New Replacement Vehicles | | | |

| | DEMAND RESPONSIVE SERVICE | | |
|-------------------------------|----------------------------------|------------------------------|----------------------------|
| | FY 2022 Actual | FY 2023 Estimated | FY 2024 Planned |
| Peak-Hour Fleet | 5 | 6 | 6 |
| Spares For Maint. | 1 | 1 | 1 |
| Spare Ratio* | 0.2 | 0.17 | 0.17 |
| Emergency Contingency Reserve | 0 | | |
| Inactive Fleet | 0 | | |
| Total Vehicles | 8 | 9 | 9 |
| New Expansion Vehicles | | | |
| New Replacement Vehicles | | | |

| | SYSTEM TOTAL | | |
|-------------------------------|---------------------------|------------------------------|----------------------------|
| | FY 2022 Actual | FY 2023 Estimated | FY 2024 Planned |
| Peak-Hour Fleet | | | |
| Spares For Maint. | | | |
| Spare Ratio* | | | |
| Emergency Contingency Reserve | | | |
| Inactive Fleet | | | |
| Total Vehicles | | | |
| New Expansion Vehicles | | | |
| New Replacement Vehicles | | | |

*Spare Ratio = Spares for Maint/Peak-Hour Fleet

Table L - 4 (A)
HISTORICAL AND PROJECTED FINANCIAL STATUS
SOURCE AND APPLICATION OF CAPITAL FUNDS
BY YEAR OF EXPENDITURE (\$ 000)

MODE:

SOURCE OF CAPITAL FUNDS:

| FY 2022 Audited | FY 2023 Estimated | FY 2024 Planned |
|--------------------|----------------------|--------------------|
|--------------------|----------------------|--------------------|

FEDERAL CAPITAL GRANTS

| | | | |
|---|--|---------|---------|
| FTA Sec. 5309 (Sec. 3) | | | |
| FAU Grants | | | |
| FTA Sec. 5307(Sec. 9) | | 480,289 | 400,000 |
| Other Federal (Assume 80/20 match) (Specify source) | | | |
| | | | |

STATE CAPITAL GRANTS AND SUBVENTIONS

| | | | |
|--------------------------------------|---------|--------|---------|
| TDA (ART 4) current from unallocated | | 94,962 | 100,000 |
| TDA from prior years reserves | 117,267 | | |
| TDA (ART 8) | | | |
| STA current from unallocated - N/A | | | |
| STA from prior years reserve | | | |
| SB1 / STA | | | |
| SB1 / SGR | | | |
| Other State (Specify) | | | |

LOCAL CAPITAL GRANTS

| | | | |
|---------------------------------------|--|--------|--|
| System Generated | | | |
| General Fund | | | |
| Prop. A Local Return | | | |
| Prop. A Discretionary Carry Over | | | |
| Prop. C Discretionary | | | |
| Prop. C Local Return | | 25,110 | |
| Prop. C 5% Security | | | |
| Measure R 15% Local Return | | | |
| Measure R Capital | | | |
| Measure M 17% Local Return | | | |
| Prop 1B PTMISEA Bridge Funds | | | |
| Prop 1B Transit Security Bridge Funds | | | |
| Prop. C Other (Specify) | | | |
| Other Local (Specify) | | | |

| | | | |
|-------------------------------|---------|---------|---------|
| TOTAL CAPITAL REVENUE | 117,267 | 600,361 | 500,000 |
| TOTAL CAPITAL EXPENSES | 117,267 | 600,361 | 500,000 |

Table L - 4 (B)
HISTORICAL AND PROJECTED FINANCIAL STATUS
SOURCE AND APPLICATION OF OPERATING FUNDS
BY YEAR OF EXPENDITURE (\$ 000)

| SOURCE OF OPERATING FUNDS: | FY 2022 Audited | FY 2023 Estimated | FY 2024 Planned |
|---|----------------------------|------------------------------|----------------------------|
| FEDERAL CASH GRANTS AND REIMBURSEMENTS | | | |
| FTA Sec. 5307 (Sec. 9) Operating | 139766.00 | 112,312 | 112,312 |
| CMAQ (Operating) | | | |
| STATE CASH GRANTS AND REIMBURSEMENTS | | | |
| TDA Current from unallocated | | | |
| STA Current from unallocated | | | |
| SB1 / STA | | | |
| Other State (Specify) | | | |
| LOCAL CASH GRANTS AND REIMBURSEMENTS | | | |
| Passenger Fares | 10743.00 | 12,000 | 14,000 |
| Special Transit Service | | | |
| Charter Service Revenues | | | |
| Auxiliary Transportation Revenues | | | |
| Non-transportation Revenues | | | |
| Prop. A 40% Discretionary | 83522.00 | | |
| Prop. A 25% Local Return | 98544.00 | 73,411 | 98,688 |
| Prop. A Incentive fund | | | |
| Prop. A Interest | | | |
| BSIP | | | |
| TSE | | | |
| Base | | | |
| MOSIP | | | |
| Prop. C 40% Discretionary | 4293.00 | 4967.00 | 5000.00 |
| Prop. C 20% Local Return | | | |
| Prop. C 5% Security | | | |
| Prop. C Interest | 2281.00 | | |
| Measure R 20% Operating | 52987.00 | 58686.00 | 60000.00 |
| Measure M 20% Transit Operations | 52806.00 | 58594.00 | 60000.00 |
| Other Local (Specify) | | | |
| TOTAL OPERATING REVENUES | 4444942.00 | 320,000 | 350,000 |
| TOTAL OPERATING EXPENSES | 257053.00 | 320,000 | 350,000 |

**Table L - 5A
TPM / TDA REPORT FORM
FY2022 Audited**

| Annual Weekday | FAP Funded | | | | Non-FAP Funded | | | | | | System Total |
|-----------------------------|---------------|-----------------|--------------|--------------|--------------------|--------------------|------|-------|--------------------------------------|--------------|--------------|
| | Local Service | Express Service | Dial-A-Ride1 | FAP Subtotal | Dedicated Funding2 | | | | SubRegional Paratransit PA 5% of 40% | Other Codes3 | |
| | | | | | TSE | Base Restructuring | BSIP | MOSIP | | | |
| Total Vehicle Miles (000) | | | 23 | 23 | | | | | | | 23 |
| Vehicle Service Miles (000) | | | 21 | 21 | | | | | | | 21 |
| Total Vehicle Hours (000) | | | 2 | 2 | | | | | | | 2 |
| Vehicle Service Hours (000) | | | 2 | 2 | | | | | | | 2 |
| Unlinked Passengers (000) | | | 6 | 6 | | | | | | | 6 |
| Linked Passengers (000) | | | N/A | N/A | | | | | | | N/A |
| Passenger Revenue (000) | | | 9 | 9 | | | | | | | 9 |
| Aux. Rev/Local Subs. (000) | | | | | | | | | | | |
| Op. Cost Less Depr. (000) | | | 210 | 210 | | | | | | | 210 |
| Active Vehicles | | | 27 | 27 | | | | | | | 27 |
| Peak Vehicles | | | 22 | 22 | | | | | | | 22 |
| DARS seat capacity | | | 22 | 22 | | | | | | | 22 |
| Full Time Equiv. Employees | | | 5 | 5 | | | | | | | 5 |
| Base Fare | | | 3 | 3 | | | | | | | 3 |

| Total System Annual Saturday & Sunday Holiday & Weekdays | Local Service | Express Service | Dial-A-Ride1 | FAP Subtotal | Dedicated Funding2 | | | | Sub. Paratransit PA 5% of 40% | Other Codes3 | System Total |
|--|---------------|-----------------|--------------|--------------|--------------------|--------------------|------|-------|-------------------------------|--------------|--------------|
| | | | | | TSE | Base Restructuring | BSIP | MOSIP | | | |
| Total Vehicle Miles (000) | | | 28 | 28 | | | | | | | 28 |
| Vehicle Service Miles (000) | | | 25 | 25 | | | | | | | 25 |
| Total Vehicle Hours (000) | | | 3 | 3 | | | | | | | 3 |
| Vehicle Service Hours (000) | | | 2 | 2 | | | | | | | 2 |
| Unlinked Passengers (000) | | | 8 | 8 | | | | | | | 8 |
| Linked Passengers (000) | | | N/A | N/A | | | | | | | N/A |
| Passenger Revenue (000) | | | 11 | 11 | | | | | | | 11 |
| Aux. Rev/Local Subs. (000) | | | | | | | | | | | |
| Op. Cost Less Depr. (000) | | | 257 | 257 | | | | | | | 257 |
| Active Vehicles | | | 27 | 27 | | | | | | | 27 |
| Peak Vehicles | | | 22 | 22 | | | | | | | 22 |
| DARS seat capacity | | | 22 | 22 | | | | | | | 22 |
| Full Time Equiv. Employees | | | 5 | 5 | | | | | | | 5 |
| Base Fare | | | 3 | 3 | | | | | | | 3 |

1 "Included Dial-A-Ride" only includes operations that historically have been included in the FAP calculations.
2 "Dedicated Funding" includes: Base Restructuring, TSE, Overcrowding, MOSIP & Other Special Funding arrangements.
3 "Other Codes" includes Subscription, Contract, Special Events service.

**Table L - 5B
TPM / TDA REPORT FORM
FY2023 Estimated**

| Annual Weekday | FAP Funded | | | | Non-FAP Funded | | | | | | System Total |
|-----------------------------|---------------|-----------------|--------------------------|--------------|--------------------------------|--------------------|------|-------|--------------------------------------|--------------------------|--------------|
| | Local Service | Express Service | Dial-A-Ride ¹ | FAP Subtotal | Dedicated Funding ² | | | | SubRegional Paratransit PA 5% of 40% | Other Codes ³ | |
| | | | | | TSE | Base Restructuring | BSIP | MOSIP | | | |
| Total Vehicle Miles (000) | | | 28 | 28 | | | | | | | 28 |
| Vehicle Service Miles (000) | | | 25 | 25 | | | | | | | 25 |
| Total Vehicle Hours (000) | | | 3 | 3 | | | | | | | 3 |
| Vehicle Service Hours (000) | | | 2 | 2 | | | | | | | 2 |
| Unlinked Passengers (000) | | | 8 | 8 | | | | | | | 8 |
| Linked Passengers (000) | | | N/A | N/A | | | | | | | N/A |
| Passenger Revenue (000) | | | 11 | 11 | | | | | | | 11 |
| Aux. Rev/Local Subs. (000) | | | 0 | 0 | | | | | | | 0 |
| Op. Cost Less Depr. (000) | | | 260 | 260 | | | | | | | 260 |
| Active Vehicles | | | 34 | 34 | | | | | | | 34 |
| Peak Vehicles | | | 27 | 27 | | | | | | | 27 |
| DARS seat capacity | | | 27 | 27 | | | | | | | 27 |
| Full Time Equiv. Employees | | | 6 | 6 | | | | | | | 6 |
| Base Fare | | | 4 | 4 | | | | | | | 4 |

| Total System Annual Saturday & Sunday Holiday & Weekdays | Local Service | Express Service | Dial-A-Ride ¹ | FAP Subtotal | Dedicated Funding ² | | | | Sub. Paratransit PA 5% of 40% | Other Codes ³ | System Total |
|--|---------------|-----------------|--------------------------|--------------|--------------------------------|--------------------|------|-------|-------------------------------|--------------------------|--------------|
| | | | | | TSE | Base Restructuring | BSIP | MOSIP | | | |
| Total Vehicle Miles (000) | | | 34 | 34 | | | | | | | 34 |
| Vehicle Service Miles (000) | | | 31 | 31 | | | | | | | 31 |
| Total Vehicle Hours (000) | | | 3 | 3 | | | | | | | 3 |
| Vehicle Service Hours (000) | | | 3 | 3 | | | | | | | 3 |
| Unlinked Passengers (000) | | | 10 | 10 | | | | | | | 10 |
| Linked Passengers (000) | | | N/A | N/A | | | | | | | N/A |
| Passenger Revenue (000) | | | 13 | 13 | | | | | | | 13 |
| Aux. Rev/Local Subs. (000) | | | 0 | 0 | | | | | | | 0 |
| Op. Cost Less Depr. (000) | | | 319 | 319 | | | | | | | 319 |
| Active Vehicles | | | 33 | 33 | | | | | | | 33 |
| Peak Vehicles | | | 27 | 27 | | | | | | | 27 |
| DARS seat capacity | | | 27 | 27 | | | | | | | 27 |
| Full Time Equiv. Employees | | | 6 | 6 | | | | | | | 6 |
| Base Fare | | | 3 | 3 | | | | | | | 3 |

¹ "Included Dial-A-Ride" only includes operations that historically have been included in the FAP calculations.

² "Dedicated Funding" includes: Base Restructuring, TSE, Overcrowding, MOSIP & Other Special Funding arrangements.

³ "Other Codes" includes Subscription, Contract, Special Events service.

**Table L - 5C
TPM / TDA REPORT FORM
FY2024 Planned**

| Annual Weekday | FAP Funded | | | | Non-FAP Funded | | | | | | System Total |
|---|----------------------|------------------------|--------------------------------|---------------------|--------------------------------------|--------------------|------|-------|--------------------------------------|--------------------------------|---------------------|
| | Local Service | Express Service | Dial-A-Ride ¹ | FAP Subtotal | Dedicated Funding ² | | | | SubRegional Paratransit PA 5% of 40% | Other Codes ³ | |
| | | | | | TSE | Base Restructuring | BSIP | MOSIP | | | |
| Total Vehicle Miles (000) | | | 31 | 31 | | | | | | | 31 |
| Vehicle Service Miles (000) | | | 28 | 28 | | | | | | | 28 |
| Total Vehicle Hours (000) | | | 3 | 3 | | | | | | | 3 |
| Vehicle Service Hours (000) | | | 3 | 3 | | | | | | | 3 |
| Unlinked Passengers (000) | | | 9 | 9 | | | | | | | 9 |
| Linked Passengers (000) | | | N/A | N/A | | | | | | | N/A |
| Passenger Revenue (000) | | | 12 | 12 | | | | | | | 12 |
| Aux. Rev/Local Subs. (000) | | | 0 | 0 | | | | | | | 0 |
| Op. Cost Less Depr. (000) | | | 286 | 286 | | | | | | | 286 |
| Active Vehicles | | | 37 | 37 | | | | | | | 37 |
| Peak Vehicles | | | 30 | 30 | | | | | | | 30 |
| DARS seat capacity | | | 30 | 30 | | | | | | | 30 |
| Full Time Equiv. Employees | | | 7 | 7 | | | | | | | 7 |
| Base Fare | | | 4 | 4 | | | | | | | 4 |
| Total System Annual Saturday Sunday Holiday & Weekdays | Local Service | Express Service | Dial-A-Ride¹ | FAP Subtotal | Dedicated Funding² | | | | Sub. Paratransit PA 5% of 40% | Other Codes³ | System Total |
| Total Vehicle Miles (000) | | | 37 | 37 | | | | | | | 37 |
| Vehicle Service Miles (000) | | | 33 | 33 | | | | | | | 33 |
| Total Vehicle Hours (000) | | | 4 | 4 | | | | | | | 4 |
| Vehicle Service Hours (000) | | | 3 | 3 | | | | | | | 3 |
| Unlinked Passengers (000) | | | 11 | 11 | | | | | | | 11 |
| Linked Passengers (000) | | | N/A | N/A | | | | | | | N/A |
| Passenger Revenue (000) | | | 15 | 15 | | | | | | | 15 |
| Aux. Rev/Local Subs. (000) | | | 0 | 0 | | | | | | | 0 |
| Op. Cost Less Depr. (000) | | | 350 | 350 | | | | | | | 350 |
| Active Vehicles | | | 37 | 37 | | | | | | | 37 |
| Peak Vehicles | | | 30 | 30 | | | | | | | 30 |
| DARS seat capacity | | | 30 | 30 | | | | | | | 30 |
| Full Time Equiv. Employees | | | 7 | 7 | | | | | | | 7 |
| Base Fare | | | 3 | 3 | | | | | | | 3 |

¹ "Included Dial-A-Ride" only includes operations that historically have been included in the FAP calculations.

² "Dedicated Funding" includes: Base Restructuring, TSE, Overcrowding, MOSIP & Other Special Funding arrangements.

³ "Other Codes" includes Subscription, Contract, Special Events service.

Table L - 6
PERFORMANCE AUDIT FOLLOW-UP
OF RECOMMENDATIONS FROM THE LAST
COMPLETED PERFORMANCE AUDIT
FY 19-21

| PERFORMANCE AUDIT RECOMMENDED ACTIONS | OPERATOR PROGRESS TO DATE |
|--|---|
| <p>1. Pursue clarification of "local subsidy" as it relates to TPM reporting and subsequent calculations of farebox recovery ratios.</p> | <p>1. Claremont has hired a consultant to assist with clarification of particular funding sources and reporting requirements. Claremont will continue to engage with BOS and Metro.</p> |
| | |

**Table L - 7
CAPITAL PROJECT SUMMARY**

FY 2022

| Project Name | Funding Source Federal | State Local | Total Project Cost |
|--|-------------------------------|--------------------|---------------------------|
| Bus Procurement - 2021 Lone Star Promaster | | \$120,925 | \$120,925 |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |

FY 2023

| Project Name | Funding Source Federal | State Local | Total Project Cost |
|------------------------------|-------------------------------|--------------------|---------------------------|
| Bus Stop Enhancement Project | \$480,289 | \$120,072 | \$600,361 |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |

FY 2024

| Project Name | Funding Source Federal | State Local | Total Project Cost |
|--|-------------------------------|--------------------|---------------------------|
| Electric Vehicle Charging Station at City Yard | \$400,000 | \$100,000 | \$500,000 |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |

FY 2025

| Project Name | Funding Source Federal | State Local | Total Project Cost |
|-----------------------|-------------------------------|--------------------|---------------------------|
| Electric Bus Purchase | \$276,250 | \$48,750 | \$325,000 |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
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| | | | |

THESE TABLES SHOULD MATCH THE TIP SHEETS

1. Traffic and Transportation Commission Meeting Minutes of January 26, 2023
 Approved and filed.

Commissioner McCabe moved to approve the minutes of January 26, 2023; seconded by Commissioner Stump, and carried on a roll call vote as follows:

AYES: Commissioner – Brown, Marler, McCabe, Stump, Weiner
NOES: Commissioner – None
ABSENT: Commissioner – Blair, Loofbourrow

ADMINISTRATIVE ITEMS

2. Claremont Dial-A-Ride Short Range Transit Plan

This item starts at 00:07:05 in the archived video.

Community Services Manager Mikula gave an oral presentation. She and Pomona Valley Transportation Authority (PVRTA) Senior Program Manager Nicole Carranza addressed Commissioners' questions and comments regarding the benefits of the Dial-A-Ride program, electric vehicle chargers, ridership fees, electric vehicle mileage, PVRTA programs, service design analysis, a fixed route system, and historical data of the PVRTA programs.

Chair McCabe invited public comment.

There were no requests to speak.

Commissioner Loofbourrow arrived at 7:20 P.M.

Commissioner Brown asked about the ownership and maintenance of the vehicles.

Community Services Manager Mikula clarified Commissioner's questions and explained the Short Range Transit Plan period should be corrected to years 2022-2024.

Commissioner Weiner moved that the Traffic and Transportation Commission accept the 2022-2024 Short Range Transit Plan and forward to the City Council for final review and approval; seconded by Commissioner McCabe, and carried on a roll call vote as follows:

AYES: Commissioner – Brown, Marler, McCabe, Stump, Weiner
NOES: Commissioner – None
ABSTAIN: Commissioner – Loofbourrow
ABSENT: Commissioner – Blair



Claremont City Council

Agenda Report

File #: 4630

Item No: 7.

TO: ADAM PIRRIE, CITY MANAGER

FROM: JEREMY SWAN, COMMUNITY SERVICES DIRECTOR

DATE: MARCH 14, 2023

Reviewed by:
City Manager: AP

SUBJECT:

AWARD OF CONTRACT TO NATIONAL AUTO FLEET GROUP FOR THE PURCHASE OF ONE FORD EXPLORER POLICE PATROL UNIT (FUNDING SOURCE: MOTOR FLEET FUND AND SUPPLEMENTAL LAW ENFORCEMENT SERVICES FUND)

SUMMARY

On May 14, 2022, one of the City's police patrol units was involved in a vehicle collision. Due to the severity of the damage, the vehicle was deemed a total loss. The City proposes to replace that unit with a 2023 Ford Police Interceptor Utility, a hybrid Ford Explorer designed specifically for police patrol.

RECOMMENDATION

Staff recommends that the City Council:

- A. Award a contract to National Auto Fleet Group in the amount of \$55,100.32 for the purchase of one Ford Police Interceptor Utility and authorize the City Manager to execute the contract; and
- B. Appropriate \$55,100.32 from the Motor Fleet Fund and \$22,400 from the Supplemental Law Enforcement Services Fund to complete the purchase and upfitting of the new vehicle.

ALTERNATIVE TO RECOMMENDATION

In addition to the recommendation, there is the following alternative:

- Request additional information.

FINANCIAL REVIEW

The cost to purchase one new Ford Police Interceptor is \$55,100.32, including an extended warranty that will cover the vehicle during its useful life. This vehicle will replace Unit #55, a Dodge Charger police patrol unit, which was involved in a collision in 2022 and deemed a complete loss.

The City received \$32,640 from the California Joint Powers Insurance Authority (CJPIA), the City's insurance provider, as reimbursement for the claim related to the loss of the previous vehicle. This reimbursement was deposited into the Motor Fleet Fund. The Motor Fleet fund also receives an annual contribution from the Police Department for vehicle replacements. To fund the purchase of the Ford Police Interceptor, staff recommends the appropriation of \$55,100.32 from the Motor Fleet Fund.

The cost to upfit the vehicle with police equipment is estimated at \$22,400 and is proposed to be funded through an appropriation from the City's Supplemental Law Enforcement Services Fund (SLESF).

This purchase complies with all City and State purchasing guidelines. Bid and contract documents are available for review in the City Clerk's office. The staff cost to prepare this report is estimated at \$2,800 and is included in the operating budget of the Community Services Department.

ANALYSIS

On May 14, 2022, the City's police patrol Unit #55, a 2019 Dodge Charger, was involved in a vehicle collision. Due to the severity of the damage, the vehicle was deemed a total loss. The City proposes to replace the previous unit with a 2023 Ford Police Interceptor Utility with a more sustainable hybrid engine. The Police Department is interested in utilizing this vehicle replacement as an opportunity to test the hybrid Ford Police Interceptor as a potential alternative to the current fleet of Dodge Charger patrol units that will be replaced in 2024-25.

Vendor Selection / Competitive Bidding

The City of Claremont is a member of Sourcewell, which entitles the City to access competitively bid national contracts. Sourcewell contracts leverage national volume pricing and provides members with a streamlined contracting process. Sourcewell has an existing contract with National Auto Fleet Group for vehicle and equipment purchases, and the pricing included in the contract is based on the Sourcewell Contract Equipment Pricing. Utilizing the Sourcewell contract enables the City to save 3.23 percent off the list price of the vehicles.

RELATIONSHIP TO CITY PLANNING DOCUMENTS

Staff has evaluated the agenda item in relationship to the City's strategic and visioning documents and finds that it applies to the following City Planning Documents: Council Priorities, Sustainable City Plan, Economic Sustainability Plan, General Plan, and the 2022-24 Budget.

CEQA REVIEW

This item is not subject to environmental review under the California Environmental Quality Act (CEQA).

PUBLIC NOTICE PROCESS

The agenda and staff report for this item have been posted on the City website and distributed to interested parties. If you desire a copy, please contact the City Clerk's Office.

Submitted by:

Jeremy Swan
Community Services Director

Prepared by:

Kristin Mikula
Community Services Manager



Claremont City Council

Agenda Report

File #: 4632

Item No: 8.

TO: ADAM PIRRIE, CITY MANAGER

FROM: BRAD JOHNSON, COMMUNITY DEVELOPMENT DIRECTOR

DATE: MARCH 14, 2023

Reviewed by:
City Manager: AP

SUBJECT:

HISTORICAL PROPERTY (MILLS ACT) AGREEMENT #22-MA03 BETWEEN THE CITY OF CLAREMONT AND EMILIE AND DANIEL REAGAN, PROPERTY OWNERS OF 353 WEST SIXTH STREET

SUMMARY

The owners of the property at 353 West Sixth Street, a colonial revival home built circa 1900, have submitted a request to enter into a Historic Property (Mills Act) Agreement with the City. The Mills Act is a preservation tool enacted by the State legislature to ensure the long-term preservation of eligible historic properties and other significant site features of such properties. In return, property owners receive a reduction in property taxes, which in turn helps finance needed repairs and renovations for the property. On February 15, 2023, the Architectural Commission reviewed the proposed agreement and voted unanimously to recommend approval of the subject Mills Act request. The City Council is the decision-making body for Mills Act requests.

RECOMMENDATION

Staff recommends that the City Council:

- A. Approve a Historical Property (Mills Act) Agreement between the City of Claremont and Emilie and Daniel Reagan, property owners of 353 West Sixth Street; and
- B. Find that this item is exempt from review under the California Environmental Quality Act (CEQA).

ALTERNATIVES TO RECOMMENDATION

In addition to staff's recommendation, there are the following alternatives:

- A. Continue the discussion and request additional information.
- B. Make revisions to the proposed Mills Act Agreement and approve the agreement as revised.
- C. Deny Mills Act Agreement #22-MA03.

FINANCIAL REVIEW

The costs associated with the review of this application have been borne by the applicant.

Upon approval of a Mills Act historical property contract (Attachment A), the value of the subject property is reassessed based on a formula that considers the rental income that could be expected from the property, the Federal home loan interest rate, a historic property risk component, and an amortization component to result in a special Mills Act capitalization rate. The total tax savings for the property owners is determined by using the formula outlined in Attachment B, which also estimates the anticipated tax savings for the property owners/applicants. With the approval of a Mills Act contract, the value of property tax savings must be put towards the scope of work, identified in Attachment A, to preserve or rehabilitate the historic character-defining elements of the property and ensure its ongoing historical and structural integrity. Approval of a Mills Act contract will also result in a minor loss of tax revenue to the City. This loss represents the City's contribution to ensuring the property's preservation for the benefit of the community.

Staff has prepared estimates of the anticipated tax savings (Attachment B) for the owner and the loss in tax revenue to the City if the Mills Act agreement is approved. The calculations estimate potential tax savings to the owners of \$10,645 per year (\$106,450 for ten years), and a potential loss to the City in tax revenue of \$1,235 per year. In addition to the loss of revenue to the City, the contract will also result in a loss of tax revenue to the other local, regional, State agencies, and districts that receive a portion of property taxes paid, including the Claremont Unified School District (CUSD).

ANALYSIS

Background

What is the Mills Act?

The Mills Act is a preservation tool created by the California State legislature in 1972 to encourage the preservation and restoration of historic properties. The act enables cities to enter into historical property agreements with owners of qualifying properties to reduce owners' property taxes in order to incentivize investment in their historic property. While resulting in some lost tax revenue, the agreements provide benefits to cities in that they ensure the preservation, high-quality rehabilitation, and maintenance of historic properties that represent important cultural resources.

As provided for by State law, the Mills Act is administered and implemented by local governments. Mills Act contracts are executed between the property owner and the local government granting the tax reduction. Cities have considerable discretion in evaluating Mills Act requests and are not mandated to approve historical property agreements. Each local government establishes its own eligibility criteria, application procedures, and the number of contracts to allow within its jurisdiction. The California Office of Historic Preservation (OHP) does not participate in the contract negotiations, is not a signatory to the contract, and has no authority over the administration of the Mills Act program.

City's Mills Act Program

In October 2000, the City Council approved procedures and review criteria for agreements for properties in Claremont. Initially, the program was restricted to historic properties suffering severe

deterioration and in danger of near-term demolition or eventual demolition due to long-term neglect. In January 2009, the City Council revised the review criteria to include all residential properties listed in the City's Register of Structures of Historic and Architectural Merit of the City of Claremont (Register). In addition, the City Council limited the maximum number of Mills Act contracts that can be approved to six per year.

On October 9, 2012, the City Council amended the program once more to provide clarification to one of the review criteria, and to establish an annual compliance review fee. These newly revised criteria and procedures are included in Attachment D (City Council Resolution 2012-75).

Property Description

The subject property is located on the north side of West Sixth Street, on the block situated between North Indian Hill Boulevard and North Yale Avenue. It is located in the neighborhood identified in the Claremont General Plan as "Historic Claremont." The property has a General Plan Designation of Residential 6 and is zoned Historic Claremont - 7,500 square foot lot size (HC 7,500). The home on the property is estimated to have been built in 1900 and very likely built by W.P. Russell, in the Colonial Revival style.

The home, known as the Russell House, is hypothesized to have been built by W.P. Russell since there is one mention of a Russell in the 1900 Claremont Directory and the only mention for about 20 years. Russell favored the Colonial Revival style and may be responsible for other houses close to 353 West Sixth Street, such as 619 Indian Hill Boulevard, 207 Sixth Street, and 262 Sixth Street.

The character-defining features of both the exterior and interior of the home were identified through a site visit to the property. On the home's exterior, character-defining features include clapboard siding, fieldstone foundation, moderately pitched gabled roof, brick chimney, brick and fieldstone entry, round and square columns, wood-paneled main entrance door flanked by side lights, wood frame divided lite windows, large camphor tree in the rear yard, and the eastern portico, a former main entrance to the home. Inside the house, the home's character-defining features include wood-paneled doors and special moldings. The home is known for featuring a well-maintained English-style garden to provide a natural formation contrasted against the formal lines of the house.

The home is in relatively good shape and with appropriate restoration and repair, can continue conveying its historical appearance and significance.

Proposed Work Plan

The applicant and property owner has proposed a sensible work plan that addresses both the home's exterior and interior and will rehabilitate some of the home's character-defining features while also enhancing the structural integrity of the property and bringing portions of the home closer to their original historic appearance. A detailed summary of the proposed improvements is included in the Draft Mills Act Contract (Attachment A) with a summary provided here. With the approval of a Mills Act Contract, the applicant would first replace all electrical wiring, boxes, and other connections throughout the entire house, repair the foundation, then install a new HVAC system. Work will then proceed with drywall, foundation, and interior painting. The entire roof will be repaired and replaced, and the rear balcony will be renovated to remove unsafe portions and update preserved portions. These eight items would exceed the cost of property tax savings over ten years.

Qualifying Criteria

Pursuant to Section 130 of City Council Resolution No. 2012-75, a historical property contract may be approved only if all the following criteria are met:

- 1. The subject property meets the eligibility requirements for a Mills Act contract pursuant to California Government Code Section 50280.1 in that it is a privately owned property which is not exempt from property taxation, and is listed on the National Register of Historic Places, located in a National Register or local historic district, listed in a state or county official register of historic or architecturally significant sites, places or landmarks, or listed in the Register of Structures of Historic and Architectural Merit of the City of Claremont.*
- 2. The subject property contributes significantly to the quality, diversity, historical interest, and ambience of the community.*
- 3. Significant features that defined the historical character of the subject property, and its buildings have not been destroyed or can be restored based on documentary, physical, or pictorial evidence.*
- 4. The owner of the subject property proposes to make improvements that are related to preservation and/or rehabilitation of character-defining elements and/or historical and structural integrity of the property. Additionally, the cost of such improvements must be equal to or greater than the expected property tax savings for the first ten years, which needs to be distributed into two five-year periods.*
- 5. The subject property is residential.*

Staff Evaluation

Staff finds that the subject property meets each of these criteria as follows:

1. The subject property is privately owned by the applicants (Emilie and Daniel Reagan) and is not exempt from property taxation. The subject property is also listed in the Register of Structures of Historic and Architectural Merit of the City of Claremont.
2. The subject property contributes significantly to the quality, diversity, historical interest, and ambience of the community. Located on West Sixth Street, 353 West Sixth Street is an example of the Centered Gable Colonial Revival architectural style in Claremont. It is located adjacent to other historically significant residences, including the Johnson House on 338 West Sixth Street, and the Myers House on 325 West Sixth Street. The subject home serves as a fine example of the Colonial Revival style, which allows the property to positively contribute to Claremont's historic character.
3. The significant character-defining features of both the exterior and interior of the subject property have not been destroyed. Repairing the fieldstone foundation and roof and repainting the interior would enhance and preserve the property's character-defining features.
4. The improvements proposed by the applicant are related to either the preservation and/or rehabilitation of character-defining elements, or the structural and historical integrity of the

property, and the estimated cost of these improvements exceeds the expected property tax savings. The estimated costs were reviewed by the City's Building Official, who finds that they are reasonable given the proposed scope of work. The details of the planned improvements are listed in Attachment A.

In completing the proposed work items with the benefit of a historical property contract, the property's ability to continue contributing to the historical interest and ambiance of the Claremont community will be enhanced. The applicant has proposed a sensible work plan that would help ensure the home's long-term livability, restore some of its key historic features, and make portions of the home more consistent with its original historic character.

Some of the proposed work items can be characterized as rehabilitation and restoration of the home's character-defining features. Examples include repairing portions of the river rock foundation, removal of unsafe portions of a rear balcony and stairs that were part of an addition while reframing parts of the balcony to be preserved, repair and replacement of damaged fascia board and rafter tails, and repaint interior features such as walls, ceilings, wainscotings, baseboards, moldings, doors, window trim, and stair railings.

Other proposed work would improve the long-term livability of the historic home. The required electrical update will include a new 200 amp main service panel, new electrical wiring throughout the entire house. All halogen recessed lights will be replaced with energy-efficient LEDs and a new dual-zone HVAC system. These repairs and installations would enhance the building's lifespan and modernize the home without damaging the character-defining features, making it more usable for the property owner and future residents.

Based on estimates provided by the applicant, the total cost of the proposed scope of work is approximately \$142,950, which is \$36,500 more than the estimated tax savings of \$106,450 that would result from the historical property contract over a ten-year period. With the signing of the historical property contract, the applicant would be required to invest the avoided property tax into the work outlined in Attachment A. Additionally, based on the proposed scope of work, the applicants would be contributing more of their own funds into the proposed work than they would be saving through their reduced property taxes.

5. The subject property is a single-family residential property.

Planning Division staff have inspected the house and property in addition to having discussions with the owners regarding the planned improvements to the property. The owners recently purchased the home and are eager to maintain and restore the historic character defining features of the home.

COMMISSION REVIEW

The Architectural Commission reviewed and voted unanimously to recommend approval of the agreement on February 15, 2023. The Commission's resolution is Attachment G.

LEGAL REVIEW

The City Attorney has reviewed and approved the proposed Historical Property Agreement.

RELATIONSHIP TO CITY PLANNING DOCUMENTS

Staff has evaluated the agenda item in relationship to the City's strategic and visioning documents and finds it related to the following: General Plan, 2022-24 Budget, and Sustainability Plan.

CEQA REVIEW

The proposed scheduled improvements within the contract are exempt from environmental review under CEQA Guidelines Sections 15301 and 15302. The Class 1 exemption (CEQA Guidelines Section 15301) allows for the operation, maintenance, repair, or minor alteration of existing public facilities or mechanical equipment, with negligible or no expansion. The Class 2 exemption (CEQA Guidelines Section 15302) allows for the replacement or reconstruction of existing facilities involving negligible expansion of capacity. This item involves the maintenance, repair, minor work, or replacement of existing facilities.

The proposed scheduled improvements within the contract are also categorically exempt from the California Environmental Quality Act (CEQA) pursuant to Section 15331 in that these improvements are for the restoration and rehabilitation of a historical resource, will be conducted in a manner consistent with the Secretary of the Interior's Standards of the Office of Historic Preservation of the Department of Parks and Recreation, United States Secretary of the Interior's Guidelines for Rehabilitation of Historic Properties, and the State Historical Building Code and will be subject to applicable City permitting requirements. Therefore, no further environmental review is necessary.

None of the exceptions to the categorical exemptions set forth in State CEQA Guidelines Section 15300.2 applies to the proposed project because the proposed project: (1) is not located in a uniquely sensitive environment; (2) is not located within a highway officially designated as a State scenic highway; (3) is not located on a hazardous waste site; (4) would not have a cumulative impact; and, (5) would not have a significant adverse change in the significance of a historical resource. Therefore, the exemption applies and the exceptions do not. No further environmental review is necessary.

PUBLIC NOTICE PROCESS

The agenda and staff report for this item have been posted on the City website and distributed to interested parties. If you desire a paper copy, please contact the <mailto:the> City Clerk's office.

Submitted by:

Brad Johnson
Community Development Director

Reviewed by:

Christopher Veirs
Principal Planner

Prepared by:

Daniel Kim
Assistant Planner

Attachments:

- A - Draft Mills Act Contract
- B - Estimated Tax Savings Calculations
- C - Architectural Commission Staff Report

- D - CC Resolution No. 2012-75
- E - Schedule of Improvements
- F - Photo Survey
- G - AC Resolution No. 2023-01

RECORDING REQUESTED BY
AND WHEN RECORDED RETURN TO:

CITY OF CLAREMONT
Attn: City Clerk, City of Claremont
207 Harvard Avenue
P.O. Box 880
Claremont, CA 91711

HISTORICAL PROPERTY (MILLS ACT) AGREEMENT

THIS AGREEMENT is made this _____ day of _____, 2023 by and between the CITY OF CLAREMONT, a municipal corporation of the State of California (“City”) and Emilie Reagan and Daniel Reagan, owners of real property located at 353 West Sixth Street, Claremont (“Owner”).

RECITALS

WHEREAS, the City Council of the City of Claremont (“City Council”) is authorized by California Government Code Section 50280 et seq. (known as “the Mills Act”) to enter into contracts with the owners of qualified historical properties to provide for appropriate use, maintenance, and rehabilitation such that these historic properties retain their historic characteristics; and

WHEREAS, on October 24, 2000, the City Council adopted Resolution No. 2000-157 establishing review criteria and procedures for historical property (Mills Act) contracts to encourage historical preservation, and on January 13, 2009, the City Council adopted Resolution No. 2009-04 expanding the review criteria for historic property (Mills Act) contracts; and

WHEREAS, on October 9, 2012, the City Council adopted Resolution No. 2012-75 amending the review criteria for historic property (Mills Act) contracts that supersedes Resolution Nos. 2000-157 and 2009-04; and

WHEREAS, Owners possess fee title interest in real property, together with associated structures and improvements thereon, generally located at 995 Harrison Avenue within the City and more particularly described in Exhibit A hereto attached and made a part hereof (“the Property”); and

WHEREAS, the Property is a qualified historic property within the meaning of Government Code Section 50280.1, in that it is a privately owned property which is not exempt from property taxation and is listed in the Register of Structures of Historical and Architectural Merit of the City of Claremont; and contains the character defining elements described in Exhibit “B”; and

WHEREAS, all of the required criteria of Section 130 of City Council Resolution No.2012-75 are met; and

WHEREAS, both Owner and City, for their mutual benefit, desire to protect and preserve the Property so as to retain its characteristics of historical and architectural significance.

AGREEMENT

NOW, THEREFORE, both Owners and City, in consideration of the mutual promises, covenants and conditions contained herein and the substantial public benefits to be derived therefrom, do hereby agree as follows:

1. **AUTHORITY:** This Agreement is made pursuant to California Government Code Sections 50280-50290 and Article 1.9 (commencing with Section 439) of Chapter 3, Part 2, of Division 1 of the California Revenue and Taxation Code and is subject to all of the provisions of those statutes.

2. **TERM:** This Agreement shall be effective commencing on the date of this Agreement and shall remain in effect for a period of ten years therefrom. Such term shall be renewed pursuant to the provisions of paragraph six below.

3. **PRESERVATION OF PROPERTY:** During the term of this Agreement, the Property shall be subject to the following conditions, requirements, and restrictions:

a. Owners shall preserve and maintain the characteristics of historical significance of the Property, and, where necessary, restore and rehabilitate the Property and its character defining features, in accordance with the regulations of the Claremont Municipal Code Chapter 16.300 and in conformance with the rules and regulations of the Office of Historic Preservation of the Department of Parks and Recreation, United States Secretary of the Interior's Standards for Rehabilitation of Historic Properties, and the State Historical Building Code.

b. Prior to commencing work on physical changes to the property, Owners shall notify the Community Development Director to ensure that the changes comply with all applicable standards and regulations. All significant exterior building and site changes, and changes to the interior character defining features described in Exhibit "B" shall be subject to prior review by the City.

c. Owners shall obtain building permits for all permitted work prior to commencing work. When applying for building permits, Owners shall inform Building Division staff that the Property is under a Mills Act contract so that the City can be assured all work will be done in the manner required by the City and federal historic preservation standards.

d. Owners agree to make several improvements to the Property and shall complete this work in accordance with the attached schedule of home improvements, drafted by Owners, attached hereto as Exhibit "C." In addition, the cost of these improvements shall be equal to or greater than the property tax savings received for the first ten years. The cost of these improvements may be distributed over two, five-year periods.

e. Owners shall maintain all buildings, structures, yards and other improvements in a manner that does not detract from the appearance of the immediate neighborhood. The following conditions are prohibited:

- i) Dilapidated, deteriorating, or unrepaired structures, such as fences, roofs, doors, walls, and windows;
- ii) Storage of scrap lumber, junk, trash or debris visible from adjacent properties and the public right-of-way;
- iii) Outside storage of abandoned, discarded or unused objects or equipment visible from adjacent properties and the public right-of-way;
- iv) Stagnant water or excavations, including pools or spas;
- v) Any device, decoration, design, structure or vegetation, which is unsightly by reason of its height, condition, or its inappropriate location.

f. Owners shall agree to periodic public access to Property for a limited tour or special event in coordination with Claremont Heritage or other community group. The first such event may occur within approximately five years from the date of this Agreement, and subsequent events may occur approximately once every five to eight years thereafter.

g. Owners shall not be held responsible for replacement of the historic structures if damaged or destroyed through "Acts of God" such as flood, tornado, lightning, or earthquake.

h. Appeals under this Section shall be made to the Architectural Commission pursuant to the City's standard appeal procedures set forth in the Claremont Municipal Code, Chapter 16.321.

4. FURNISHING OF INFORMATION AND ANNUAL COMPLIANCE REVIEW FEE: Owners shall furnish City any and all information requested by City, which may be necessary or advisable to determine compliance with the terms and provisions of this Agreement. This shall include an annual letter from Owners describing the home improvements completed during the previous year, along with other necessary documentation (i.e. pictures, receipts). In addition, Owners shall furnish City the required annual compliance review fee, which is calculated at 2.2 hours of staff time at the prevailing hourly rate approved by the City Council.

5. INSPECTIONS: Owners agree to permit examinations of the interior and exterior of the Property by representatives of the City, County Assessor, the State Department of Parks and Recreation, and the State Board of Equalization, to determine Owner's compliance with this Agreement. Such examinations shall be scheduled by appointment in advance, with a mandatory examination being performed every five years along with periodic examinations on an as-needed basis.

6. AUTOMATIC RENEWAL: On each anniversary date of this Agreement, one year shall be automatically added to the then-remaining term of this Agreement, unless notice of nonrenewal is given pursuant to the provisions of Paragraph 7 below.

7. NOTICE OF NONRENEWAL: If, in any year, either Owners or City desire not to renew the Agreement, that party shall serve written notice of nonrenewal on the other party in advance of the annual renewal date of the Agreement. Unless such notice is served by Owners at least 90 days, or by City at least 60 days, prior to the renewal date, one year shall automatically be added to the term of this Agreement. Upon receipt by Owners of the notice

of nonrenewal from City, Owners may make written protest to the City Council. At any time prior to the renewal date, City may withdraw its notice to Owner of nonrenewal.

8. EFFECT OF NOTICE NOT TO RENEW: If, in any year, either party serves notice of intent not to renew this Agreement, this Agreement shall remain in effect for the balance of the original ten-year term or, if applicable, until the date that is ten years after the effective date of the last renewal, whichever is later. Thereafter, this Agreement shall terminate.

9. CANCELLATION: City may cancel this Agreement if City determines that the Owners have breached any of the conditions or covenants of the Agreement, or have allowed the Property to deteriorate to the point that it no longer meets the standards for a qualified historic property. City may also cancel this Agreement if it determines Owners have failed to timely restore or rehabilitate the Property in the manner specified in this Agreement.

10. NOTICE OF CANCELLATION: This Agreement may not be canceled pursuant to paragraph nine above until after City has given notice of, and has held, a public hearing as required by Governmental Code Section 50285.

11. CANCELLATION FEE: If City cancels this Agreement in accordance with paragraph nine above, Owners shall pay a cancellation fee of 12½% of the full value of the Property at the time of cancellation. The full value shall be determined by the County Assessor, without regard to any restrictions imposed on the Property pursuant to this Agreement. The cancellation fee shall be paid to the State Controller at such time and in such manner as the Controller shall prescribe and shall be deposited in the State General Fund.

12. NOTICES: All notices required by or provided for in this Agreement shall be given in writing and may be mailed or delivered in person. If mailed, notice by mail shall be deemed to have been given upon deposit of notice in the mail, postage prepaid, addressed as appropriate, to Owners at Owners' last known address on City's records, or to City at P.O. Box 880, Claremont, CA 91711, Attention: City Clerk.

13. NO COMPENSATION: Owners shall not receive any payment from City in consideration of the obligations imposed under this Agreement, it being recognized and agreed that the consideration for the execution of this Agreement is the substantial public benefit to be derived therefrom and the advantage that will accrue to Owners as a result of the effect upon the Property's assessed value on account of the restrictions required for the preservation of the Property.

14. EMINENT DOMAIN PROCEEDINGS: In the event that during the term of this Agreement, the Property is acquired in whole or in part by eminent domain or other acquisition by any entity authorized to exercise the power of eminent domain, and the acquisition is determined by the City Council to frustrate the purpose of this Agreement, the Agreement shall be canceled and no fee shall be imposed pursuant to paragraph 11 hereof. In such event, this Agreement shall be deemed null and void for all purposes of determining the value of the Property so acquired.

If, subsequent to the filing of any action in eminent domain, the proposed condemnation is abandoned by the condemning agency as to all or a portion of the Property subject to the Agreement, the restriction on the use of the Property included in this Agreement shall without

further agreement of the parties, be reinstated and the terms of this Agreement shall be in force and effect.

15. REMEDIES AND ENFORCEMENT OF AGREEMENT: In lieu of, and/or addition to, any provisions to cancel this Agreement herein, City may specifically enforce, or enjoin the breach of, the terms of this Agreement. In the event that it is determined this Agreement does not constitute an enforceable restriction within the meaning of the applicable provisions of the California Government Code and the California Revenue and Taxation Code, except for unenforceability arising from the cancellation of nonrenewal of this Agreement, for any tax year during the term or any renewal of this Agreement, then this Agreement shall be null and void and without further effect and the Property subject to this Agreement shall from that time be free from any restriction whatsoever under this Agreement, without any payment or further act of the parties to the Agreement.

16. GENERAL PROVISIONS:

a. None of the terms, provisions or conditions of this Agreement shall be deemed to create a partnership between the parties hereto and any of their heirs, successors or assigns, nor shall such terms, provisions or conditions cause them to be considered joint ventures or members of any joint enterprise.

b. Owners agree to, and shall hold City and its elected officials, officers, agents, employees, representatives, and volunteers harmless from, liability for damage or claims for property damage which may arise from the direct or indirect use of operations of Owners and those of their contractors, subcontractors, agents, employees and other persons acting on their behalf which relate to the use, operation and maintenance of the Property. Owners hereby agree(s) to and shall defend the operation and maintenance of the Property. Owners hereby agree(s) to and shall defend City and its elected officials, officers, agents, employees, representatives, and volunteers with respect to any and all actions for damages suffered, or alleged to have been suffered, by reason of the operations referred to in this Agreement regardless of whether or not City prepared, supplied or approved the plans, specifications or other documents for the Property.

17. NOTICE OF RECORDATION OF AGREEMENT: No later than 20 calendar days after the parties execute and enter into the Agreement, City shall cause this Agreement to be recorded in the office of the County Recorder of Los Angeles, and shall submit a certified copy of this Agreement to the County Assessor's Office. Owners or their agent shall provide written notice of the Agreement to the State Office of Historic Preservation within six months of entering into the Agreement.

18. SUCCESSORS AND ASSIGNS: This Agreement is binding upon Owners' successors and assigns in interest or title to the Property. A successor in interest or title shall have the same rights and obligations under the Agreement as Owner. Each and every contract, deed or other instrument hereinafter executed, covering or conveying the Property, or any portion thereof, shall conclusively be held to have been executed, delivered and accepted subject to the covenants, reservations and restrictions expressed in this Agreement regardless of whether such covenants, reservations and restrictions are set forth in such contract, deed or other instrument.

19. NONWAIVER: No acts or admissions by City, or any agent(s) of City shall constitute a waiver of any or all of City's right under this Agreement.

20. AMENDMENTS: This Agreement may be amended in whole or in part, only by a written recorded instrument executed by the parties hereto.

21. ATTORNEY'S FEES: In the event legal proceedings are brought by any party or parties hereto, for breach of this Agreement, or to compel conformance under this Agreement, or to determine the rights and duties of any party hereunder, the prevailing party in such proceeding shall be entitled to an award of reasonable attorneys' fees and costs in addition to all other relief to which it may be entitled.

IN WITNESS WHEREOF, the parties have executed this Agreement on the date shown below, but this Agreement is effective as of the date and year first above written.

DATE: _____
Property Owner: _____
Emilie Reagan
Property Owner

DATE: _____
Property Owner: _____
Daniel Reagan
Property Owner

DATE: _____
THE CITY OF CLAREMONT
By _____
Adam Pirrie
City Manager

ACKNOWLEDGEMENTS

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF CALIFORNIA
COUNTY OF LOS ANGELES

On _____, before me, _____,
Notary Public, personally appeared EMILIE REAGAN AND DANIEL REAGAN, who proved to me on the basis of satisfactory evidence to be the persons whose names are subscribed to the within instrument and acknowledged to me that he and she executed the same in his and her authorized capacity(ies), and that by his and her signature(s) on the instrument the person, or the entity upon behalf of which the person acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Notary Public

(Seal)

STATE OF CALIFORNIA
COUNTY OF LOS ANGELES

On _____, before me, _____,
Notary Public, personally appeared ADAM PIRRIE, who proved to me on the basis of
satisfactory evidence to be the person whose name is subscribed to the within instrument and
acknowledged to me that he executed the same in his authorized capacity, and that by his
signature on the instrument the person, or the entity upon behalf of which the person acted,
executed the instrument.

**I certify under PENALTY OF PERJURY under the laws of the State of California that the
foregoing paragraph is true and correct.**

WITNESS my hand and official seal.

Notary Public

(Seal)

EXHIBIT A

LEGAL DESCRIPTION OF THE PROPERTY

The Property is located at 353 West Sixth Street in the City of Claremont, County of Los Angeles, State of California, and is more particularly described as follows:

THE EASTERLY 56.50 FEET OF LOTS 10, 11 AND 12 IN BLOCK 16, CITY OF CLAREMONT, AS PER MAP RECORDED IN BOOK 15, PAGE 87 MISCELLANEOUS RECORDS OF SAID COUNTY.

APN: 8309-026-014

EXHIBIT B

CHARACTER DEFINING ELEMENTS OF PROPERTY – 353 West Sixth Street

Significant Exterior Features

- Moderately pitched gabled roof
- Clapboard siding
- Fieldstone foundation
- Brick Chimney
- Brick and fieldstone entry
- Square and Tuscan Pillars
- Wood paneled main entrance door flanked by side lites
- Wood frame divided lite windows
- Large Camphor tree in rear
- Eastern portico
- Louvered shutters

Significant Interior Features

- Wood paneled doors
- Special moldings

EXHIBIT C

SCHEDULE OF IMPROVEMENTS – 353 West Sixth Street

DESCRIPTION OF IMPROVEMENTS

Work pertaining to the preservation and/or rehabilitation of character defining features and/or

Work that enhances the historical integrity of the property

- Repair fieldstone foundation
- Repair drywall and plaster throughout the interior
- Paint interior walls, ceilings, wainscoting, baseboards, casings, special moldings, French doors, windows, window trim, stair railings, and kick plates throughout the house

Work that enhances the structural integrity of the historic property

- Replace entire roof
- Remove unsafe portions of balcony and reframe portions to remain
- Install new 200 amp main service panel and renew all electrical wiring, boxes, and other connections
- Replace old Halogen recessed can lights with LEDs
- Install a new dual zone HVAC system

Calculation of Estimated Reduced Property Taxes for Properties Subject to Historical Property Contracts

Address: 353 West Sixth Street

Upon approval of a historical property contract, the county assessor determines the reasonable expected yield by analyzing rental income of similar properties in the area or, if available, what the property would yield under prudent management. Reasonable expected yield for income-producing property is based on rents actually received and typical rents received for similar property in similar use, less maintenance and operating expenses.

The Mills Act capitalization rate is calculated by adding four component percentages including:

- An interest rate based on the Federal Home Loan Mortgage Corporation Primary Mortgage Market Survey (6.09% as of 2/2/2023).
- The historical property risk (4% for owner-occupied single-family dwellings)
- A percentage equal to the reciprocal of the remaining life of the structure. The typical remaining life for a wood frame building is 20 years ($1/20 = 5\%$) and for masonry building is 50 years ($1/50 = 2\%$); however, typical remaining life for most buildings is 50 years ($1/50 = 2\%$) if adequate care is applied.
- The percentage of the tax rate times the assessment ratio (typically 1%).

The Capitalization Rate is used to calculate the estimated annual savings to the homeowner and estimated annual cost to the City, as noted in the table below:

Existing Property Value Calculations

| | |
|--------------------|---|
| \$1,400,000 | County Assessed Value |
| -\$7,000 | Homeowner's Exemption |
| \$1,393,000 | Value for tax purposes |
| \$13,930 | Property tax (1% of value) |
| \$1,616 | Claremont's share of property tax (11.6% of property tax) |

Estimated Rental Calculations

| | |
|-----------------|----------------------------------|
| \$4,000 | Estimated monthly rent |
| \$48,000 | Annual rent |
| \$5,000 | Annual rent expenses (M&O costs) |
| \$43,000 | Annual rent less expenses |

Capitalization Rate

| | |
|---------------|--|
| 6.09% | Federal home loan interest rate (2023) |
| 4.00% | Historical property tax |
| 2.00% | Amortization - 50 year life |
| 1.00% | Tax rate |
| 13.09% | Capitalization rate |

New Property Value Calculation Under Mills Act Contract

| | |
|------------------|--|
| \$328,495 | New estimated property value (Annual rent less expenses/capitalization rate) |
| \$3,285 | New estimated property tax (1% of new value) |
| \$10,645 | Owner's annual savings |
| \$381 | Claremont's share of reduced property tax (11.6% of new property tax) |
| \$1,235 | Estimated annual loss to Claremont |

Note:

This Calculation does not include any special assessment district fees included in annual tax.

This Calculation is an estimate, and is for a reference purpose only.



Claremont Architectural Commission

Agenda Report

File #: 4565

Item No: 3.

TO: ARCHITECTURAL COMMISSION

FROM: BRAD JOHNSON, COMMUNITY DEVELOPMENT DIRECTOR

DATE: FEBRUARY 15, 2023

Reviewed by:
Finance Director: N/A

SUBJECT:

REVIEW OF HISTORICAL PROPERTY (MILLS ACT) AGREEMENT REQUEST #22-MA03, BETWEEN THE CITY AND THE OWNERS OF THE PROPERTY LOCATED AT 353 WEST SIXTH STREET - APPLICANTS: EMILIE AND DAN REAGAN

SUMMARY

The owners of the property at 353 West Sixth Street have submitted a request to enter into a Historic Property (Mills Act) Agreement with the City. The Mills Act is a preservation tool enacted by the state legislature to ensure the long-term preservation of eligible historic properties and other significant site features of such properties. In return, property owners receive a reduction in taxes, which in turn helps finance needed repairs and renovations for the property. The Architectural Commission is the recommending body for Mills Act requests. The Architectural Commission recommendation is then forwarded to the City Council for final action on the agreement. Staff has reviewed the application and finds that each of the required criteria for entering into a Mills Act agreement, as established by the City Council, can be met.

RECOMMENDATION

Staff recommends that the Architectural Commission:

- A. ADOPT A RESOLUTION OF THE ARCHITECTURAL COMMISSION OF THE CITY OF CLAREMONT, CALIFORNIA, RECOMMENDING CITY COUNCIL APPROVAL OF HISTORICAL PROPERTY (MILLS ACT) AGREEMENT #22-MA03 BETWEEN THE CITY AND THE OWNERS OF THE PROPERTY LOCATED AT 353 WEST SIXTH STREET - APPLICANTS: EMILIE AND DAN REAGAN; and
- B. Find this item is exempt from environmental review under the California Environmental Quality Act (CEQA).

ALTERNATIVES TO RECOMMENDATION

In addition to staff's recommendation, there are the following alternatives:

- A. Continue the discussion and request additional information.
- B. Express the intent to recommend denial of the Mills Act contract, specifically identifying the criteria that cannot be met, and continue the item to March 15, 2023, for adoption of the denial recommendation resolution.

FINANCIAL REVIEW

The costs associated with the review of this application have been borne by the applicant.

ANALYSIS

Upon approval of a Mills Act historical property contract (Attachment A), the value of the subject property is reassessed based on a formula that considers the rental income that could be expected from the property, the Federal home loan interest rate, a historic property risk component, and an amortization component to result in a special Mills Act capitalization rate. The total tax savings for the property owners is determined by using the formula outlined in Attachment C, which also estimates the anticipated tax savings for the property owners/applicants. With approval of a Mills Act contract, the value of property tax savings must be put towards the scope of work, identified in Attachment A, to preserve or rehabilitate the historic character defining elements of the property and ensure its ongoing historical and structural integrity. Approval of a Mills Act contract will also result in a minor loss of tax revenue to the City. This loss represents the City's contribution to ensuring the property's preservation for the benefit of the community.

Staff has prepared estimates of the anticipated tax savings (Attachment C) for the owner and the loss in tax revenue to the City if the Mills Act agreement is approved. The calculations estimate a potential tax savings to the owners of \$10,645 per year (\$106,450 for ten years), and a potential loss to the City in tax revenue of \$1,235 per year. In addition to the loss of revenue to the City, the contract will also result in a loss of tax revenue to the other local, regional, state agencies, and districts that receive a portion of property taxes paid.

Background

What is the Mills Act?

The Mills Act is a preservation tool created by the California state legislature in 1972 to encourage the preservation and restoration of historic properties. The act enables cities to enter into historical property agreements with owners of qualifying properties to reduce owners' property taxes in order to incentivize investment in their historic property. While resulting in some lost tax revenue, the agreements provide benefits to cities in that they ensure preservation, high-quality rehabilitation, and maintenance of historic properties that represent important cultural resources.

As provided for by State law, the Mills Act is administered and implemented by local governments. Mills Act contracts are executed between the property owner and the local government granting the tax reduction. Cities have considerable discretion in evaluating Mills Act requests and are not mandated to approve historical property agreements. Each local government establishes their own eligibility criteria, application procedures, and the number of contracts to allow within their jurisdiction. The California Office of Historic Preservation (OHP) does not participate in the contract negotiations, is not a signatory to the contract, and has no authority over the administration of the Mills Act program.

City's Mills Act Program

In October 2000, the City Council approved procedures and review criteria for agreements for properties in Claremont. Initially, the program was restricted to historic properties suffering severe deterioration and in danger of near-term demolition or eventual demolition due to long term neglect. In January 2009, the City Council revised the review criteria to include all residential properties listed in the City's Register of Structures of Historic and Architectural Merit of the City of Claremont (Register). In addition, the Council limited the maximum number of Mills Act contracts that can be approved to six per year.

On October 9, 2012, the City Council amended the program once more to provide clarification to one of the review criteria, and to establish an annual compliance review fee. These newly revised criteria and procedures are included as Attachment D (City Council Resolution 2012-75).

Property Description

The subject property is located on the north side of West Sixth Street, on the block situated between North Indian Hill Boulevard and North Yale Avenue. It is located in the neighborhood identified in the Claremont General Plan as "Historic Claremont." The property has a General Plan Designation of Residential 6 and is zoned Historic Claremont - 7,500 square foot lot size (HC 7,500). The home on the property is estimated to have been built in 1900 and very likely built by W.P. Russell, in the Colonial Revival style.

The home, known as the Russell House, is hypothesized to have been built by W.P. Russell since there is one mention of a Russell in the 1900 Claremont Directory and the only mention for about 20 years. Russell favored the Colonial Revival style and may be responsible for other houses close to 353 West Sixth Street, such as 619 Indian Hill, 207 Sixth Street, and 262 Sixth Street.

The character-defining features of both the exterior and interior of the home were identified through a site visit to the property. On the home's exterior, character defining features include clapboard siding, fieldstone foundation, moderately pitched gabled roof, brick chimney, brick and fieldstone entry, round and square columns, wood paneled main entrance door flanked by side lites, wood frame divided lite windows, large camphor tree in the rear yard, and the eastern portico, a former main entrance to the home. Inside the house, the home's character defining features include wood paneled doors and special moldings. The home is known for featuring a well-maintained English style garden to provide a natural formation contrasted against the formal lines of the house.

The home is in relatively good shape and, with appropriate restoration and repair can continue conveying its historical appearance and significance.

Proposed Work Plan

The applicant and property owner has proposed a sensible work plan that address both the home's exterior and interior and will rehabilitate some of the home's character defining features while also enhancing the structural integrity of the property and bringing portions of the home closer to their original historic appearance. A detailed summary of the proposed improvements is included in the Draft Mills Act Contract (Attachment A) with a summary provided here. With approval of a Mills Act Contract, the applicant would first replace all electrical wiring, boxes, and other connections

throughout the entire house and repair the foundation, then install a new HVAC system. Work will then proceed with drywall, foundation, and interior painting. The entire roof will be repaired and replaced, and the rear balcony will be renovated to remove unsafe portions and update preserved portions. These eight items would exceed the cost of property tax savings over ten years.

Qualifying Criteria

Pursuant to Section 130 of City Council Resolution No. 2012-75, a historical property contract may be approved only if all the following criteria are met:

- 1. The subject property meets the eligibility requirements for a Mills Act contract pursuant to California Government Code Section 50280.1 in that it is a privately owned property which is not exempt from property taxation, and is listed on the National Register of Historic Places, located in a National Register or local historic district, listed in a state or county official register of historic or architecturally significant sites, places or landmarks, or listed in the Register of Structures of Historic and Architectural Merit of the City of Claremont.*
- 2. The subject property contributes significantly to the quality, diversity, historical interest, and ambience of the community.*
- 3. Significant features that defined the historical character of the subject property, and its buildings have not been destroyed or can be restored based on documentary, physical, or pictorial evidence.*
- 4. The owner of the subject property proposes to make improvements that are related to preservation and/or rehabilitation of character defining elements and/or historical and structural integrity of the property. Additionally, the cost of such improvements must be equal to or greater than the expected property tax savings for the first ten years, which needs to be distributed into two five-year periods.*
- 5. The subject property is residential.*

Staff Evaluation

Staff finds that the subject property meets each of these criteria as follows:

1. The subject property is privately owned by the applicants (Emilie and Dan Reagan) and is not exempt from property taxation. The subject property is also listed in the Register of Structures of Historic and Architectural Merit of the City of Claremont.
2. The subject property contributes significantly to the quality, diversity, historical interest, and ambience of the community. Located on West Sixth Street, 353 West Sixth Street is an example of the Centered Gable Colonial Revival architectural style in Claremont. It is located adjacent to other historically significant residences, including the Johnson House on 338 West Sixth Street, and the Myers House on 325 West Sixth Street. The subject home serves as a fine example of the Colonial Revival style, which allows the property to positively contribute to Claremont's historic character.
3. The significant character-defining features of both the exterior and interior of the subject property have not been destroyed. Repairing the fieldstone foundation and roof and repainting

the interior would enhance and preserve the property's character-defining features.

4. The improvements proposed by the applicant are related to either the preservation and/or rehabilitation of character defining elements, or the structural and historical integrity of the property, and the estimated cost of these improvements exceeds the expected property tax savings. The estimated costs were reviewed by the City's Building Official, who finds that they are reasonable given the proposed scope of work. The details of the planned improvements are listed in Attachment A.

In completing the proposed work items with the benefit of a historical property contract, the property's ability to continue contributing to the historical interest and ambiance of the Claremont community will be enhanced. The applicant has proposed a sensible work plan that would help ensure the home's long-term livability, restore some of its key historic features, and make portions of the home more consistent with its original historic character.

Some of the proposed work items can be characterized as rehabilitation and restoration of the home's character defining features. Examples include repairing portions of the river rock foundation, removal of unsafe portions of a rear balcony and stairs that were part of an addition while reframing parts of the balcony to be preserved, repair and replacement of damaged fascia board and rafter tails, and repaint interior features such as walls, ceilings, wainscotings, baseboards, moldings, doors, window trim, and stair railings.

Other proposed work would improve the long-term livability of the historic home. The required electrical update will include a new 200 amp main service panel, new electrical wiring throughout the entire house. All halogen recessed lights will be replaced with energy efficient LEDs and a new dual-zone HVAC system. These repairs and installations would enhance the building's lifespan and modernize the home without damaging the character defining features, making it more usable for the property owner and future residents.

Based on estimates provided by the applicant, the total cost of the proposed scope of work is approximately \$142,950 which is \$36,500 more than the estimated tax savings of \$106,450 that would result from the historical property contract over a 10-year period. With the signing of the historical property contract, the applicant would be required to invest the avoided property tax into the work outlined in Attachment A. Additionally, based on the proposed scope of work, the applicants would be contributing more of their own funds into the proposed work than they would be saving through their reduced property taxes.

5. The subject property is a single-family residential property.

Planning Staff have inspected the house and property in addition to having discussions with the owners regarding the planned improvements to the property. The owners recently purchased the home and are eager to maintain and restore the historic character defining features of the home.

CEQA REVIEW

The proposed scheduled improvements within the contract are categorically exempt from the California Environmental Quality Act (CEQA) pursuant to Section 15331 in that these improvements are for the restoration and rehabilitation of a historical resource, will be conducted in a manner consistent with the Secretary of the Interior's Standards of the Office of Historic Preservation of the Department of Parks and Recreation, United States Secretary of the Interior's Guidelines for

Rehabilitation of Historic Properties, and the State Historical Building Code and will be subject to applicable City permitting requirements. Therefore, no further environmental review is necessary.

PUBLIC NOTICE PROCESS

The agenda and staff report for this item have been posted on the City website and distributed to interested parties. If you desire a paper copy, please contact Melissa Sanabria at msanabria@ci.claremont.ca.us.

Notice of this project was published in the Claremont Courier on February 3, 2023. Copies of this staff report have been sent to the applicant and other interested parties.

Submitted by:

Brad Johnson
Community Development Director

Reviewed by:

Christopher Veirs
Principal Planner

Prepared by:

Daniel Kim
Assistant Planner

Attachments:

- A - Draft Mills Act Contract
- B - Draft AC Resolution
- C - Estimated Tax Savings Calculation
- D - Adopted Procedures for Mills Act Contract
- E - Photo Survey of the Subject Property
- F - Schedule of Improvements

RESOLUTION NO. 2012-75

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CLAREMONT AMENDING THE CITY'S PROCEDURES AND CRITERIA FOR APPROVAL OF HISTORICAL PROPERTY (MILLS ACT) CONTRACTS.

WHEREAS, the City of Claremont ("City") has established a policy of historic preservation by addressing historic preservation as part of the City's General Plan; and

WHEREAS, as set forth in the Land Use, Community Character, and Heritage Preservation, the City recognizes the importance of conserving and safeguarding the City's cultural, architectural, and historical resources that contribute to the special and unique character of the City, and create a recognizable identity for the community; and

WHEREAS, the Historic Preservation Element sets forth the following goal and policies:

- Goal 2-14 Retain and celebrate Claremont's rich history and heritage, as evidenced through its development patterns, buildings and building materials, landscaping, street treatments, parks and open space, and civic architecture.
- Policy 1-14.1 Continue to protect architectural, historical, open space, environmental, and archaeological resources throughout the City.
- Policy 1-14.3 Continue to encourage pride in the quality and character of historic areas.
- Policy 1-14.5 Continue to support the retention and/or adoptive reuse of existing residential, commercial, and industrial buildings where possible, particularly structures listed on the Register of Structures of Historical and Architectural Merit of the City of Claremont.
- Policy 1-14.6 Strive to prevent the demolition of structures listed on the Register of Historical and Architectural Merit of the City.
- Policy 1-14.8 Continue to offer historic preservation tools such as the Mills Act.
- Policy 1-14.9 Explore and evaluate different approaches to protect and enhance historic resources throughout the community; and

WHEREAS, the State of California enacted the Mills Act (California Government Code Section 50820, et seq.) to allow cities to enter into contracts with owners of "qualified historical property" to preserve historical properties by reducing property taxes; and

WHEREAS, Mills Act contracts provide a benefit to the City in helping to ensure that important community resources are preserved and/or restored, and to help carryout the goals and policies of the City's General Plan; and

WHEREAS, in October, 2000, the City Council adopted Resolution 2000-157 that established a procedure and qualifying criteria for historical property contracts, which included a criteria that limited the number of properties that qualified for historical property contracts; and

WHEREAS, in January 2009, the City Council adopted Resolution 2009-04, which expanded the criteria for historic property contracts in order to encourage additional Mills Act contracts that will help to advance the City's historic preservation goals and policies, and to restrict the number of Mills Act contracts to no more than six per calendar year in order to limit the fiscal impact the Mills Act contracts will have on the City; and

WHEREAS, the City Council retains the final authority to approve, deny, or modify any Mills Act contract recommended by the Architectural Commission; and

WHEREAS, on February 29 and September 12, 2012, the Architectural Commission reviewed and analyzed the current procedures and criteria for the Mills Act Program, and adopted Resolution 2012-12 recommending approval to the City Council to amend the existing program to incorporate an annual review fee to recover the cost of staff time associated with annual reviews for contract compliance, which is calculated at 2.2 staff hours at the prevailing hourly rate approved by the City Council (current rate is \$98.50 making the annual review fee \$217), and to modify Criteria D to state that the proposed improvements be related to the preservation and/or the rehabilitation of character defining elements and/or historical and structural integrity of the property. Additionally, the cost of such improvements must be equal to or greater than the expected property tax savings for the first ten years, which needs to be equally distributed into two five-year periods; and

WHEREAS, on October 9, 2012, the City Council fully reviewed the subject matter at its regular meeting.

NOW, THEREFORE, THE CLAREMONT CITY COUNCIL DOES HEREBY RESOLVE:

SECTION 1. The City Council has determined that amendment of procedures for approval of Mills Act contracts is not a project defined by Section 15378 of the California Environmental Quality Act (CEQA) guidelines. Therefore, no further environmental review is necessary.

SECTION 2. The procedure and qualifying criteria for approval of historical property contracts are amended to read as follows:

PROCEDURES FOR REVIEW AND APPROVAL OF HISTORICAL PROPERTY (MILLS ACT) CONTRACTS

110 PURPOSE OF MILLS ACT

In 1976, legislation was adopted in California that created an alternative method for determining assessed value of certain qualified historical properties. Commonly referred to as the Mills Act, the law provides an income-based tax formula for eligible properties subject to historical property contracts (Article 12, commencing with Section 50280, of Chapter 1, Part 1 Division 1, Title 5, of the California Government Code).

The use of the Mills Act gives communities the flexibility to deal with historical structures on a case-by-case basis. Local government has the option to choose which properties are suitable for the incentive by evaluating various factors. These contracts can be used both as a tool to rehabilitate and preserve an individual building, and as part of a broader community-wide program.

As a preservation incentive, historical property contracts offer advantages to both local government and property owners. The contracts provide property tax relief for owners of qualified historical properties who agree to abide by reasonable preservation requirements. For local government, the preservation requirements ensure an authentic rehabilitation and a high level of maintenance of a cultural resource that is important to the community.

120 APPLICATION FILING

Any residential property owner may file an application with the required submittal deposit of \$1,000 for a historical property contract with the Department of Community Development. The application shall be made on forms provided by the department and submitted to the department together with the application fee deposit, and such documentation, information, and photographs required by the department for a complete understanding of the qualities and characteristics of the property for which the historical property contract is requested, and a description of, and timeframe for, proposed improvements to the property. City costs in processing applications shall be charged against application fee deposits.

Prior to determining the completeness of an application, the Director shall provide a copy of the application and submitted materials to Claremont Heritage for review and comment. Prior to submittal of an application, the property owner is encouraged to discuss with City staff whether their property meets the criteria for historical property contracts.

130 CRITERIA FOR AN HISTORICAL PROPERTY CONTRACT

An historical property contract may be approved only if all the following criteria are met:

- A. The subject property meets the eligibility requirements for a Mills Act contract pursuant to California Government Code Section 50280.1 in that it is a privately owned property which is not exempt from property taxation, and is listed on the National Register of Historic Places, located in a National Register or local historic district, or listed in a state or county official register of historic or architecturally significant sites, places or landmarks, or in the Register of Structures of Historic and Architectural Merit of the City of Claremont;

- B. The subject property contributes significantly to the quality, diversity, historical interest, and ambience of the community;
- C. Significant features that define the historical character of the subject property, and its buildings have not been destroyed or can be restored based on documentary, physical, or pictorial evidence;
- D. The owner of the subject property proposes to make improvements that are related to preservation and/or rehabilitation of character defining elements and/or historical and structural integrity of the property. Additionally, the cost of such improvements must be equal to or greater than the expected property tax savings for the first ten years, which needs to be distributed into two five-year periods; and
- E. The subject property is residential.

140 PREPARATION OF HISTORICAL PROPERTY CONTRACT

Upon receipt of a complete application for a property meeting the above criteria, the Director of Community Development or his/her designee shall assist the property owner in preparing a draft historical property contract and agreement conditions, and an example of tax savings. The city attorney shall review the proposed contract to ensure it conforms to statutory guidelines.

As part of the contract, the owner of the property shall agree to periodic examinations, by appointment, of the interior and exterior of the property by representatives of the City, County Assessor, the State Department of Parks and Recreation, and the State Board of Equalization, to determine the owner's compliance with the contract. The owner shall also agree to conform to the rules and regulations of the Office of Historic Preservation of the Department of Parks and Recreation, United States Secretary of the Interior's Standards for Rehabilitation of Historic Properties, and the State Historical Building Code.

150 HEARING REQUIREMENTS

After the City Attorney has completed a review of a draft historical property contract, the matter shall be referred to the Architectural Commission at their next available meeting. Notice of the hearing by the Architectural Commission shall be given not less than ten days prior to any action taken on the application by publishing a notice in a local newspaper. Such notice shall include the date, time, and place of the hearing and general explanation of the matter to be considered. Notice of the hearing shall also be sent to the record owner(s) and to other persons who have requested to be notified of such matters, or whom staff determines may have an interest in the matter.

160 COMMISSION RECOMMENDATION AND COUNCIL DECISION

The Architectural Commission shall, by resolution, make a recommendation related to the application, and the resolution shall be forwarded to the City Council. The City

Council shall consider the recommendation of the Architectural Commission and make a decision on the proposed historical property contract. The City Council shall have complete and final authority to approve, deny, or modify any historical property contract recommended by the Architectural Commission.

170 EXECUTION OF CONTRACT

The City Manager shall have the authority on behalf of the City to execute historical property contracts approved by the City Council.

180 CONTRACT RECORDATION

Upon approval and execution of a historical property contract, the City Clerk shall submit a certified copy of the agreement for recording to the County Recorder of Los Angeles, and the County Assessor's Office. Written notice of the agreement shall also be provided to the State Office of Historic Preservation.

190 PERIODIC REVIEW OF CONTRACT

The Director of Community Development shall periodically review the historical property contract and inspect the property to determine the property owner's compliance with the contract. The owner of the property shall, on an annual basis, provide the Director with a letter describing the home improvements completed during the preceding year, along with the annual review fee (calculated at 2.2 staff time at the prevailing hourly rate approved by the City Council).

200 MAXIMUM NUMBER OF CONTRACTS PER YEAR

The City Council shall approve no more than six historical property contracts during any one calendar year period.

SECTION 3. If applicable, the applicant shall be notified when the City costs in processing the application exceed \$1,000 and advised of the estimated costs to continue/finish processing the application. If applicable, the applicant shall be notified again when the City costs in processing the application exceed \$1,500 and advised of the estimated costs to continue/finish processing the application.

SECTION 4. Resolution Nos. 2000-157 and 2009-04 are hereby repealed in their entirety and superseded by the provisions set forth in this Resolution.

SECTION 5. The Mayor shall sign this Resolution and the City Clerk shall attest and certify to the passage and adoption thereof.

SECTION 6. This Resolution shall take effect immediately, provided that the fee for the annual review of the historical property contract shall not take effect until 60 days after the adoption of this Resolution.

PASSED, APPROVED, AND ADOPTED this 9th day of October, 2012.



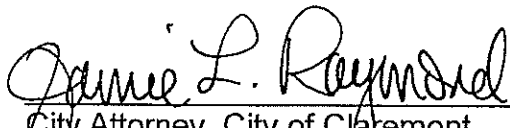
Mayor, City of Claremont

ATTEST:



City Clerk, City of Claremont

APPROVED AS TO FORM:



City Attorney, City of Claremont

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES)ss.
CITY OF CLAREMONT)

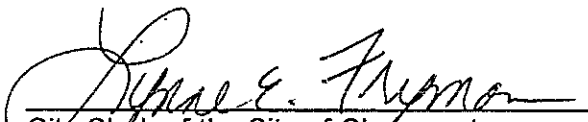
I, Lynne E. Fryman, City Clerk of the City of Claremont, County of Los Angeles, State of California, hereby certify that the foregoing Resolution No. 2012-75 was regularly adopted by the City Council of said City of Claremont at a regular meeting of said Council held on the 9th day of October, 2012, by the following vote:

AYES: COUNCILMEMBERS: NASIALI, PEDROZA, CALAYCAY, LYONS, SCHROEDER

NOES: COUNCILMEMBERS: NONE

ABSTENSIONS: COUNCILMEMBERS: NONE

ABSENT: COUNCILMEMBERS: NONE



City Clerk of the City of Claremont

SCHEDULE OF IMPROVEMENTS – 353 West Sixth Street**DESCRIPTION OF IMPROVEMENTS**

Structural Improvements

- 1) Remove unsafe portions of balcony and reframe remaining portion - **\$28,500**
- 2) Repair fieldstone foundation using mortar and epoxy as needed - **\$4,600**

Roof – \$26,550

- 1) Remove old roof to repair and replace damaged roof sheeting, start boards, fascia boards, and rafter tails
- 2) Install new roofing with 30 lb. felt underlayment, edge metal, and starter shingles

Electrical - \$34,800

- 1) Install new 200-amp main service panel
- 2) Disconnect all old knob and tube electrical
- 3) Run and Install new electrical wiring, boxes, and other connections to all outlets, fixtures, and appliance connections
- 4) Replace all Halogen recessed can lights with LEDs

HVAC - \$26,900

- 1) Install new 4-ton HVAC system to include a new furnace, condenser and line set.
- 2) Install second HVAC system for second story to implement a dual zone system with individual smart thermostats

Interior

- 1) Prime and paint interior walls, ceilings, wainscoting, baseboards, casings, moldings, French doors and windows, window trims, interior doors, closets, stair railings, and kick plates - **\$16,800**
- 2) Repair drywall and plaster - **\$4,800**

Note: All work must conform to standards of the Office of Historic Preservation of the Department of Parks and Recreation, United States Secretary of the Interior's Guidelines for Rehabilitation of Historic Properties, and the State Historical Building Code. All work subject to City of Claremont design review as required by the Claremont Municipal Code.

Photo Survey



Front Entrance



Wood Frame Divided Windows and Louvered Shutters



Eastern Portico (former main entrance to home)



Eastern Portico



Balcony in rear



Patio in Rear



Brick Chimney



Fieldstone Foundation



Oak tree in rear



Wood paneled door and special molding



Wood paneled interior doors



Stairs and Railing



Exposed beam

RESOLUTION NO. 2023-01

A RESOLUTION OF THE ARCHITECTURAL COMMISSION OF THE CITY OF CLAREMONT, CALIFORNIA, RECOMMENDING CITY COUNCIL APPROVAL OF HISTORICAL PROPERTY (MILLS ACT) AGREEMENT #22-MA03 BETWEEN THE CITY AND THE OWNERS OF THE PROPERTY LOCATED AT 353 WEST SIXTH STREET – APPLICANTS: EMILIE AND DAN REAGAN.

WHEREAS, on December 5, 2022, the owners of 353 West Sixth Street filed a request for approval of a Historical Property Agreement; and

WHEREAS, the historic property at 353 West Sixth Street meets the established criteria for participating in the Mills Act program and the Historical Property Agreement will result in the preservation of the character defining features of the property; and

WHEREAS, notice of the proposed agreement and the Architectural Commission meeting at which this matter was considered was duly given and published; and

WHEREAS, the proposed scheduled improvements within the contract are categorically exempt from the California Environmental Quality Act (CEQA) pursuant to Section 15331 in that these improvements are for the restoration and rehabilitation of a historical resource, will be conducted in a manner consistent with the Secretary of the Interior's Standards of the Office of Historic Preservation of the Department of Parks and Recreation, United States Secretary of the Interior's Guidelines for Rehabilitation of Historic Properties, and the State Historical Building Code and will be subject to applicable City permitting requirements. Therefore, no further environmental review is necessary.

WHEREAS, the Architectural Commission considered the request at its meeting on February 15, 2023, at which time all persons wishing to testify in connection with said agreement were heard, and the agreement was fully studied.

NOW, THEREFORE, THE CLAREMONT ARCHITECTURAL COMMISSION DOES HEREBY RESOLVE:

That the Architectural Commission of the City of Claremont recommends to the City Council approval of Historical Property Agreement #22-MA03.

The Chair shall sign this Resolution and the Secretary shall attest and certify to the passage and adoption there of.

PASSED, APPROVED, AND ADOPTED this 15th day of February, 2023.


Architectural Commission Chair


ATTEST:


Architectural Commission Secretary

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES)ss.
CITY OF CLAREMONT)

I, Melissa Sanabria, Administrative Assistant of the City of Claremont, County of Los Angeles, State of California, hereby certify that the foregoing Resolution No. 2023-01 was adopted by the Architectural Commission of said City of Claremont at a regular meeting of said Commission held on February 15, 2023, by the following vote:

| | | |
|--------------|----------------|--------------------------------------|
| AYES: | Commissioners: | Cervera, Neiuber, Perri, and Spivack |
| NOES: | Commissioners: | None |
| ABSTENSIONS: | Commissioners: | Bennett |
| ABSENT: | Commissioner: | Castillo |



Administrative Assistant
City of Claremont



Claremont City Council

Agenda Report

File #: 4629

Item No: 9.

TO: ADAM PIRRIE, CITY MANAGER

FROM: BRAD JOHNSON, COMMUNITY DEVELOPMENT DIRECTOR

DATE: MARCH 14, 2023

Reviewed by:
City Manager: AP

SUBJECT:

AUTHORIZATION TO ENTER INTO A PROFESSIONAL SERVICES AGREEMENT WITH ADVANTEC CONSULTING ENGINEERS FOR PROFESSIONAL ENGINEERING SERVICES FOR THE FIRST/LAST MILE TRAFFIC SIGNAL IMPROVEMENTS AT ARROW HIGHWAY AND BUCKNELL AVENUE (FUNDING SOURCE: PROPOSITION C FUND)

SUMMARY

On January 20, 2022, the San Gabriel Valley Council of Governments (SGVCOG) approved a recommendation to commit \$15,000,000 in Measure M Multi-Year Subregional Program (MSP) funds for programming Active Transportation, Bus System Improvements, and First/Last Mile Improvements to the East San Gabriel Valley Sustainable Multimodal Improvement Project for fiscal years 2022-2025.

The City of Claremont, along with the cities of Glendora, Covina, San Dimas, La Verne, Pomona, and Azusa, make up the East San Gabriel Valley Sustainable Multimodal Improvement Project team. The City of Claremont's portion of MSP funds programmed for use towards First/Last Mile improvements is \$3,082,974. Currently, the City of Claremont and the SGVCOG are working towards the preparation of a Memorandum of Agreement (MOA) to address the requirements to expend these monies. The SGVCOG anticipates that this MOA will be completed in the upcoming months. Until the MOA is executed, the City of Claremont is allowed to use matching funds (non-MSP funds) to begin the design phase portion of the project.

The City will move forward with the design of a traffic signal with bicycle and pedestrian features for the intersection of Arrow Highway and Bucknell Avenue. Staff recommends the appropriation of Proposition C funds and the authorization to enter into a professional engineering services contract to complete the design of this traffic signal improvements project.

RECOMMENDATION

Staff recommends that City Council:

- A. Authorize the City Manager to execute a professional services agreement with Advantec Consulting Engineers in the amount of \$57,370 for the preparation of engineering plans and specifications for the traffic signal improvements project, and authorize a ten percent contingency in the amount of \$5,737 for a total amount not to exceed \$63,107;
- B. Appropriate \$63,107 from the Proposition C Fund to fully fund the design of the project; and
- C. Find this item exempt from environmental review under the California Environmental Quality Act (CEQA).

ALTERNATIVE TO RECOMMENDATION

In addition to the recommendation, there is the following alternative:

- Request additional information from staff.

FINANCIAL REVIEW

Advantec Consulting Engineers' scope and proposal to prepare plans, specifications, and an engineer's estimate is \$57,370. Staff recommends authorizing a ten percent contingency to cover any unforeseen additional costs during the design phase. The total compensation under the agreement with Advantec shall not exceed \$63,107. The requested appropriation of \$63,107 in Proposition C funds is eligible for use on Arrow Highway due to its use as a transit route.

The cost associated with the preparation of this staff report is estimated at \$1,009 and is included in the operating budget of the Community Development Department.

ANALYSIS

The City of Claremont worked with Los Angeles County Metropolitan Transportation Authority (Metro), their team of consultants (including ALTA Planning+Design), local bicycle and pedestrian advocates, and community stakeholders to prepare and adopt the Gold Line Foothill Extension 2B First/Last Mile (FLM) Plan in 2019. The FLM plan included recommendations for pedestrian crossing improvements in the area of Arrow Highway and Bucknell Avenue to provide an alternative crossing to Indian Hill Boulevard. Following the completion of this FLM document, the City also worked with the SGVCOG and the Southern California Association of Governments (SCAG) to develop the Arrow Highway Multimodal Regional Corridor Plan (MMRCP) in 2020 and 2021, with ALTA Planning+Design as the lead consultant. The completion of this subsequent plan was more focused on regional corridor improvements along Arrow Highway and included a proposed traffic signal installation at the intersection of Arrow Highway at Bucknell Avenue.

Although the Arrow Highway MMRCP did include the proposed installation of a traffic signal at Arrow Highway and Bucknell Avenue, the MMRCP is still a planning document and required that a traffic engineering study be completed to determine whether a traffic signal was warranted at this location. This traffic signal warrant study was necessary to justify the installation of a traffic signal as required per the California Manual on Uniform Traffic Control Devices (CA MUTCD). Gibson Transportation Consulting Inc. performed the warrant analysis and it was determined that this location met the Eight-Hour Vehicular Volume Warrant provided for in the CA MUTCD. This warrant analysis was a condition of the Village South Specific Plan (VSSP) and because it is warranted, staff recommends

moving forward with the installation of this traffic signal prior to the start of construction for the VSSP project. This signal will allow for safer movements during construction and will provide a safer alternative pedestrian crossing to Indian Hill Boulevard, as this intersection would include bulb-outs and high visibility crosswalks to reduce the distance pedestrians would have to cross on Arrow Highway.

In 2021, the City of Claremont combined efforts with the neighboring cities of Glendora, Covina, San Dimas, La Verne, Pomona, and Azusa to make up the East San Gabriel Valley Sustainable Multimodal Improvement Project (ESVGSMIP) team. This partnership strengthened the support received when applying to the SGVCOG for funding with a regional project.

On January 20, 2022, the San Gabriel Valley Council of Governments (SGVCOG) approved a recommendation to program \$15,000,000 in Measure M Multi-Year Subregional Program (MSP) funds for Active Transportation, Bus System Improvements, and First/Last Mile Improvements to the East San Gabriel Valley Sustainable Multimodal Improvement Project for fiscal years 2022-2025. The City of Claremont will receive up to \$3,082,974 in funding for its portion of this regional project.

The City of Claremont portion of the grant application requested funds to cover First/Last Mile and Complete Streets Improvements along Cambridge Avenue from Bonita Avenue to Arrow Highway, and along Arrow Highway from Cambridge Avenue to Indian Hill Boulevard. The total cost of these improvements is estimated at approximately \$5 million. Currently, the City of Claremont and the SGVCOG are working towards the preparation of a Memorandum of Agreement (MOA) to address the requirements to expend these monies. The SGVCOG anticipates that this MOA will be completed in the upcoming months. Until the MOA is executed, the City of Claremont is allowed to use matching funds (non-MSP grant funds) to begin the design phase of the traffic signal installation project. Staff recommends the appropriation of Proposition C funds and the authorization to enter into a professional engineering services contract to complete the design of this project.

The design of the traffic signal at the intersection of Arrow Highway at Bucknell Avenue will utilize the following components listed below:

1. Traffic Signal on Arrow Highway at Bucknell Avenue
 - a. Pedestrian lead timing
 - b. Accessible push buttons
 - c. Countdown pedestrian signal heads
 - d. Pedestrian lighting
 - e. Video detection
 - f. Bicycle detection

2. Improved Pedestrian Crossings
 - a. Ladder-style crosswalks (high visibility)
 - b. Bulb-outs
 - c. Handicap Accessible ramps
 - d. Striping adjustments

Next Steps:

With the approval of the City Council, staff will move forward to execute a professional services agreement to provide plans, specifications, and engineer's estimate for a new traffic signal and intersection improvements on Arrow Highway and Bucknell Avenue. Staff will update the Traffic and

Transportation Commission (TTC) during the design phase and will bring this item back for City Council consideration once the design is complete and bids for construction have been evaluated for award.

Staff will also continue to work with the SGVCOG to finalize the MOA. Once this document is finalized, staff will bring a report to City Council requesting authorization to execute the MOA, and then begin the design of the remainder of the First/Last Mile and Arrow Highway MMRC improvements on Cambridge Avenue (Bonita Avenue to Arrow Highway), and Arrow Highway (Cambridge Avenue to Indian Hill Boulevard).

RELATIONSHIP TO CITY PLANNING DOCUMENTS

Staff has evaluated the agenda item in relationship to the City’s strategic and visioning documents and finds that it applies to the following City Planning Documents: Council Priorities, and the General Plan.

CEQA REVIEW

This item (Authorization to enter into a professional services agreement with Advantec Consulting Engineers for Professional Engineering Services for First/Last Mile Improvements at Arrow Highway and Bucknell Avenue) is not subject to environmental review under the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15060(c)(2) (the activity will not result in a direct or reasonably foreseeable indirect physical change in the environment) and Section 15060(c)(3) (the activity is not a “project” as defined in section 15378). CEQA Guidelines Section 15378(b)(2), (4), and (5) excludes “continuing administrative ... activities,” “government fiscal activities, which do not involve any commitment to any specific project which may result in a potentially significant physical impact on the environment,” and “administrative activities of governments that will not result in direct or indirect physical changes to the environment” from its definition of “project.”

Additionally, under CEQA Guidelines Section 15061(b)(3), this item is covered by the general rule that CEQA applies only to projects that have the potential for causing a significant effect on the environment. Execution of this Professional Services Agreement will not result in or lead to a physical change in Claremont. Therefore, no additional environmental review is needed.

PUBLIC NOTICE PROCESS

The agenda and staff report for this item have been posted on the City website and distributed to interested parties. If you desire a copy, please contact the City Clerk’s Office.

Submitted by:

Brad Johnson
Community Development Director

Prepared by:

Vincent Ramos
Associate Engineer

Reviewed by:

Maria B. Tipping P.E.
City Engineer



Claremont City Council

Agenda Report

File #: 4620

Item No: 10.

TO: ADAM PIRRIE, CITY MANAGER

FROM: KATIE WAND, ASSISTANT TO THE CITY MANAGER

DATE: MARCH 14, 2023

Reviewed by:
City Manager: AP

SUBJECT:

AMENDMENT TO CLAREMONT MUNICIPAL CODE TITLE 16 THAT, IF ADOPTED, WILL: (1) REPEAL SECTION 16.051.050 TITLED HOTELS/MOTELS; (2) REPLACE SECTION 16.051.050 WITH CHAPTER 16.101, TITLED HOTELS/MOTELS; AND (3) AMEND AND ADD NEW SECTIONS TO CHAPTER 16.900 (DEFINITIONS) PERTAINING TO HOTELS AND MOTELS (COLLECTIVELY REFERRED TO AS THE "HOTEL/MOTEL ORDINANCE")

SUMMARY

At the Council Priorities Workshop that was held in February 2022, the City Council developed a list of Priorities and Objectives for 2022-24. During the Workshop, many residents expressed concern regarding frequent criminal activity occurring in and around motels located near the I-10 Freeway, including prostitution and human trafficking. The Police Department has also seen a rise in narcotic sales, gang activity, and violent crimes against persons in and around these motels. In response to these concerns, one of the Objectives that the City Council approved for the 2022-24 time period was to evaluate nuisance activity occurring in and around local motels and use a collaborative approach to abate the activity, including consideration of amendments to the City's existing Hotel/Motel Ordinance.

After months of review and input from stakeholders, including the Claremont Planning Commission, the Claremont Police Commission, community members, City staff, and hotel/motel operators, the proposed Hotel/Motel Ordinance (Attachment B) was drafted by the City Attorney based on the direction that staff received at the January 28, 2023, joint meeting of the Planning Commission and Police Commission. At its February 21, 2023 meeting, the Planning Commission voted 6-0 (with Commissioner Alvarez absent) to recommend the City Council adopt the proposed Hotel/Motel Ordinance with additional changes discussed below. If approved by the City Council, this Ordinance would be a new, stand-alone chapter in the City's Zoning Code and would impose several new requirements for hotel/motel operators.

RECOMMENDATION

Staff recommends that the City Council:

- A. Introduce for first reading, and that reading be by title only AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF CLAREMONT, CALIFORNIA, APPROVING AMENDMENTS TO TITLE 16 OF THE CLAREMONT MUNICIPAL CODE TO: (1) REPEAL SECTION 16.051.050 TITLED "HOTELS/MOTELS"; (2) REPLACE SECTION 16.051.050 WITH A NEW CHAPTER 16.101 TITLED "HOTELS/MOTELS"; AND (3) AMEND EXISTING AND ADD NEW SECTIONS TO CHAPTER 16.900 (DEFINITIONS) PERTAINING TO HOTELS AND MOTELS; and
- B. Find this item is exempt from environmental review under the California Environmental Quality Act (CEQA).

ALTERNATIVES TO RECOMMENDATION

In addition to the recommendation, there are the following alternatives:

- Request changes and/or additions to the proposed Hotel/Motel Ordinance. Per Section 16.315.090(B) of the Claremont Municipal Code ("CMC"), "The City Council shall not make any change or addition to the proposed amendment or ordinance which has not been previously considered by the Planning Commission during its hearing until the proposed change or addition has been referred to the Planning Commission for a report."
- Do not approve the proposed Hotel/Motel Ordinance, in which case the City's existing Hotel/Motel Ordinance (CMC § 16.051.060) would remain in effect.

FINANCIAL REVIEW

The cost of legal fees to date, which includes researching ordinance options; responding to questions from staff and community members; meetings with staff and stakeholders; and preparing the material for this meeting, is estimated to be \$35,000 and is included in the operating budget of the Administrative Services Department.

The cost of staff time to participate in internal and stakeholder meetings; plan and present material at the Hotel/Motel Community Listening Session and the joint Planning and Police Commission meeting; provide feedback on draft Code amendments; prepare responses to various questions posed by commissioners and community members; and prepare the material for this meeting is estimated to be \$20,000 and is included in the operating budgets of the Administrative Services, Community Development, and Police Departments.

If the City Council adopts the proposed Ordinance as currently drafted, significant costs related to staff time will be necessary for the regular meetings and updates to be provided by the City Interdepartmental Team (CIT).

The proposed changes to the Ordinance are not deemed to have a material impact on the City's Transient Occupancy Tax revenues that are received from City hotels/motels. Any budgetary impacts as a result of implementing the proposed Ordinance such as the establishment of the City Interdepartmental Team to address criminal and nuisance activity will be considered by City departments as part of the annual budget development/amendment process.

ANALYSIS

Background

The City's hotels and motels are a valued community amenity and a driver of the local economy. They provide much-needed lodging to tourists, business travelers, and visitors of the Claremont Colleges. However, for at least the past decade, the City's Police Department, Community Improvement Division, and Planning Division have been working with motel owners to address criminal, code enforcement, and nuisance activities in and around certain motels located near the I-10 Freeway. These activities have worsened in recent years.

At the Council Priorities Workshop that was held in February 2022, the City Council developed a list of Priorities and Objectives for 2022-24. During the Workshop, many residents expressed concern regarding frequent criminal activity occurring in and around motels located near the I-10 Freeway, including prostitution and human trafficking. The Police Department has also seen a rise in narcotic sales, gang activity, and violent crimes against persons in and around these motels. In response to these concerns, one of the Objectives that the City Council approved for the 2022-24 time period was to evaluate nuisance activity occurring in and around local motels and use a collaborative approach to abate the activity, including consideration of amendments to the City's existing Hotel/Motel Ordinance.

The City adopted its existing Hotel/Motel Ordinance (Attachment A) more than eighteen years ago through the adoption of Ordinance No. 2004-04. Like the City's existing Hotel/Motel Ordinance, any amendments to the Hotel/Motel Ordinance would apply to hotels and motels (including long-term stay hotels) Citywide. There are currently five motels and hotels located in Claremont: Claremont Lodge (736 South Indian Hill Boulevard), Double Tree by Hilton Hotel Claremont (555 West Foothill Boulevard), Hotel Casa 425 & Lounge (425 West First Street), University Inn Claremont (formerly Knights Inn, 721 South Indian Hill Boulevard), and Motel 6 (840 South Indian Hill Boulevard). More hotels and/or motels are anticipated in the future.

Proposed Hotel/Motel Ordinance

In April 2022, the Claremont Police Commission approved a Statement of Direction (Attachment F) regarding enforcement of laws affecting prostitution and crime related to motels within the City. The Statement of Direction guided the "Police Commission Recommended Ordinance," (Version 1.0) which was drafted by the City Attorney and presented to the Planning Commission on October 4, 2022.

Prior to the Planning Commission meeting, City staff shared Version 1.0 with management representatives from each of the five hotels/motels located in Claremont and gathered feedback from them on the proposed ordinance. In response to some of their comments and concerns, staff developed the "Staff Recommended Ordinance," (Version 2.0) which was also drafted by the City Attorney.

After the agenda report for the Planning Commission's October 4, 2022 meeting was made available to the public (on the evening of September 29), the City received public comment from members of the community and stakeholders in the hotel/motel industry requesting certain changes to the amended Ordinance. Staff agreed that many of the proposed changes improved the clarity,

effectiveness, and enforceability of the proposed Ordinance. The City Attorney's Office used this additional public input to create Version 3.0 of the amended Ordinance so that the Planning Commission could consider it at its October 4, 2022 meeting. At the meeting, many members of the community expressed disappointment that Versions 2.0 and 3.0 of the proposed Ordinance differed from the Police Commission's Statement of Direction and/or the City of Long Beach's Nuisance Motel Ordinance. The Planning Commission directed staff to schedule a joint meeting between the Planning and Police Commissions to discuss the range of potential amendments to the City's existing Hotel/Motel Ordinance.

On Tuesday, November 29, 2022, the City of Claremont held a Hotel/Motel Ordinance Community Listening Session in the Padua Room at the Alexander Hughes Community Center. No decisions regarding the Hotel/Motel Ordinance were made at the Community Listening Session. This was an opportunity for members of the public to ask questions and provide feedback on a proposed Hotel/Motel Ordinance.

On January 28, 2023, a joint meeting was held between the Planning and Police Commissions. During this meeting, Commissioners discussed the differences between the City's existing ordinance (Claremont Municipal Code Section 16.051.060 titled "Hotels/Motels"); Versions 1.0, 2.0, and 3.0; and the City of Long Beach's Nuisance Motel Ordinance referenced by community members during previous meetings. Commissioners provided conceptual direction to staff regarding 24 "key decisions" on an amended Hotel/Motel Ordinance. A summary of that direction is provided in Attachment G.

On February 21, 2023, staff presented a draft ordinance to the Planning Commission that was based on the direction provided to staff during the joint commission meeting. The Planning Commission provided further direction and clarification on a few of the key decisions and ultimately voted 6-0 (with Commissioner Alvarez absent) to recommend the City Council approve the proposed Hotel/Motel Ordinance (Attachment B). Draft meeting minutes are included as Attachment E for reference.

All of the material presented during these meetings may be found on the City's website: <https://www.ci.claremont.ca.us/living/hotel-motel-ordinance>. Additionally, public comments received throughout the process of developing the proposed Ordinance, as well as correspondence received from the California Hotel and Lodging Association (CHLA) are included as Attachments H and I to this report, respectively.

New Requirements

The following list summarizes the **new** requirements that would be imposed on all hotel/motel operators Citywide, should the proposed Ordinance be adopted as currently drafted:

- A hotel/motel operator may not re-rent rooms when guests check out before their minimum length of stay has elapsed (i.e., 18 hours for motels; overnight for hotels)
- The Ordinance will require guests to provide a valid credit/debit card as a way to verify their identity (even if they are paying for their room with cash)
- All hotels and motels are required to maintain a guest register that contains guest information specified in the Ordinance, and employees are required to sign an attestation stating that a guest matches the photo on their Identification Document (ID)
- All hotels and motels are required to scan images of a guest's ID
- Permit parking is required for all hotels/motels
- CCTV recording cameras are required in a hotel/motel's common areas, entry points, and

parking areas

- The Ordinance explicitly outlines site and operational requirements, like security, cleanliness, room furnishings, and the condition of the exterior of the property and common areas
- The Ordinance reflects the strictest possible inspection requirements that are permitted under current law

Changes in hotel/motel operations must be completed within three months of Ordinance adoption. Changes that require physical improvements to the property must be completed within one year of Ordinance adoption. The Community Development Director may, at their discretion, grant an extension for up to one additional year if diligent progress is being made by the hotel/motel operator in performing physical improvements.

Proposed Conditional Use Permit (CUP) Procedure

If the proposed Ordinance is adopted as currently drafted, several “exceptions” to requirements in the Ordinance would only be granted to a hotel/motel operator if they are approved for a Conditional Use Permit (CUP). A CUP is a discretionary approval that is granted by the Planning Commission. Chapter 16.303 of the Claremont Municipal Code (CMC) outlines the substantive and procedural requirements for obtaining a CUP. The Planning and Police Commissions directed staff to require a CUP for the following exceptions to the Hotel/Motel Ordinance:

- A hotel or motel operator wants to allow for guest stays of more than thirty consecutive days
- A hotel or motel operator wants guests to be able to stay for more than sixty cumulative calendar days in a 180-day period
- A motel operator wants to rent rooms for periods of less than 18 hours
- A hotel operator wants to rent rooms for periods shorter than an “overnight stay”
- A hotel or motel operator wants to offer a “day use” program (i.e., hourly room rentals that do not require an overnight stay)
- A hotel or motel operator wants to have the ability to re-rent rooms when guests check out before their minimum length of stay has elapsed (18 hours for motels; overnight for hotels)
- A hotel or motel operator wants to utilize “digital check-ins”
- A hotel or motel operator does not want to implement a permit parking program
- A hotel or motel operator does not want to install CCTV cameras in their parking lot(s)

If a hotel or motel operator wanted to apply for one or more of these exceptions, they would be required to submit one (or more) CUP application(s). Upon receipt of an application for a CUP, staff would review the application and inform the applicant as to the completeness of the submittal and additional materials required, if any. When an application is deemed complete, the request would be set for a public hearing to be held by the Planning Commission. The Commission would make findings based on substantial evidence in view of the whole record to justify its decision on whether or not to grant the CUP. The Planning Commission would announce its findings by formal resolution. The resolution must recite the findings of the Commission and set forth any conditions of approval. The applicant or any other person may appeal a decision of the Planning Commission or any condition imposed by the Planning Commission pertaining to a CUP pursuant to Chapter 16.321 of the CMC. A CUP that is valid and in effect “runs with the land” and continues to be valid even if the owner or operator changes.

Once granted, a CUP can only be revoked if the Planning Commission finds that one or more of the following conditions exist:

- One or more of the conditions of the CUP have not been substantially complied with.
- The CUP was obtained in a fraudulent manner.
- Circumstances have changed to such a degree that one or more of the required findings of this chapter can no longer be made and the use or related development constitutes or is creating a nuisance.

When considering revoking an existing CUP, the Planning Commission must hold a public hearing and give notice in the same manner as that required for granting a CUP.

Establishment of a City Interdepartmental Team (CIT)

If the proposed Ordinance is adopted as currently drafted, a City Interdepartmental Team (CIT) will be established to proactively address criminal and nuisance activity at hotels and motels, particularly at freeway motels. The CIT would include staff from the City's Community Development Department, Administrative Services Department, and Police Department, as well as the City Attorney's Office. Staff may invite community partners (i.e., Los Angeles County Fire Department, Los Angeles County Department of Public Health) to meetings of the CIT, as needed.

It should be noted that the work of this team would include the Proactive Building and Safety Inspection Program for Hotels/Motels that staff established late last year. It should also be noted that the Proactive Building and Safety Inspection Program is voluntary for all hotels/motels and that all five hotels/motels in Claremont voluntarily agreed to let staff conduct on-site assessments of their locations earlier this year.

The CIT would report its findings as follows:

- Quarterly reports will be posted on the City's website. Staff proposes that January - March activity will be posted in April; April - June activity will be posted in July; July - September activity will be posted in October; and October - December activity will be posted in January of the following calendar year. The first quarterly report would be posted in April 2023 reflecting activity that occurred between January and March 2023.
- An annual report/presentation will be made to the City Council in January of each calendar year.
- A comment form will be made available on the City's website (to allow members of the public to provide feedback on hotels and motels).

The Police and Planning Commissions also recommended that there should also be an opportunity for community representation on the CIT. Specifically, their recommendation was that a representative from the "impacted community" should be considered. The benefit of having a citizen representative on the CIT is to glean their insight and feedback; however, it should be noted that if there is a citizen representative on the CIT, the scope of the CIT will be limited in nature.

Specifically, City staff and the City Attorney would not be able to discuss ongoing/open code enforcement cases, potential legal responses to criminal or nuisance activity, or anything else that is not publicly accessible information. As such, staff recommends that the role of the citizen representative be primarily to provide regular insight and feedback to staff, rather than act in a capacity that could be perceived as an official City representative (such as an appointed/elected official or City staff). Further, staff would be supportive of inviting the citizen representative to certain voluntary hotel/motel inspections, if a hotel/motel is agreeable to this and if the citizen representative

is willing to sign a waiver releasing the City from any liability related to the inspections.

The proposed Ordinance is drafted in a way that allows the City Manager to make appointments to the CIT, including that of the citizen representative. If the Ordinance is adopted as currently drafted, the City Manager will consult with City Councilmembers one-on-one to seek their recommendations for a citizen representative. Community members may also contact Katie Wand, Assistant to the City Manager, directly at 909-399-5454 or KWand@ci.claremont.ca.us [<mailto:KWand@ci.claremont.ca.us>](mailto:KWand@ci.claremont.ca.us) to express their interest in the role. City Councilmembers will be made aware of all interested parties. The City Manager may interview candidates prior to making an appointment.

Next Steps

Below is a **tentative** timeline assuming that the City Council approves the adoption of the proposed Hotel/Motel Ordinance without additional continuances:

- March 28, 2023, City Council meeting (Consent Calendar - second reading and adoption of Ordinance).

The Ordinance would then go into effect thirty days after the second reading and adoption.

Please note that “any change or addition to the proposed amendment or ordinance which has not been previously considered by the Planning Commission during its hearing” must be referred back to the Planning Commission for a report before the City Council can approve it. (CMC § 16.315.090(B).) With at least four (4) affirmative votes of the City Council, the City Council can approve a “change contrary to the recommendation of the Planning Commission” that was previously considered by the Planning Commission, such as one of the earlier versions of the proposed Ordinance (in whole or in part). (CMC § 16.315.090(C).)

LEGAL REVIEW

The proposed Hotel/Motel Ordinance (Attachment B) has been reviewed and approved as to form by the City Attorney.

RELATIONSHIP TO CITY PLANNING DOCUMENTS

Staff has evaluated the agenda item in relationship to the City’s strategic and visioning documents and finds that it applies to the following City Planning Documents: Council Priorities, General Plan, and the 2022-24 Budget.

CEQA REVIEW

It can be seen with certainty that the Proposed Hotel/Motel Ordinance has no possibility of having a significant effect on the environment. In the absence of any pending application for any hotel or motel that might implicate the proposed Ordinance, any specific environmental effects would be speculative. Therefore, the adoption of the proposed Hotel/Motel Ordinance is not a project subject to the CEQA pursuant to Section 15061(b)(3) of Title 14 of the California Code of Regulations.

COUNCIL COMMITTEE/COMMISSION REVIEW

The development of the proposed Hotel/Motel Ordinance (Attachment B) involved an extensive public process, including the following Commission review:

- Planning Commission review on October 4, 2022.
- Planning Commission and Police Commission joint review on January 28, 2023.
- Planning Commission recommendation to the City Council on February 21, 2023.

Minutes from these meetings may be found in Attachments C through E, for reference.

PUBLIC NOTICE PROCESS

The agenda and staff report for this item have been posted on the City website and distributed to interested parties. If you desire a copy, please contact the City Clerk's Office.

Submitted by:

Katie Wand
Assistant to the City Manager

Attachments:

- A - City's Existing Hotel/Motel Ordinance
- B - Proposed Hotel/Motel Ordinance
- C - Planning Commission 10/4/22 Meeting Minutes
- D - Joint Commission 1/28/23 Meeting Minutes
- E - Draft Planning Commission 2/21/23 Meeting Minutes
- F - Police Commission Statement of Direction
- G - Summary of Direction from Joint Commission Meeting
- H - Public Comment
- I - Memo from the California Hotel and Lodging Association (CHLA)

Existing Hotel/Motel Ordinance

(Code Sections Only)

16.900.435 HOTEL/MOTEL

Hotel/motel shall mean a commercial land use in a building or portion of a building containing guest rooms which are designed, occupied, used, or intended to be used, rented or hired out as temporary or overnight accommodations for tourists or transients. A hotel/motel shall not include residential and health care facilities that provide care of persons in need of medical or nursing care, personal care, developmental and supportive services, supervision, or assistance essential for sustaining the activities of daily living.

16.900.585 MOTEL

Motel shall mean one or more buildings containing one or more guest rooms, without kitchen facilities, with at least 50 percent of all rooms having direct access to the outside without the necessity of passing through the main lobby of the building. Such facilities shall be designed, used or intended to be used as short-term overnight accommodations for transients. Guest rooms shall not be rented for a period of less than 18 hours at a time. Motel may include one dwelling unit for use as a resident manager's unit.

16.900.845 TRANSIENT

Transient shall mean a person who is receiving temporary sleeping or overnight accommodations, at a location within the City, for a price, with or without meals, and who has a primary residence elsewhere.

16.051.060 HOTELS/MOTELS

A. A hotel/motel is to be used only for transient occupancy. No person shall utilize a hotel or motel as his or her primary residence, except a resident manager of the hotel/motel. All guests at a hotel/motel shall have another, primary residence.

B. The following shall apply to every hotel/motel in the City, except if the hotel or motel is specifically approved as a long-term stay business hotel:

1. All guest rooms shall be used only for short-term, overnight accommodations for transients whose guest stays at such hotel/motel are 30 consecutive calendar days or less, and 60 cumulative days or less in any 180-consecutive-day period. It is the intent of this section that if a guest room(s) is rented, let, or otherwise provided to any party for either of the maximum time periods allowed by this section, then the hotel/motel shall not rent, let, or otherwise provide a guest room to that same party or any person that was a member of said party.
2. The operator of the hotel/motel shall require all guests as a condition of occupancy to execute an agreement in writing that the entire stay is occupancy of

Existing Hotel/Motel Ordinance

(Code Sections Only)

30 days or less. The form of agreement shall be reviewed and approved by the City.

3. No guest room shall contain a kitchen or cooking facilities, except that a microwave oven and/or small refrigerator are permitted.
4. Any property left in a guest room by a person or party that has checked out shall be removed by the operator of the hotel or motel and stored or otherwise disposed of in accordance with applicable laws.
5. A hotel/motel may include one dwelling unit for use as a resident manager's unit.

C. No long-term stay business hotel may be established except as specifically permitted by a conditional use permit approved pursuant to Chapter [16.303](#). A long-term business hotel shall be subject to all of the following criteria:

1. A long-term stay business hotel shall be specifically designed and operated to primarily accommodate business travelers whose guest stays vary in general from several days to a month or more.
2. The hotel shall be located in an area with a concentration of amenities for hotel guests including restaurant, retail, recreation, open space, and exercise facilities.
3. The hotel shall be of an architectural and visual quality and character, which harmonizes and enhances the surrounding area.
4. Fireproof safety deposit boxes must be available to all of the occupants.
5. All guest rooms shall have a computer/fax data port, or provide wireless computer connections.
6. The hotel shall provide a business/conference center.

Guest rooms in a long-term stay business hotel may contain kitchens.

D. Room rates shall be charged by the day. No operator of a hotel/motel shall accept an hourly rate or any increment less than the rate for a full day's room rental. No weekly or monthly rates shall be offered.

E. Transient occupancy tax (TOT) shall be paid for each occupied guest room in a hotel/motel or a long-term stay business hotel pursuant to Municipal Code Chapter [3.28](#).

F. Every operator of a hotel/motel shall keep written record of the name and permanent address of all persons renting a unit, together with the dates of occupancy,

Existing Hotel/Motel Ordinance

(Code Sections Only)

length of stay, and room rate. Each record shall be subject to audit and verification by the City or its authorized agents, who are hereby authorized to examine, audit, and inspect such books and records as may be necessary in their judgment to verify and determine the accuracy of the report. The report shall not be binding or conclusive.

Every operator shall keep and preserve all records for a period of not less than (4) four years and shall make the records available to the City or its agents at all reasonable times for purposes of making an audit. In the event such books and records cannot be made available to the City, the operator shall reimburse the City for the cost of all transportation, lodging, meals, portal-to-portal travel time, and other incidental costs reasonably incurred by the City in conducting the audit. Appropriately identified confidential or proprietary information furnished to the City as part of an audit shall remain confidential unless they are furnished to the City as part of a civil action or criminal prosecution.

ORDINANCE NO. 2023-

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF CLAREMONT, CALIFORNIA, ADOPTING AMENDMENTS TO TITLE 16 OF THE CLAREMONT MUNICIPAL CODE TO: (1) REPEAL SECTION 16.051.050 TITLED “HOTELS/MOTELS”; (2) REPLACE SECTION 16.051.050 WITH A NEW CHAPTER 16.101 TITLED “HOTELS/MOTELS”; AND (3) AMEND EXISTING AND ADD NEW SECTIONS TO CHAPTER 16.900 (DEFINITIONS) PERTAINING TO HOTELS AND MOTELS

WHEREAS, in 2004, the City Council for the City of Claremont (“City Council”) adopted an ordinance regulating hotels and motels (Ord. 04-04), and that ordinance is currently codified in Section 16.051.050 of the Claremont Municipal Code (the “Hotel/Motel Ordinance”); and

WHEREAS, for at least a decade, the City has experienced severe and pervasive criminal activity in and around motels that are located near interstate highways, and the intensity of that criminal activity has become much worse in recent years, including prostitution, human trafficking, narcotic sales, gang activity, and violent crimes against persons; and

WHEREAS, the location and site configuration of motels near interstate freeways are especially susceptible to criminal and nuisance activity because guests can come and go from their rooms with minimal observation or supervision from the motel’s employees or other guests and the proximity to the highway makes it easier to evade law enforcement; and

WHEREAS, at the City Council’s Priorities Setting Workshop that was held February 5, 2022, many residents expressed concern regarding frequent criminal activity occurring in and around motels located near the I-10 freeway, including prostitution and human trafficking; in response to these concerns, one of the objectives that the City Council approved is to evaluate nuisance activity occurring in and around local motels and use a collaborative approach to abate the activity, including consideration of amendments to the City’s existing Hotel/Motel Ordinance; and

WHEREAS, the City’s Police Commission formed an ad hoc committee to study potential amendments to the City’s existing Hotel/Motel Ordinance; and

WHEREAS, on April 7, 2022, the ad hoc committee presented its recommendations to the Police Commission, and the Police Commission adopted a Statement of Decision, that among other things, included conceptual provisions for a new or amended Hotel/Motel Ordinance; and

WHEREAS, in summer and fall of 2022, staff conducted outreach to management representatives from each of the five hotels/motels in Claremont as well as counsel for the California Hotel & Lodging Association and California Association of Boutique & Breakfast Inns (collectively, the “Hotel Associations”) for input on potential amendments to the City’s existing Hotel/Motel Ordinance; and

WHEREAS, in accordance with Chapter 16.315 of the Claremont Municipal Code, the City initiated the preparation of the proposed amendments to the City's Hotel/Motel Ordinance and corresponding definitions ("Code Amendment"); and

WHEREAS, on October 4, 2022, the Planning Commission held a duly noticed public hearing regarding the proposed Code Amendment, at which time oral and documentary evidence was introduced along with the written recommendation of the Planning Division of the City of Claremont; and

WHEREAS, after considering the proposed Code Amendment, the staff report, written public comments, and all information, evidence, and testimony received at its October 4, 2022 meeting, the Planning Commission directed staff to schedule a joint meeting of the Planning Commission and Police Commission to further discuss the contents of the proposed Code Amendment; and

WHEREAS, on January 28, 2023, the Planning Commission and Police Commission held a joint meeting, and after considering the proposed Code Amendment, the staff report, written public comments, and all information, evidence, and testimony received at this joint meeting, the Planning and Police Commissions provided direction to staff on the contents of the proposed Code Amendment; and

WHEREAS, on February 21, 2023, the Planning Commission held a duly noticed public hearing regarding the proposed Code Amendment, as revised to incorporate the direction of the Police and Planning Commissions, at which time oral and documentary evidence was introduced along with the written recommendation of the Planning Division of the City of Claremont and after considering the proposed Code Amendment, the staff report, written public comments, and all information, evidence, and testimony received at its October 4, 2022 meeting, its January 28, 2023 joint meeting, and its February 21, 2023 meeting, the Planning Commission voted 6-0 (with Commissioner Alvarez absent) to recommend the City Council approve the proposed Code Amendment with certain changes specified by the Planning Commission; and

WHEREAS, on March 14, 2023, the City Council held a duly noticed public hearing regarding the proposed Code Amendment, as revised to incorporate the recommendations of the Planning Commission, at which time oral and documentary evidence was introduced along with the written recommendation of the Planning Division of the City of Claremont; and

WHEREAS, the City Council has considered the proposed Code Amendment, the staff report, written public comments, and all information, evidence, and testimony received at the Planning Commission's October 4, 2022 meeting, the Planning and Police Commission's January 28, 2023 joint meeting, and the Planning Commission's February 21, 2023 meeting.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF CLAREMONT, CALIFORNIA, DOES HEREBY ORDAIN AS FOLLOWS:

SECTION 1. Incorporation of Recitals. The City Council hereby finds that all the facts set forth in the recitals are true and correct and are incorporated as substantive findings of this ordinance.

SECTION 2. CEQA. It can be seen with certainty that the Code Amendment has no possibility of having a significant effect on the environment. In the absence of any pending application for any hotel or motel that might implicate the proposed ordinance, any specific environmental effects would be speculative. Therefore, the adoption of the proposed Hotel/Motel Ordinance is not a project subject to the California Environmental Quality Act (CEQA) pursuant to Section 15061(b)(3) of Title 14 of the California Code of Regulations.

SECTION 3. Findings and Determinations. Based upon substantial evidence presented to the Planning and Police Commissions during the joint meeting (on January 28, 2023), two public hearings before the Planning Commission (on October 4, 2022 and February 21, 2023), and the public hearing before the City Council (on March 14, 2023), including written staff reports, the staff presentation, written public comments, and verbal testimony, the City Council hereby finds and determines:

1. It is appropriate to amend the Hotel/Motel Ordinance City-wide.
2. The proposed Code Amendment is consistent with the objectives, policies, general land uses and programs of the General Plan. For example, the Land Use Element of the General Plan encourages hotel uses in the Freeway Commercial land use designation for certain properties adjacent to the I-10 freeway that are highly visible from the freeway and benefit from this regional exposure and the Indian Hill/Foothill mixed use designation. (Land Use Element, pp. 2-13, 2-15.) The Code Amendment is also consistent with the Land Use Element's neighborhood vision for South Claremont that "all commercial properties should continue to be upgraded over time, as this presents a gateway impression of Claremont to freeway travelers." (Land Use Element, p. 2-46.)
3. The proposed Code Amendment would not be detrimental to the public interest, health, safety, convenience or welfare. The proposed amendment is being carried out in response to public outcry about long-standing and recent substantially increased criminal and nuisance activities at certain motels.

SECTION 4. Code Amendment. Based upon substantial evidence presented to the Planning and Police Commissions during the joint meeting (on January 28, 2023), two public hearings before the Planning Commission (on October 4, 2022 and February 21, 2023), and the public hearing before the City Council (on March 14, 2023), including written staff reports, the staff presentation, written public comments, and verbal testimony, the City Council hereby adopts and approves the proposed Code Amendment as set forth below:

Section 16.900.434 of the Claremont Municipal Code is hereby added to Chapter 16.900 as set forth below:

16.900.434 HOTEL

Hotel shall mean a commercial land use in a building or portion of a building containing guest rooms which are designed, occupied, used, or intended to be used, rented or hired out as temporary overnight accommodations. A hotel shall not include residential and health care facilities that provide care of persons in need of

medical or nursing care, personal care, developmental and supportive services, supervision, or assistance essential for sustaining the activities of daily living. Hotel is distinguished from motel by having the entry to more than fifty (50) percent of the guestrooms through a lobby and/or through a common interior corridor.

Section 16.900.435 of the Claremont Municipal Code is hereby amended as set forth below:

16.900.435 HOTEL/MOTEL

Hotel/motel shall mean either a hotel (including a long-term stay hotel) or a motel as defined herein. These definitions do not include private residences made available for short term rentals, such as residences or rooms rented through Airbnb and Vacation Rental by Owner (VRBO).

Section 16.900.585 of the Claremont Municipal Code is hereby amended as set forth below:

16.900.585 MOTEL

Motel shall have the same meaning as “hotel”; however, motel is distinguished from hotel by having at least fifty (50) percent of all rooms having direct access to the outside without the necessity of passing through the main lobby or interior of the building.

Section 16.900.845 of the Claremont Municipal Code is hereby amended as set forth below:

16.900.845 TRANSIENT

Transient shall mean a person who is receiving sleeping or overnight accommodations for a period of thirty (30) consecutive calendar days or less, at a location within the City, for a price, with or without meals.

Section 16.051.060 of the Claremont Municipal Code is hereby repealed in its entirety and replaced with a new Chapter 16.101 as set forth below:

16.101 HOTELS/MOTELS

16.101.000 Intent.

The general purpose of these regulations is to address nuisance activity that often occurs in and around hotels/motels and use a collaborative approach to both proactively prevent and, when necessary, reactively abate the activity. The intent is to promote the health, safety, comfort, convenience, prosperity, and general welfare by requiring that businesses that offer shelter to visitors, transient guests, and other residents provide a minimum level of cleanliness, quality, and security.

16.101.010 Definitions.

For the purpose of this chapter, unless the context clearly requires otherwise, the words and phrases defined in this section shall have the following meanings:

Director shall mean the City's Director of Community Development or his, her, or their designee.

Guest shall mean any person who is authorized to enter a hotel/motel room and who the hotel/motel operator has provided with a hotel/motel room key.

Identification documents shall mean, exclusively, any one of the following documents issued by a government agency: (1) a current passport or passport card; (2) a current driver's license; (3) a current non-driver identification card; (4) current military identification. To be accepted by the operator of a hotel/motel, an identification document must include a photograph of the guest presenting it that the operator recognizes as a photograph of the guest. For avoidance of doubt, any document that is represented by a guest to be one of the above documents, but which does not include a photograph, or does not include a photograph that the operator of the hotel/motel recognizes as the photograph of the guest, is not an acceptable identification document.

Long-term stay hotel shall mean a hotel that allows guests to rent rooms for terms that exceed the maximum length of stay limitations in this chapter. These establishments as defined are sometimes referred to as "extended-stay hotels", such as Residence Inn by Marriott Hotels or Extended Stay America.

Operator shall include owners and managers of a hotel/motel and their agents and employees.

16.101.020 Maximum Length of Stay.

A. A hotel/motel shall be used only for transient occupancy. No person shall utilize a hotel/motel as his or her primary residence, except a resident manager of the hotel/motel. A hotel/motel may include one dwelling unit for use as a resident manager's unit.

B. All guest rooms shall be used only for short-term, overnight accommodations for guests. Unless a hotel/motel has obtained a conditional use permit in accordance with Chapter 16.303 authorizing longer-term stays, the length of time any guest occupies any hotel/motel room shall not exceed the following limits:

1. Maximum Consecutive Length of Stay: Thirty (30) consecutive calendar days; and
2. Maximum Cumulative Length of Stay: Sixty (60) cumulative in any one hundred and eighty (180) consecutive calendar day period.

If a guest room(s) is (are) rented, let, or otherwise provided to any guest for the maximum time periods allowed by this section, then the hotel/motel shall not rent, let, or otherwise provide any other guest room to the guest in a manner that results in the guest's stay at the hotel/motel exceeding these limits. A hotel/motel shall not allow a guest to change rooms in an attempt to evade these limits on maximum length of stay.

C. One of the purposes of these maximum length of stay limits is to ensure that hotels/motels regularly clean and maintain their guest rooms and do not allow guests' belongings to accumulate in an unsafe or unsanitary manner. Hotels/motels shall not permit guests to store their belongings in their guest rooms after checking out. Before a new rental term begins, hotels/motels shall ensure that all of the prior guests' belongings have been removed and the guest room is clean and in a good state of repair.

D. The limitations on maximum length of stay in subsection (B) of this section shall not apply to a hotel that the City has specifically approved as a long-term stay hotel through the issuance of a conditional use permit in accordance with Chapter 16.303.

16.101.030 Minimum Length of Stay.

A. **Hotels:** Unless a hotel has obtained a conditional use permit in accordance with Chapter 16.303 authorizing shorter-term stays, the minimum rental term for a guest room in a hotel must be sufficient for at least one overnight stay.

B. **Motels:** Unless a motel has obtained a conditional use permit in accordance with Chapter 16.303 authorizing shorter-term stays, the minimum rental term for a guest room in a motel must be sufficient for at least one overnight stay that is at least eighteen hours (18) long.

C. **Re-Renting Rooms:** Unless a hotel/motel has obtained a conditional use permit in accordance with Chapter 16.303 authorizing the hotel/motel to re-rent vacant rooms, a hotel/motel shall not re-rent a guest room to a new or different guest before the minimum length of stay has elapsed.

16.101.040 Requirements for All Hotel/Motels.

The requirements listed in this section shall apply to every hotel/motel in the City. The general purpose of these requirements is to proactively prevent and reactively address certain criminal activity, including prostitution and human trafficking.

A. **Room Rental Rates:** Unless a hotel/motel has obtained a conditional use permit in accordance with Chapter 16.303 authorizing shorter-term rental rates, no operator of a hotel/motel shall accept an hourly rate or any increment less than the rate for at least one overnight room rental (hereafter "day use rates"). In addition to the findings and requirements set forth in

Chapter 16.303, the decision-making body shall not approve a conditional use permit for day use rates unless it makes all of the following findings:

1. The hotel/motel is in full compliance with this chapter.
2. The hotel/motel does not have a history of criminal or nuisance activities on site that could be exacerbated by day use rates, such as prostitution and/or human trafficking.
3. The use of day use rates at this location is unlikely to result in criminal or nuisance activities or otherwise be detrimental to the health, safety, or welfare of the community.

B. Guest Register & Check In Procedures:

1. Contents of Guest Register: The hotel/motel operator shall keep a register that includes all of the following:

- a. The full name of each guest;
- b. Each guest's date of birth;
- c. The permanent address of each guest, if any;
- d. The identification number from the identification document the guest used to check in (e.g., the driver's license number) and the issuing jurisdiction (e.g., state or country) for the identification document;
- e. The dates of occupancy (including the day, month, year, and hour of the guest's check in and check out times);
- f. The room number or letter (or other identifying symbol if guest rooms are not numbered or lettered);
- g. The room rate;
- h. The make, model, and license plate number of any vehicle that the guest will park in the hotel/motel's parking area(s); and
- i. A signature of the representative of the operator who examined the identification document(s) presented and attestation that he, she, or they examined the identification document(s) and confirmed that the photograph is that of the guest.

2. Scanned Identification Documents: No hotel/motel operator shall allow a guest to occupy a guest room for any period of time without first scanning or otherwise making a digital copy of the guest's identification document(s).

3. Credit or Debit Card: No hotel/motel operator shall allow a guest to occupy a guest room for any period of time without first obtaining a valid credit or debit card in the guest's name (as opposed to a prepaid card) from the guest who is paying for the room and confirming that the name on the card matches the name on the guest's identification document(s). If the guest is not using the credit or debit card to pay for the room (e.g., the guest is paying with cash), the hotel/motel operator must confirm the validity of the credit or debit card with the card issuer. Notwithstanding the foregoing, this requirement shall not prevent hotels/motels from renting a guest room to a guest who is paying for the room with voucher from a governmental agency or a bona fide nonprofit entity.

4. Exception for Digital Check Ins: With advance approval of a conditional use permit in accordance with Chapter 16.303, an operator of a hotel/motel may obtain a waiver of one or more requirements in Paragraphs (1)(i), (2), and/or (3) of this Section 16.101.040(B) to allow the hotel/motel to offer a digital check in option, such as an electronic check in kiosk or a "digital key" that allows guests to check-in to the motel and access their guest room key on their mobile device. In addition to the findings and requirements set forth in Chapter 16.303, the decision-making body shall not approve a conditional use permit for digital check ins unless it makes all of the following findings:

- a. The hotel/motel is in full compliance with this chapter.
- b. The hotel/motel does not have a history of criminal or nuisance activities on site that could be exacerbated by digital check ins, such as prostitution and/or human trafficking.
- c. The use of digital check ins at this location is unlikely to result in criminal or nuisance activities or otherwise be detrimental to the health, safety, or welfare of the community.

5. Bookings by a Responsible Agent: This Section 16.101.040(B) shall not prevent hotels/motels from allowing a responsible agent to reserve guest rooms on behalf of an organized group (e.g., sport teams, companies, associations, etc.), provided each of the group's guests who are staying in the hotel/motel's guest rooms comply with this section.

6. Retention of Guest Records: Every motel operator shall keep and preserve the register and any and all other records required by this section for a period of not less than four (4) years. During the retention period required by this subsection, no person shall alter, deface, or erase the register and any and all other records required by this section so as to make the information recorded therein illegible or unintelligible.

7. Inspection of Guest Records: The guest register must be made available to City Personnel in accordance with Section 16.101.040(L) below.

C. **Transient Occupancy Tax**: Transient occupancy tax (TOT) shall be paid for each occupied guest room in a hotel/motel pursuant to Municipal Code

Chapter [3.28](#).

D. Parking by Permit Only:

1. Parking Permits Required: Except as otherwise provided in this section, it shall be unlawful for any person to stand or park any vehicle in a hotel/motel's parking area unless a parking permit issued by the motel is displayed on the vehicle. A hotel/motel shall not issue a parking permit to any person who is not a guest of the hotel/motel, or an employee of the hotel/motel, or a contractor of the hotel/motel when the contractor is on site for official business. For guest vehicles, a hotel/motel shall not issue a parking permit unless the guest has provided all of the information and documents required by Section 16.101.040(B) above.

2. Implementation of Permit Parking System: The Director is authorized to establish rules and procedures to produce signs, forms and other materials necessary or appropriate to implement the provisions of this section.

3. Enforcement of Parking Permit Requirements: The hotel/motel shall be responsible for monitoring its parking areas and enforcing the requirements of this section. Failure to enforce the requirements of this section is a violation of this chapter.

4. Exceptions:

a. This requirements of this section shall not apply to any authorized emergency vehicle, City vehicle, or vehicle owned by a public utility when such vehicle is being used for official business, or to any vehicle used for collection or delivery of United States mail.

b. This requirements of this section shall not apply to any hotel/motel that provides secured parking for guests behind a fence, gate, or similar structure in accordance with plans approved by the Director.

c. The requirements of this section may be modified or waived through approval of a conditional use permit in accordance with Chapter 16.303.

E. Video Surveillance:

1. Video Surveillance Requirement: Every operator of a hotel/motel shall install and maintain in good working order closed-circuit television (CCTV) recording cameras sufficient to maintain continuous visual coverage of all entry points, common areas, and all parking areas.

2. CUP Exception for Parking Areas Only: The requirement to install and maintain CCTV recording cameras in parking areas may be modified or waived through approval of a conditional use permit in accordance with Chapter 16.303.

3. Surveillance Footage Retention & Inspection: The video footage from CCTV recording cameras must be maintained by the motel for a minimum of ninety (90) days before it is erased or overwritten. Surveillance footage must be made available to City personnel in accordance with Section 16.101.040(L) below.

F. Security of Guest Rooms:

1. **Guest Room Locks.** Hotels/motels shall install and maintain an operable dead bolt lock on each main swinging entry door of a guest room. The dead bolt lock shall be installed in accordance with the manufacturer's specifications and shall comply with applicable state and local codes including, but not limited to, those provisions relating to fire and life safety and accessibility for people with disabilities. This section shall not apply to horizontal sliding doors.

2. **Viewports.** Each exterior door to a guest room shall have a viewport or window convenient to the door. Properties with fire resistive construction rated ("fire rated") doors, at the time of the adoption of the ordinance codified in this Chapter, are exempt from this provision to the extent that installing a viewport would negatively affect the fire rating.

3. **Connecting Doors.** Each door connecting two guest rooms that share a common wall shall be equipped with a functional deadbolt lock.

4. **Window Locks.** All windows designed to be opened shall have an operable window security or locking device. Louvered windows, casement windows, and all windows more than twelve (12) feet vertically from the ground are excluded from this subdivision, except where the window is within eight (8) feet horizontally of a roof or any other platform area.

G. Cleanliness:

1. **Mattress Condition/Cleanliness.** Mattresses shall be free of stains, holes, rips, and/or odors in excess of normal wear and tear, and maintained in a sanitary, non-defective condition (e.g., without broken springs, indentations, sags, etc.).

2. **Linen Condition/Cleanliness.** Where provided by the operator, linens shall be free of stains, holes, rips, and/or odors in excess of normal wear and tear and shall be cleaned at change of occupancy or at least once every three (3) days during a guest's stay and if requested by the guest.

3. **Bathroom Condition/Cleanliness.** Bathroom fixtures (e.g., toilet, bathtub, sink, mirror) shall be maintained without significant cracks, chips, and/or stains. Floors shall be washed and sanitized at change of occupancy and/or before a new rental term begins. The operator shall maintain daily cleaning schedules of all occupied rooms, including daily trash service (required) and replacement of dirty towels at least once every three (3) days and if requested by the guest.

4. Carpet Condition/Cleanliness. Carpeting shall be free of stains, holes, rips, and/or odors in excess of normal wear and tear, and maintained in a sanitary, non-defective condition.

5. Floor Condition/Cleanliness. With the exception of carpeting as noted above, floor surfaces shall be made of nonabsorbent material. All surfaces and tile grouting shall be maintained without cracks, rips, and/or missing elements.

6. Wall Condition/Cleanliness. Wall surfaces shall be maintained without spots, stains, flakes, chips, holes, and the like and maintained in a clean and sanitary condition.

7. Mold/Mildew. All surfaces, including fixtures and carpeting and flooring shall be free from mold, mildew, and/or bubbling conditions.

8. Water Leakage/Water Stains. All fixtures shall be maintained without leaks or drips. Water damage shall be repaired within thirty (30) days of detection. A guest room with water damage shall not be rented until the water damage is repaired.

9. Furniture Condition. All furniture items provided by the hotel/motel shall be maintained in proper working order.

10. Condition of Shades/Draperies/Blinds. Shades, draperies, blinds, and other window coverings shall be free of stains, holes, rips, and/or odors in excess of normal wear and tear, and maintained in a sanitary, non-defective condition.

11. Vector Control. The premises shall be kept clean in every part and free from accumulation of garbage, rubbish, rodents, vermin, and other unsanitary matter.

H. **Room Furnishings:**

1. Privacy. Privacy coverings such as shades, draperies, or blinds shall be appropriately hung to cover all windows.

2. Room Light. An active, fully functional light switch shall be located at the entry to the guest room.

3. Bathroom Fixtures. Private bathrooms shall have a functioning toilet and sink, and a functioning shower and/or bathtub. This section should not be construed to prevent a sink from being placed in a guest room that does not have full bathroom facilities.

4. Shared Bathroom Facilities. Guests in facilities with shared bathrooms shall have access to a functioning toilet and sink, and a functioning shower and/or bathtub. Shared showering or bathing areas shall be able to be securely locked from the inside. Separate facilities shall be provided for men and women or the facilities shall be able to be locked for individual use. Signs shall be posted

indicating that "Children under 12 years of age who use this shared bathroom must be accompanied by a parent or guardian at all times."

5. Hot/Cold Water. Hot and cold running water shall be provided for all plumbing facilities.

6. Telephone Rates. Telephone rates shall be posted in every room that has a private phone and be adhered to by management.

7. Clothes Storage. Storage space shall be provided in good working order for hanging clothes and/or storing personal belongings.

I. **Exterior of Property:**

1. Windows. Exterior window glass shall be without cracks, chips, and/or holes. Aftermarket tint material applications on windows are prohibited.

2. Exterior screens, if present, shall be shall fit the window opening completely and shall be in good repair without rips, holes, or tears.

3. Exterior Lighting. Please reference Claremont Municipal Code Chapter 16.136 – Parking, Loading, and Transportation Demand Measures.

4. Painting. Please reference Claremont Municipal Code Chapter 8.16 – Public Nuisances.

5. Electrical. Please reference Claremont Municipal Code Chapter 15.08 – Electrical Code.

6. Landscaping. All areas on the property designated for landscaping, such as, lawns, planter beds, and other unsurfaced locations, shall be maintained with properly trimmed living plant materials in accordance with an approved landscaping plan and without collecting litter or debris. Please reference Claremont Municipal Code Chapter 8.22 – Maintenance of Commercial Landscaping and Chapter 16.131 – Water Efficient Landscape Requirements.

7. Directional Signs. Directional signs shall be posted as appropriate to ensure that emergency personnel can find guest rooms in a timely manner. Please reference Claremont Municipal Code Title 18 – Signs.

8. Exterior Trash/Garbage Storage. All containers used for the storage of trash, garbage, or recycled materials and placed on the exterior of the building(s) shall be maintained in a locked and screened enclosure. Please reference Claremont Municipal Code Chapter 8.08 – Garbage and Solid Waste.

J. **Common Areas:**

1. Elevators. Guest service elevators shall be fully functional and pass appropriate agency inspections. The name and telephone number of the inspection

agency shall be posted in all elevators. Elevators shall be operational on a twenty-four (24) hour-a-day basis.

2. Hallway Lighting. Any hallway or lobby area or other common public space shall be maintained in a sanitary condition, free of garbage or debris, and shall be illuminated with proper lighting that is in compliance with the California Building Code.

3. Upon request, the hotel/motel must make any common areas and/or parking areas of the hotel/motel available to any member of the Claremont Police Department or the City of Claremont Building and Safety Division for the purpose of determining that the provisions of this chapter are met. Refusal to allow such inspection immediately is a violation of this chapter.

K. **Lost or Abandoned Property:** Any property left in a guest room by a person or party that has checked out shall be removed by the operator of the hotel/motel and stored or otherwise disposed of in accordance with applicable laws.

L. **Inspections:** To ensure ongoing compliance with this chapter and any other federal, state, or local laws and regulations, the City of Claremont's Building and Safety Division, Planning Division (including Community Improvement), Police Department, and/or City Attorney (collectively, "City Personnel") may require periodic inspections of a hotel/motel's premises, records (including any required guest register), and/or surveillance footage. Nothing in this section shall prevent City Personnel and a hotel/motel operator from working together to schedule an inspection at a mutually agreeable date and time to minimize disruption to the hotel/motel's business and operations.

1. Except as otherwise provided in this section, City Personnel shall serve a written inspection notice on the operator by either first class mail or personal service at least thirty (30) calendar days prior to the inspection date. If notice is served by first class mail, it is deemed served three days after it is deposited in the mail. If notice is hand delivered, it is deemed served immediately upon receipt.

2. The inspection notice shall contain the following information: (1) the name, business address, and business telephone number of the City Personnel who will be conducting the inspection; (2) the purpose of the inspection; (3) the date and approximate time of the inspection; and (4) notice of the right to seek pre-compliance administrative review of the inspection notice.

3. The operator may object to the inspection notice by seeking pre-compliance administrative review by the City Manager or his/her/their designee. Pre-compliance administrative review shall be sought at least ten calendar days before the inspection date provided on the inspection notice.

4. Notwithstanding the above, an inspection notice is not necessary if:

- a. The operator of the hotel/motel consents to the inspection of the hotel/motel's premises, records, and/or surveillance footage and/or the guest consents to the inspection of his, her, or their individual guest room;
- b. The inspection is being conducted pursuant to an administrative or court-issued subpoena or warrant, such as an inspection warrant under California Code of Civil Procedure Sections 1822.50 through 1822.57;
- c. The inspection is being conducted in response to exigent circumstances, such as a reasonable belief that area being inspected is so hazardous, unsafe or dangerous as to require immediate inspection to safeguard the public health or safety; and/or
- d. The inspection is limited to parts of the hotel/motel's premises that are open to the public for conditions that City Personnel can observe in plain view, such as the hotel/motel's parking lot and lobby.

16.101.050 Additional Requirements for Long-Term Stay Hotels

No long-term stay hotel may be established or operated except as specifically permitted by a conditional use permit approved pursuant to Chapter 16.303.

The following requirements shall apply to every long-term stay hotel in the City:

- A. A long-term stay hotel shall be specifically designed and operated to primarily accommodate long-term guests whose length of stays vary from several days to a month or more.
- B. The hotel shall be of an architectural and visual quality and character, which harmonizes and enhances the surrounding area.
- C. Fireproof safety deposit boxes must be available to all of the occupants.
- D. All guest rooms shall provide wireless computer connections.
- E. The hotel shall provide a business/conference center with private or semi-private work spaces, wireless service, telephones, and access to a fax machine and photocopier.

16.101.060 Amortization of Legal Nonconforming Conditions

Notwithstanding Chapter 16.400, conditions that existed as of the effective date of Ordinance No. ____ ("Effective Date") and that were legal and fully conforming to all state and local laws, codes, and regulations immediately prior to Effective Date, but which do not conform to this chapter, must to be brought into compliance with this chapter by the following deadlines:

A. For changes in hotel/motel operations – within ninety (90) days of the Effective Date; and

B. For changes that require physical improvements to the property and/or structures – one (1) year of the Effective Date.

A hotel/motel may file a written request for an extension of these amortization periods. The Director may grant a request for an extension if he/she/they find: (1) the extension will not pose a risk to the public health, safety, or welfare; and (2) the hotel/motel has exercised diligence in making progress towards bringing the nonconforming condition into compliance with this chapter. A hotel/motel may request more than one extension, but the maximum cumulative length of any single extension or combination of extensions is one (1) year. The Director's decision on a request for an extension is appealable in accordance with Chapter 16.321.

16.101.070 Enforcement

A. Criminal Fines and Penalties

Any person responsible for violating any provision of this chapter is guilty of an infraction or a misdemeanor at the discretion of the City Attorney and/or district attorney. Upon conviction, the person shall be punished as prescribed in Chapter [1.12](#).

B. Administrative Fines and Penalties

Whenever an officer charged with the enforcement of any provision of this Municipal Code determines that a violation of this chapter has occurred, the officer shall have the authority to issue an administrative citation to any person responsible for the violation in accordance with Chapter [1.14](#).

C. Separate Offenses for Each Day.

Any person responsible for violating this chapter shall be guilty of a separate offense for each and every day during any portion of which any violation of any provision of this chapter is committed, continued, permitted, or caused by such person and shall be punished accordingly.

D. Public Nuisance and Lien on Property

Any use or condition caused, or permitted to exist, in violation of any provision of this chapter and/or state or federal law shall be, and is hereby declared to be, a public nuisance and may be summarily abated by the City pursuant to California [Code of Civil Procedure](#) Section 731 or any other remedy available at law. In accordance with Chapter [1.15](#), the City may also collect any fee, cost, or charge incurred in the abatement of such nuisance by making the amount of any unpaid fee, cost or charge a lien against the property that is the subject of the enforcement activity.

E. Proactive Abatement of Criminal Activity

Operators of hotels/motels are responsible for making every available effort to prevent criminal activity at their hotel/motel and are encouraged to immediately report all criminal or suspicious activities to the Claremont Police Department or the appropriate law enforcement authority. To that end, the City generally will not use the volume of calls for service initiated by the operator of a hotel/motel as evidence that the hotel/motel is a public nuisance.

F. Red Light Abatement Action

If there is reason to believe that a hotel/motel is used for the purpose of illegal gambling as defined by state law or local ordinance, lewdness, assignation, or prostitution, then the City Attorney may bring an action pursuant to California's Red Light Abatement Law, California Health and Safety Code Section 11125, et seq. to abate and prevent the nuisance and to perpetually enjoin the person conducting or maintaining it, and the owner, lessee, or agent of the building or place, in or upon which the nuisance exists, from directly or indirectly maintaining or permitting it.

G. Civil Action

In addition to any other enforcement permitted by the City's Zoning and/or Municipal Codes, the City Attorney may bring a civil action for injunctive relief and civil penalties against any person who violates any provision of this chapter. In any civil action that is brought pursuant to this chapter, a court of competent jurisdiction may award civil penalties and costs to the prevailing party.

H. Permit and/or License Revocation

Any violation of this chapter may result in revocation of the hotel/motel's use permit and or business license.

Use of any one or more of these remedies shall be at the sole discretion of the City and nothing in this section shall prevent the City from initiating civil, criminal or other legal or equitable proceedings as an alternative to any of the proceedings set forth above.

I. Liability for Expenses

In addition to the punishment provided by law, a person responsible for violating this chapter is liable for such costs, expenses, and disbursements paid or incurred by the City or any of its contractors in correction, abatement, and prosecution of the violation.

16.101.080 Oversight & Reporting

A. The City Manager or his/her/their designee shall establish a City Interdepartmental Team (CIT) comprised of City staff from multiple departments, including but not limited to the Building and Safety Division, the Planning Division (including Community Improvement), the Police Department, and the City Attorney's Office to proactively identify and address criminal and nuisance activity at hotels/motels. The CIT shall also include at least one member of the community who is impacted by hotels/motels, such as a member of the community who resides or works near a hotel/motel.

B. The CIT shall conduct ongoing outreach to members of the community who may be impacted by hotels/motels. The City's website shall include a process for reporting feedback on hotels/motels.

C. The CIT shall prepare reports of any findings it makes regarding nuisance and criminal activity at hotels/motels. The CIT shall post its reports on the City's website quarterly and shall provide a report to the City Council annually.

SECTION 5. Effective Date.

This Ordinance shall take effect thirty (30) days after its adoption.

SECTION 6. Severability.

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

SECTION 7. Posting of Ordinance.

The mayor shall sign this ordinance and the city clerk shall attest and certify to the passage and adoption of it, and within fifteen (15) days, publish a summary in the Claremont Courier, a weekly newspaper of general circulation, printed, published, and circulated in the City of Claremont and thirty (30) days thereafter it shall take effect and be in force.


PASSED, APPROVED AND ADOPTED this ____ day of _____, 2023.

Mayor, City of Claremont

ATTEST:

City Clerk, City of Claremont

APPROVED AS TO FORM:



City Attorney, City of Claremont

**PLANNING COMMISSION
REGULAR MEETING MINUTES**

Tuesday, October 4, 2022 – 7 p.m.

Meeting Conducted Via In-Person and Video Recording is Archived on the City Website
<https://www.ci.claremont.ca.us/government/city-council/watch-city-council-meetings>

CALL TO ORDER

Chair Jones called the meeting to order at 7:00 p.m.

ROLL CALL

PRESENT

COMMISSIONERS: ANDERSEN, ALVAREZ, EDWARDS,
EMERSON (Via Zoom), GONZALEZ, AND JONES

ABSENT

COMMISSIONER: RAHMIM

ALSO PRESENT

Community Development Director Brad Johnson; City Manager Adam Pirrie; Assistant to City Manager Katie Wand; City Attorney Alisha Patterson; Police Chief Aaron Fate, Captain Mike Ciszek; and Senior Administrative Assistant Nhi Atienza

CEREMONIAL MATTERS, PRESENTATIONS, AND ANNOUNCEMENTS

There were no ceremonial matters, presentations, or announcements.

This item starts at 0:00:30 in the archived video.

There were no ceremonial matters, presentations, or announcements.

PUBLIC COMMENT

This item starts at 0:00:33 in the archived video.

Chair Jones invited public comment.

There were no requests to speak.

CONSENT CALENDAR

This item starts at 0:02:36 in the archived video.

Chair Jones invited public comment.

There were no requests to speak.

1. Planning Commission Meeting Minutes of September 20, 2022
Approved and filed.

Commissioner Andersen moved to approve the Consent Calendar, seconded by Commissioner Edwards; and carried on by roll call vote as follows:

AYES: Commissioner - Andersen, Alvarez, Edwards, Emerson, Gonzalez, and Jones
NOES: Commissioner - None
ABSENT: Commissioner - Rahmim

ADMINISTRATIVE ITEMS - None

PUBLIC HEARING

2. Consider An Amendment To The Claremont Zoning Code (Title 16 To The Claremont Municipal Code) That, If Adopted, Will: (1) Repeal Section 16.051.060 Titled Hotels/Motels; (2) Replace Section 16.051.060 With A New Chapter 16.101, Also Titled Hotels/Motels; And (3) Add New Sections To Chapter 16.900 (Definitions) Pertaining To Hotels And Motels (Collectively Referred To As The "Hotel/Motel Ordinance")

This item starts at 0:04:23 in the archived video.

Chair Jones announced that generally speakers are allowed four minutes to present their public comments, but to accommodate the number of attendees in the Chamber and via Zoom, we will limit the time to two minutes per speaker. There were no objections by the Commission.

Assistant to City Manager Katie Wand presented a PowerPoint presentation. Assistant to City Manager Katie Wand, Chief Fate, and Director Johnson addressed Commissioners' inquiries regarding the: a) recent statistics on human trafficking in Claremont; b) number of prostitutions prevented; c) effect of ID/payment requirement on the undocumented and low income; c) independent assessment report; d) inspection of private guest information; e) identity of room renter(s); f) guest register; g) identification of minor victims; h) percentage of prostitutions at freeway hotels; i) impact of ordinance; j) parking requirement for freeway motel vs. freeway hotels; k) distance of Arrow Highway from the I-10; l) long-term stay (duration and frequency); m) requirement of permanent address; and n) purpose of debit/credit card requirement.

The Commission took a brief recess at 8:08 p.m.

Chair Jones called the meeting back to order at 8:12 p.m.

Chair Jones reminded the audience of the two minutes speaking limit.

Vicki Noble lives in south Claremont facing San Jose. She sees the crime and prostitution on a daily basis. Even with the Ordinance in place, our Police Department have had their hands tied and are not able to carry out the law. Claremont used to be a safe place to live, and she wants to do whatever she can to make it a better place. She hopes the Commission does not continue to hold our police department down.

Sonja Stump is a 44-year resident of Claremont. She participated in a 57 people march in the San Jose and American area to protest the current situation. She believes the current

Ordinance is fine; we need a Nuisance Ordinance so that the other hotels are not affected by Motel 6's noncompliance. The Colleges do not recommend the hotels by the freeway.

Sam Pedroza spoke about the Safe and Healthy Housing Ordinance signed into effect when he was on Council ten years ago. This was a community driven Ordinance that changed the direction of crime and became a standard for Claremont. We cannot accept the current situation and rely on the State to help. The Commission has an opportunity to add local control to clean up our problematic motels. We need an effective Nuisance Hotel Ordinance.

Al Villanueva stated that community policing is the backbone of our community. The Claremont police is proactive and will need the ordinance as a tool to solve and deter crime. He would like the Commission to employ the Long Beach Ordinance.

Jennifer Kern is a resident. She is sad and ashamed with the current situation in the south. There is crime every day and she has even witnessed a solicitation. When considering the Ordinance, she asked the Commission if they would recommend the motel to any one of their family members.

Bob Kern is a resident. As a member of the Crime Free Multi-Housing Program, he patrols the area two to three times a week and has been propositioned twice. He asked the Commission to consider the Long Beach Ordinance to clean up the area.

Alcira Solis is a resident and a retired police officer. All welfare recipients have ID's, that should not be an issue of concern. We just need to enforce the Ordinance and law in effect now and not tie down our police officers.

Wendy Ramallo is a resident. The Ordinance does not rise to the level of response needed with the recent events. She supports some of the provisions, but requests for a continuation for further vetting with tracking of the Long Beach Ordinance. There should be no recommendations until a future workshop to include the affected parties in the surrounding area is held.

Joe Ramallo is a resident and has grown up in the area. His family has been directly affected by the nuisance that has gone unabated by the City. There has never been a prostitution or crime problem, which has taken root and grown. This administration has shown no will or know how to respond. The Commission has the opportunity and responsibility to be a part of the solution. The Claremont Police has been responsive, but special operations and enforcement is only one part of the solution. Code enforcement has been ineffective due to the lack of past action and the City Attorney is not familiar with the tools available. We do not need the DA to act, there are existing laws to abate the issue and staff needs to have the will to use it. He urged staff to speak to other agencies to understand their abatement process. We need to do better.

Bryan Trunik provided the Commissioners with videos and a copy of the Long Beach Ordinance. He was expecting to see an enhancement to the Long Beach Ordinance but was shocked to see that a lot of items were removed, handicapping the police and neighbors. The Long Beach Ordinance has been in effect since 2020 and it is effective. He encouraged the Commissioners to reach out to him for any information.

Sue Keith is upset that public comment is limited to two minutes instead of three. She has watched young women attached to their cell phones to keep ties to their pimps. These are vulnerable people who are now addicted and sex workers. Ms. Keith retold a story from a mom of her 16-year old son. He was a sex worker who extorted extra money from the Johns. She had tried to get him out of the industry, but he died of a fentanyl overdose at Motel 6 three weeks prior to their march. Luring vulnerable women and children into drugs and prostitution are not only a crime, but a sin to humanity. She is ashamed.

Jim Keith is Chair of the Safe and Healthy Housing for the past 13 years. We are not ready to pass any new laws at this point. This must be illegal that we are given new laws that we have not read. He has requested and written to meet with staff over 10 months ago to review the issues but has not heard back. Attachment H in the report confirms what we have been saying for the last two years. We should be calling LA County Health to request for a special inspection of all the rooms. We need people who are willing to address the data given, not just change the wording. This is not an improvement. We need the Long Beach Ordinance which has withstood legal challenge. If our City Attorney is not willing to do this, we need to hire an attorney to do so.

Sam of the hotel group asked if the City would indemnify the hotel for lawsuits that arise out of compliance and will there be an appeal process since revoking/suspending a license is highly punitive.

Darvin Gomez addressed motel staff a few years ago about the nuisance and was told, "None of your business." He holds the City accountable for the oversight and lack of enforcement. The prostitution problem has propelled the City to act. He is opposed to the proposed ordinance for: 1) it creates a double standard between freeway and other hotels, 2) eliminating the maximum length of stay is foolish, and 3) request for concessions should be done in a public forum for transparency. He urged the Commission to reject the current Ordinance.

Jerry Klasik shared online reviews of the motels.

Ed Lavell is a south Claremont resident. Every hotel that he has visited, a credit card is required. We should look into the Long Beach Ordinance as it worked well for them. Maybe he should call in the "Crime Stoppers" to investigate and see how Claremont would like to be in the news.

Virginia Ramirez lived in south Claremont all her life. The city was known to be a prestigious place but is now known for the drugs and prostitution. The neighbors do not feel safe and would like to bring Claremont back to how it was.

Kevin Jones is a 45-year resident. It is heartbreaking when he brings his 14-year-old daughter to the local restaurants and watch her exposed to the prostitution that is going on. It used to be that people would avoid coming to Claremont due to the enforcement, what happened to that? Claremont is a joke now, it is not the same. The Commissioners need to come down and see what is going on. The City needs to hit the motel pockets and hold them accountable.

Brisas Tijuanes lives just south of Arrow Highway. She just did a simple Google search, and it shows that one can get debit card without a credit check. She listed the names of the young

children in her neighborhood that has to watch the sex workers walk by as they walk to and from school. It is disheartening to hear that people from other parts of town are not saying anything to help.

Resident lives in northwest Claremont and wanted to let the previous speaker know that she does care. She volunteers with and has friends that live in south Claremont; she sees what is going on. There is no need to ask how many and how often, you just have to go down there. Nothing should be voted on tonight since the Commission has not reviewed all the information. We should look at the Long Beach Ordinance and rely on the educated people who care about our city. Claremont is different from when she first moved here. She is not happy with what she is seeing from the Commission.

Linda Mawby is a 37-year Claremont resident. She does not live in south Claremont, but feels for residents. The residents in the north are sheltered and we need to address the issue. She is appalled and embarrassed to see what is going on. We need a separate Nuisance Ordinance. A freeway Ordinance will only push the hotels to different areas; we need to stomp out the problem. If the police department needs resources or financial support, we should be having those conversations. The Ordinance is only reaching out to the hotel owners; they should be identified as the wrongdoers and crime supporters.

Brian Shyer is a 70-year resident. To not look at the Long Beach Ordinance is folly. From the Larkin Park Project to saving the Conservancy to now this, is not the Claremont he knows. We need to consider that the city has grown and can no longer tie our police department down. The current crime rates can be turned around. We need to not cave to State mandates and think about Claremont's safety.

Denise Duke stated that the hotel is of lower economic status so they will attract lower economic people. Hotels do require ID and credit cards. Unless there are set guidelines and regulations, the hotels will not make any changes because they are continuing to profit. This is not about racism, it is about safety.

Alex Swara is an 11-year resident. He has two daughters and is disheartened to have them see the sex workers with their questionable clothing. It is terrible. This is a human rights issue. The community has had enough, and expect more.

Tracy Gray (via Zoom) bought her home in 2007. It used to be a decent place with a high police presence that deterred criminal activity. She can no longer walk around the neighborhood for safety reasons. The area has been neglected and is deteriorated. It is sad. We need a higher police presence.

Aliona Cebotari (via Zoom) is appalled that her daughter has to see the sex workers. This is not what we want our children to get accustomed to. She asked that the Commission to not close their eyes and consider tonight's discussions and the concerns of the police.

Diana Ring (via Zoom) is a 50-year resident, served as a Planning Commissioner, Councilmember, and Mayor. She sees the growing problem. This is the most ill-conceived preparation she has ever seen, and it needs to go back to staff. The Sate and motel do not run Claremont. The Citizens need to stand up and be Claremonters. South Claremont holds our best economic developments. This is a good hearing; the residents are speaking, and the Commissioners are respectfully listening.

Javad Seif agreed with the observations. He is a professor and teaches quality improvement. We cannot improve on something we cannot measure. Statistics should have been collected and continued to be collected. The best data we have now is the community's feedback and it shows that Claremont is going down because of the motels. Something needs to be done.

Richard Williams is a 24-year resident. The City needs to be more proactive and have more control over the hotels. This has helped to enable the hotels to become more blight. He is concerned that the public comment time was lessened to two minutes at the last minute. In the future, we need to be consistent with what is written.

Daniel Moreno stated that there should be no votes today. If we cannot enforce our current Ordinance, we should not be changing anything. Public comments should affect everyone. It is embarrassing that there is a separation between north and south. The Mayor, City Manager, and staff needs to understand the agendas that they bring forward. These agendas will change our quiet city.

Coty Griewe received a notice that will undo an Ordinance that will make it easier for hotels to do "unsavory" things in Claremont. He had planned to raise a family here, and this makes him question if he made the right decision.

Anonymous is a 20-year resident. There has been a drastic decline in the last two years. All the citizens' cited observations are plenty of data. Please listen to the citizens. It is ridiculous that an Ordinance has been drafted and revised in a third revision without circulation. We need a Nuisance Ordinance that mirrors the Long Beach Ordinance. The Commission has an opportunity to make a lasting impact on the citizens.

There were no requests to speak.

Commissioner Edwards thanked everyone for their input. He wants to make sure he is doing the right thing. What we have currently is inadequate, but he has heard several comments to keep what we have, but that may not solve the problem. More time will be needed to share and communicate information.

Commissioner Alvarez thanked everyone for their input. He will need more time to review the revision, resident input, and the Long Beach Ordinance to be able to address all the residents' concerns.

Commissioner Andersen stated that this is a complex issue with a lot of loose ends that have not been studied well enough. Why has the City not addressed the Long Beach Ordinance? He is frustrated as to why we are doing this. He does not see anything that shows something efficacious with the proposed changes. He is leaning on asking for a continuation.

Commissioner Gonzalez was surprised with the information she received in the packet last Thursday and is disappointed with the information she received tonight. She is open to touring the area, consulting with the police department, and other options to be able to do this the right way. The information provided is inadequate. It seems that the Mayor and Councilmembers were hasten in their decision to rush this item.

Vice Chair Emerson stated that the proposed Ordinance is not ready to be voted on. There is too much missing information. There are legal issues with the "Version 3.0" being provided to the Commission and public during the meeting. He favors staff doing a better job collecting data for "Version 4.0." There should also be a "Nuisance Ordinance" included with the proposed Ordinance. Staff should be looking at long term issues and propose changes that will affect all of Claremont, not just moving it around. The Long Beach Ordinance has only been in effect for one year, there are some legal issues with it, but it does have some elements that may work. He recommends staff to collect more data, provide a comprehensive packet, speak with the community, and act less to appease the hotel operators. In the meantime, we should actively enforce the existing Ordinance.

Chair Jones echoed the Commissioners' comments and appreciated the public's attendance. It was not her intent to upset anyone with the time limit. She wanted to hear everyone's concerns and not have the conversation continue into the late hours. She concurs that no vote should be made tonight. For the future, she requested that staff not provide new information during the meeting. Time is needed for the Commission and public to review the information. She asked for options to continue the item.

The Commissioners consulted with City Attorney Patterson on the options to continue the items. She provided the following options: 1) create an Ad Hoc Committee, 2) create a Joint Meeting of the Planning and Police Commissions, or 3) refer the item back to the Police Commission to restudy. She also stated that the ordinance is very similar to the Long Beach Ordinance; it just got reorganized to match our codes. Staff will be able to provide a side-by-side comparison in the future meeting.

Chair Jones stated that the Joint Planning and Police Commissions Meeting will be a workshop and will be noticed so that the public may attend. Staff will then be able to create "version 4.0" to bring back to the Planning Commission. She requested that the meeting be held during the daytime.

Commissioner Andersen requested that we look beyond the Long Beach Ordinance for references and more data.

Commissioner Gonzalez requested for more data regarding prostitution arrests.

Chair Jones requested for more data to determine if what we are doing is working.

Commissioner Alvarez requested for as much information as possible, so we are sure we are doing the right thing.

Vice Chair Emerson is in favor of the joint meeting. Public input is needed.

Commissioner Andersen moved that the Planning Commission continue An Amendment To The Claremont Zoning Code (Title 16 To The Claremont Municipal Code) That, If Adopted, Will: (1) Repeal Section 16.051.060 Titled Hotels/Motels; (2) Replace Section 16.051.060 With A New Chapter 16.101, Also Titled Hotels/Motels; And (3) Add New Sections To Chapter 16.900 (Definitions) Pertaining To Hotels And Motels (Collectively Referred To As The "Hotel/Motel Ordinance") to a date uncertained; seconded by Commissioner Alvarez; and, carried on a roll call vote as follows:

AYES: *Commissioner – Andersen, Alvarez, Edwards, Emerson, Gonzalez, and Jones*
NOES: *Commissioner - None*
ABSENT: *Commissioner – Rahmim*

REPORTS

This item starts at 2:58:53 in the archived video.

Commission

Commissioner Comments

Commissioner Emerson requested that staff look into providing a comprehensive citywide general circulation plan that includes parking, walking, biking, and other mobility paths.

Staff

Briefing on Council Meetings

Director Johnson reported on items of interest from the previous City Council meeting.

Briefings on Other Items

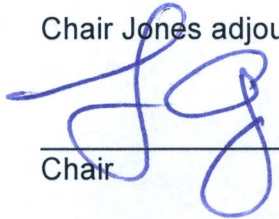
There was no report.

Upcoming Agendas and Events

Director Johnson described future items that will be coming before the Commission.

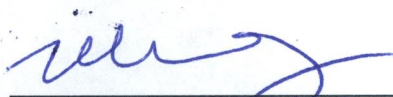
ADJOURNMENT

Chair Jones adjourned the meeting at 10:07 p.m.



Chair

ATTEST:



Administrative Assistant

**JOINT PLANNING COMMISSION & POLICE COMMISSION
SPECIAL MEETING MINUTES**

Saturday, January 28, 2023 – 10:00 a.m.

Pomona College - Rose Hills Theatre

170 East 6th Street, Claremont, California

Meeting Conducted Via In-Person and Video Recording is Archived on the City Website
<https://www.ci.claremont.ca.us/government/city-council/watch-city-council-meetings>

CALL TO ORDER

Chair Jones called the meeting to order at 10:00 a.m.

PLEDGE OF ALLEGIANCE

ROLL CALL

PRESENT

PLANNING COMMISSIONERS: ANDERSEN, ALVAREZ (arrived at 10:02), EDWARDS, EMERSON, GONZALEZ (Via Zoom), JONES, AND RAHMIM

POLICE COMMISSIONERS: DELEO, MARGIOTTA, MASON, PEREZ, TALBOT, AND TIRRIE

ABSENT

PLANNING COMMISSIONER: NONE

POLICE COMMISSIONER: MOHAMED

ALSO PRESENT

Katie Wand, Assistant to the City Manager; Alisha Patterson, City Attorney; Brad Johnson, Community Development Director; Aaron Fate, Police Chief; Chris Veirs, Principal Planner; Mike Ciszek, Police Captain; Jason Barber, Community Improvement Coordinator; Brad Fliehmman, Building Official; Adam Pirrie, City Manager; Jamie Earl, Assistant City Manager; Lindsey Coe, Administrative Assistant; and Nhi Atienza, Senior Administrative Assistant

ADMINISTRATIVE ITEM

PROVIDE DIRECTION REGARDING AMENDMENTS TO THE CITY'S EXISTING HOTEL/MOTEL ORDINANCE

Group one decisions starts at 0:06:05 in the archived video.

Katie Wand, Assistant to the City Manager presented a PowerPoint presentation regarding the key decisions in Group One. Staff addressed Commissioners' inquiries regarding: a) staff's view on minimum hourly requirement; b) definition of nuisance; c) crime data in relation to hourly rates; d) location of sex activity; and e) definition of soliciting.

Chair Jones invited public comments to Group One.

Ginger Elliott is a resident. She suggested amending versions two or three of the ordinance as a means to attacking the criminal activity. Staff should write the ordinance in the strictest way possible. Meaning sticking to the overnight stays, registration, recording keeping, and implementation of a CUP for unusual circumstances that would need specific adjustments. She is very impressed with staff's work on this issue.

Wendy Ramallo is a resident of the I-10 corridor and is directly affected by what's going on at the motels. The sex act is one component of issue, we need to look at the other dangerous activity such as the sale and trafficking of drugs, weapons, and the harm cause to our officers and residents. She cited State Code 347 for nuisance. The ordinance and code enforcement are tools, but legal action against businesses is the biggest club. Legal action requires staffing. All these tools must be interrelated to be successful.

Bryan Trunik is very angry with the City. Staff has not done their jobs for years. An ordinance is needed. If a hotel needs an exception, they should apply for a CUP and go through the process. He noted that the previous general manager was paid by the pimps, two folks walking through his yard, and no long term stays are allowed in Claremont.

Andrew Behnke, General Manager of Double Tree Hotel spoke to the following items: a) confirmed that General Manager at Motel 6 was paid under the table and he has been offered the same deal; b) proposed nuisance ordinance with code updates based on business models of hotels; c) need exception for consecutive length of stay; d) don't limit cumulative length of stay since people have various reasons; e) don't impose minimum hour of stay as PD as stated that it's not an issue; and f) yes to allow hotel to vary pricing based on the length of stay.

Paul Wheeler stated that these motels do not deserve any special rights for their bad behavior. The City has the right to control their lot line and business license. He applaud the City for the effort, but this should have happened faster and leadership to need to do so.

Jim Keith spoke to raising our expectations of what we want the area to be. This process should be separated. Claremont has prohibited short term rentals and cheap room rates attract people who want a cheap "tryst". Hourly and day use rates will benefit Double Tree and make it worst for the problem hotels. If an exception is needed, the CUP process should be applied. Residents know that the 30-day stay is not being enforced and we know that the traffickers are the ones staying more than 30 days, not the professors.

Vicki Noble is encouraged by the process of creating a new ordinance and hopes that the process proceeds quickly as two homes in Westarms have gone up for sale this month. She was able to encourage another to remodel his home and stay. She is glad that for sale signs are not permitted in the front yards.

Darvin (via Zoom) is most impacted by what's going on at the motels, he is embarrassed of what he's seeing and does not feel safe. The problem is gotten worse over the years. Seems like the City is working against the residents, version two is written in favor of the motels. He is opposed to getting rid of the 60-day cumulative stay.

Jerry Klasik stated that the current Knights Inn is not a registered business in Claremont, the motel is registered as University Inn. The sign needs to be changed immediately so that people are not using the business under false pretense.

Sonja Stump stated that a strong ordinance will fix the issue, along with enforcement and leadership. Claremont has standards and needs to change the atmosphere, especially for the neighbors. The problem is moving north and we need to act fast. She thanked Mr. Behnke for doing a good job with the Double Tree.

There were no requests to speak.

Commissioner Mason responded to Chair Tirrie's inquiry regarding the discussion around not naming the scope around nuisance hotels. The statement of direction had three components: 1) ordinance, 2) law enforcement, and 3) nuisance action. The nuisance action should be agenized for a future meeting. The Commission can only recommend this action, only our City Council and City Attorney can act on this.

Commissioner Andersen agrees with Mr. Behnke on carving out exceptions, then the question is will it go through the CUP process or Community Development Director. He inquired how the updated ordinance will bring about a succession to what's going on.

City Attorney Patterson stated that we have tools such as the nuisance procedure, existing ordinance, and codes. The purpose of the updated ordinance is to layout expectations moving forward. Two tools that the Police Department would like to add are security cameras in the common areas and parking, and the ability to request for a credit card. For code enforcement, we would like to add a chapter that consolidates all the expectations in one location.

Chief Fate confirmed with Commissioner Andersen that the ability to request for a credit card will make a big difference.

Commissioner Perez is hoping to fast forward our recommendations to City Council. The ordinance is a long term solution. Nuisance abatement through the court process is the short term solution. There are a lot of other issues, but the criminal activity needs to be number 1. We need to use the civil code provide relief to our residents.

Commissioner Alvarez stated that the ordinance should blanket all hotels/motels, and exceptions are reviewed through the CUP process.

Commissioner Margiotta encouraged the City to pursue all three avenues, especially the nuisance abatement considering the 1.6 million deficit between the costs of service calls to the revenue from the hotels. This is not only a safety issue, it's an economic issue.

Commissioner Edwards understands that we need to act fast. The proposals presented target the activity. He is concern about certain exclusions, but also recognize the hotels that are operating professionally. This is a good start and we need to come back to the nuisance abatement.

Commissioner Mason agrees with Commissioners Margiotta and Perez.

Commissioner Rahmim stated that the problem surrounds the three motels is the south. The activity is unacceptable and the neighbors are miserable. He wonders if life in the south would be better off without the motels, considering the owners lack of care for Claremont and loss in revenue due to service calls. He inquired about the nuisance abatement process. The City needs to stop playing "footsies" and focus on the central issue.

City Attorney Patterson reviewed the nuisance abatement process with Commissioner Rahmim and clarified the zoning process with Commissioner DeLeo. The City cannot decide what will be built once rezoned. We need to focus on the ordinance and use the existing tools in the code, which will be consolidated.

Commissioner Gonzalez stated that the scope should encompass all the motels/hotels. Her concerns include: a) the effectiveness of the revised ordinance if we have not used our existing tools, b) data collection, and c) the enforcement coordination.

Commissioner Talbot wants to be mindful that what we agreed upon gets done and the mechanisms we put in place have teeth for enforcement.

Commissioner Emerson stated that the ordinance should be applied to all the motels/hotels, with the inclusion of a CUP process for exceptions. The City seems hesitant and should be using legal actions against these motels, we are not using the tools. He inquired about the use of the false name "Knights Inn" and if there are exceptions in special plan districts. He agrees with the broad definition of Guest.

Chair Tirrie stated that we should not take away any power from our existing ordinance, but instead make it stricter, with a focus on a general ordinance with the CUP curve out.

| KEY DECISIONS – GROUP 1 |
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| <p>KEY DECISION #1: Should the ordinance: (1) <i>proactively</i> apply to all hotels/motels (like Versions 1.0-3.0); or (2) only apply <i>reactively</i> to motels that have been declared a "nuisance" through nuisance abatement proceedings (like LB's ordinance)?</p> <p>Staff Rec: Version 3.0 – <i>proactively</i> apply to all hotels/motels, including heightened requirements for freeway motels.</p> <p>Majority Vote: Supports staff's recommendation.</p> |
| <p>KEY DECISION #2A: Should the ordinance be a standalone chapter (as opposed to a section in the City's Chapter of regulations for Commercial Districts)?</p> <p>Staff Rec: Yes.</p> <p>Majority Vote: Supports staff's recommendation.</p> |
| <p>KEY DECISION #2B: Should the ordinance stay in the Zoning Code (Title 16) or be moved to Title 5 of the Municipal Code ("Business Regulation")?</p> <p>Staff Rec: Keep the ordinance in the Zoning Code (Title 16).</p> <p>Majority Vote: Supports staff's recommendation.</p> |
| <p>KEY DECISION #4A: What should be the limit for <i>consecutive</i> length of stay?</p> <p>Staff Rec: 30 days.</p> <p>Majority Vote: Supports staff's recommendation. May be considered for a CUP process.</p> |
| <p>KEY DECISION #4B: What (if anything) should be the limit for <i>cumulative</i> length of stay?</p> <p>Staff Rec: There should be no limit for cumulative length of stay, but hotels/motels must require guests to remove all of their belongings between stays to allow for regular cleaning and</p> |

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| <p>maintenance.</p> <p>Majority Vote: Does not support staff's recommendation. May be considered for a CUP process.</p> |
| <p>KEY DECISION #5: Should the ordinance impose a minimum hour requirement on what constitutes an "overnight stay"? (e.g., 12 hours? 18 hours?)</p> <p>Staff Rec: No. The ordinance should simply require rooms be rented for an "overnight" stay (with a narrow, case-by-case exception for "day use" room rentals).</p> <p>Majority Vote: Does not support staff's recommendation. May be considered for a CUP process.</p> |
| <p>KEY DECISION #6: Should the ordinance allow hotels/motels to re-rent rooms if a guest checks out early?</p> <p>Staff Rec: Yes.</p> <p>Majority Vote: Does not support staff's recommendation. May be considered for a CUP process.</p> |
| <p>KEY DECISION #7A: Should the ordinance allow hotels/motels to rent rooms for "day use" on a case-by-case basis? ("Day use" means renting a room for less than a full night's stay.)</p> <p>Staff Rec: Yes, as long as the ordinance requires the City's Community Development Director to carefully vet the hotel/motel's track record of compliance with the law and closely monitor the hotel/motel use of "day use" rates to ensure it does not create any criminal or nuisance activity.</p> <p>Majority Vote: Does not support staff's recommendation. May be considered for a CUP process.</p> |
| <p>KEY DECISION #7B: Should the ordinance allow hotels/motels to offer varied pricing based on length of stay (e.g., lower rates for longer stays)?</p> <p>Staff Rec: Yes</p> <p>Majority Vote: Supports staff's recommendation.</p> |

The Commissions recessed at 12:22 p.m.

The Commissions reconvened at 12:32 p.m.

Group two decisions starts at 2:32:17 in the archived video.

Katie Wand, Assistant to the City Manager presented a PowerPoint presentation regarding the key decisions in Group Two. Staff addressed Commissioners' inquiries regarding: a) senior management signing off on guest register; b) justification of legal action against freeway motels; c) ID scanning; d) creation of false documents from scanning; e) scanner cost; f) PD's process to access records; g) record retention; h) enforcement of data security; i) credit card requirement; j) definition of occupant/guest; and k) definition of freeway motels.

Chair Jones invited public comments to Group Two.

Andrew Behnke spoke to the following: a) cost of responding to calls in the area is 1.2 million; b) cost of a full time officer to patrol the area is \$218,000; c) item #3, a guest is difficult to enforce,

we're better off looking at the occupant; e) item #9A is not needed, all hotels are required to keep a register; f) scanning can be done, the cost of a scanner is \$188 and a stand-alone micro PC is \$300; g) digital check-ins should be a CUP process; and h) record retention should be five years.

Ali Jaffe, new General Manager of Motel 6 stated that in the past three months they have implemented the use of credit/debit card, ID scanning w/ the Hotel Key software (pictures are not captured as it is a violation), parking permits, and are registering guests as any adult to the room. There has been a 50% reduction in service calls. Service calls may include calls for welfare or traffic checks. His background is from Anaheim and he was brought in to fix the problem. He looks forward to working with the staff and neighbors. He wished he spoke to the items in Group One, as it is a violation to remove a guest after 60 days due to tenant rights.

Wendy Ramallo stated that the enhancements proposed are evidence based, legal, and reasonable. This is not a problem with good operators. She supports all the recommendation except the record retention for one year, it needs to be longer.

Bryan Trunik stated that the residents have been going through this for years and he is not sympathetic with the length of the meeting. City staff have been making silly recommendations. These motels should be required to go through the CUP process so that the public is involved. Staff have not been doing their jobs and the neighbors do not trust the City. Motel 6 are not good neighbors.

Sam, owner of Motel 6 apologized for the previous years. The old general manager have been removed. In the past three months, there has been drastic change in the numbers of service calls for motel/traffic issues (23 in November, 14 in December, and 6 in January). They utilize a proprietary software that blocks the image due to legal action, but information is shared willingly with the police department.

Jim Keith spoke on the following items: a) we should consider the City of Long Beach and Pomona's requirement for the 12 hour minimum stay and not eliminate our current 18 hour minimum requirement; b) we should have a staff request to see the register to ensure that what we're proposing is recorded, this will also show if a guest has stayed more than 30 days; and c) guest required to be in the guest register is impossible, parking control with a key will change the current brothel activity. He is happy that the frequency is less now.

Charles Hepperle (via Zoom), resident agrees with Jim's statements.

Darvin (via Zoom) spoke on the following items: a) the Community Development Director should not be granted the right to provide special privileges, such as day use and digital check ins; b) correction to Commissioners Rahmim's comment, he never had a prostitute in his front yard, it was on American and Indian Hill; c) what the motels are costing the City is a good angle to look at, but he agrees with City Attorney Patterson that if we get rid of the motel, we are not guaranteed what the replacement will be. He would just be happy if the motel was properly operated; and d) 57% of the sales tax is from south Claremont, 15% from the village, and 17% from the Foothill corridor, and look at the way we are treated. There is an inequity and we need to change this; and e) we need to follow through the ordinance.

There were no requests to speak.

Commissioner Andersen stated that section 9c should be done with a CUP and the record retention should be more than one year.

Commissioner Margiotta concurs with Commissioner Andersen. She inquired if no image scanning is an industry standard. She is not sure how enforceable or realistic the definition of Guest is.

Commissioner Gonzalez concurs with the previous comments.

Commissioner Mason stated that the ordinance presented to the Planning Commission had been modified from its original form and he request that it not be done again. The original document prepared by the Police Commission Subcommittee proposed a three year retention period, 18 hour stay minimum, and inspection requests. This is a watering down of the document and rejects the modifications by staff. He is not sympathetic to Motel 6.

Commissioner Alvarez stated that the definition of guest and the guest register should be extended to all motels/hotels and the retention period should be seven years. Chief Fate confirmed that Motel 6 does share information with the police department, but not with staff.

Commissioner DeLeo concurs with Commissioner Mason. He is also in accordance with Jim Keith's comments regarding courted off parking with key cards for all freeway hotels.

Commissioner Edwards stated that the ordinance should apply to all motels/hotels and the ones that need exclusions can apply for an exception. The reach of the activity is shown to go beyond the freeway motels.

Commissioner Talbot amplified Commissioner Mason's comments. It bothers him that months of volunteer time devoted to the issue has been underwritten.

Commissioner Rahmim stated that enforcement has been left to the motels to manage and this is not working. Seems like a lot of the restrictions have been lifted, noting the one-year retention is the wrong direction.

Commissioner Emerson spoke on the following items: a) definition of Guest shall be the person paying and the primary user shall be the occupant; b) freeway motel/hotel should be defined in the definition section; c) every motel/hotel should keep a guest register; d) scanning should not be required, staff can simple write the information; e) he is not too clear on digital check-in, Andrew Behnke provided more information on the Hilton Honors Program and the digital check-in process; f) record retention should remain at the current four years, going to five to seven years is fine too; and g) staff needs to specify how long a guest register should be retained.

Chair Tirrie spoke on the following items: a) the ordinance should be written as a stringent blanket ordinance with the CUP process to support properly operating businesses; b) she concurs with the definition of Guest as defined in Version 1; c) record retention is the cost of doing business, she supports the suggested seven years retention; and d) for a future date, she would like to know if the number of welfare checks are specific to this hotel and what the calls relate to.

Chief Fate stated that welfare checks varies for any reason and they are usually in areas that have activity.

KEY DECISIONS – GROUP 2

KEY DECISION #8A: Should the ordinance require guests to provide a valid credit/debit card as a way to verify their identity?

Staff Rec: Yes.

Majority Vote: Supports staff's recommendation.

KEY DECISION #8B: Should the ordinance allow guests to pay for rooms with cash?

Staff Rec: Yes, if guests are required to present a valid credit/debit card.

Majority Vote: Supports staff's recommendation. May be considered in a CUP process.

KEY DECISION #9A: Which hotels/motels should be required to keep a guest register? (All hotels/motels? Freeway motels only? Hotels/motels that have been declared to be nuisances only?)

Staff Rec: Freeway motels only (more likely to attract criminal and nuisance activity as a result of their location and configuration).

Majority Vote: Supports staff's recommendation for all motels/hotels.

KEY DECISION #9B: Should hotels/motels be required to scan images of a guest's Identification Documents?

Staff Rec: No, but the freeway motels should be required to gather key pieces of information from the Identification Documents that law enforcement would need for an investigation (name, date of birth, license number), and an employee should be required to attest that picture on the guest's Identification Documents matched the guest.

Majority Vote: Supports scanning for all motels/hotels.

KEY DECISION #9C: Should the ordinance allow the City's Community Development Director to allow a hotel/motel to offer digital check ins?

Staff Rec: Yes, on a case-by-case basis if hotel/motel is in full compliance with ordinance and has no history of criminal activities.

Majority Vote: Does not support staff's recommendation. May be considered for a CUP process.

KEY DECISION #9D: What is the appropriate retention period for hotel/motel records, including the guest register?

Staff Rec: 1 year.

Majority Vote: Does not support staff's recommendation. It should be no less than four years.

KEY DECISION #3: How broadly should the ordinance define the term "guest"? This definition is important because, the draft ordinances propose that, for freeway motels only, all "guests" must be included in the motel's guest register, and the motel must verify their identity.

Staff Rec: Define "guest" broadly to encompass almost every person who enters a hotel/motel room, even if they are not staying overnight. Include visitors of occupants in the definition of "guest." Exclude hotel/motel employees and minors in the care or custody of a guest.

Recommended change to Version 3.0 – Define "guest" to include the person paying for the room, even if they do not enter the room (e.g., "straw buyers").

Majority Vote: Ordinance should apply to all motel/hotel. Freeway motel does not need to be defined. Definition of Guest should be “any occupant authorized to have a room key and to enter the room by the payer” as suggested by Andrew Behnke.

The Commissions recessed at 2:16 p.m.

Commissioner Andersen left the meeting at 2:16 p.m.

The Commissions reconvened at 2:22 p.m.

Group three decisions starts at 4:23:16 in the archived video.

Katie Wand, Assistant to the City Manager presented a PowerPoint presentation regarding the key decisions in Group Two. Staff addressed Commissioners’ inquiries regarding: a) warrantless inspections; b) parking and fencing; c) approved budget for a police officer and code enforcement officer; and d) warrantless inspection consistent with the Patel case.

Chair Jones invited public comments to Group Three.

Andrew Behnke, General Manager of the Double Tree Hotel spoke on the following items: a) secured parking is impossible, as his hotel has shared parking; b) he’s not too sure on permit parking, as his hotel has shared parking; c) cctv cameras would cost over \$100,000 and requested that the City offset the cost, if implemented; d) no comments regarding the prohibition of kitchen amenities; e) no problems with security and cleanliness; f) requirement of a long-term stay hotel be in amenity rich location should not be included; g) the Double Tree Hotel is all interior corridor.

Wendy Ramallo spoke on the following items: a) thanked City staff for all the hard work, there has been information sharing, and she’s coming away a more informed resident; b) enhanced enforcement, provisions, and public transparency is the best recommendation we can give City Council, including requesting for specific staffing resources; c) the long-term stay in relation to amenities should be removed, the built environment decisions have increased crime and inequity in the south.

Sue Keith stated that the treatment of the residents to the south is not a testament to equality. If we were equal, the I-10 would be attractive and safe. Equity should be the focus.

Bryan Trunik spoke on the following items: a) a CUP process should be put in place for exceptions; b) he does not trust the City, therefore a community member must be included in the CIT; and c) the Architectural Commission did a great job.

Jim Keith spoke on the following items: a) he rescinded his request for fenced parking; b) video surveillance is a must, it does not need to be \$100,000; c) request to motel staff to review records; d) quarterly reports from the City Energy Departmental Mental Team is excellent; and e) his new request for an assigned Sargent the area.

Sam, owner of Motel 6 spoke on the following items: a) concerns over guest privacy once guest register is turned over for review; b) secured parking is a concern since Motel 6’s parking is also used for deliveries; and c) possible sale of Motel 6 to the City.

There were no requests to speak.

Commissioner Alvarez spoke to the following items: a) cctv cameras should be for all motels/hotels; b) he is concerned about the kitchen facilities, due to the fire hazard; c) we need to make sure we meet the Patel case regarding warrantless inspections; and d) he likes the CIT.

Commissioner Margiotta wondered if cameras would be just effective on their own. She received confirmation that footage would be included in the warrantless inspection. Items # 12 and 14 are not in her purview. She likes the interdepartmental team proposal.

Commissioner Gonzalez had no comments.

Commissioner Mason inquired how item #12 came about, it's not what the committee presented. City Attorney Patterson stated that it was a clean-up item.

Commissioner Perez had no comments

Commissioner Edwards is not sure why item #14 is part of the discussion, as it is contrary to the mindset of visitors enjoying and venturing around. The CIT is a great idea and including a community member is essential.

Commissioner DeLeo rescinded his comment regarding gated parking and key car parking.

Commissioner Rahmim spoke on the following items: a) Motel 6's parking is not intermingled with the other businesses; b) the need to treat Motel 6 differently, as they historically have not been good neighbors; c) we should stick to the tighter restrictions; e) the CIT is a great idea.

Commissioner Talbot requested that the Police Commission receive quarterly report from the CIT.

Commissioner Emerson spoke to the following items: a) permit parking for all and secured parking, only if it's practical; b) cctv cameras for all in common areas and entry ways; c) no comments on item #13; d) open spaces should be eliminated on item #14; e) item #15 is ok; f) item #16 is good; g) item #17 should include a key reference on enforcement; h) item #18 is a great idea and needs to include the process to deeming a nuisance.

Commissioner spoke on the following items: a) keep the existing with the use of a CUP for item #12; b) she concurs with Commissioner Margiotta regarding the cctv footage; c) keep the existing with the use of a CUP for item #14; d) she agrees that a community member from the impacted area and an additional staff member should be included on the CIT.

Chair Jones confirmed that long term stay hotels would require a CUP and encouraged the Commission to think about changing long term provisions to include kitchens in new hotels.

KEY DECISIONS – GROUP 3

KEY DECISION #10: Should the ordinance require secured parking or permit parking for hotels/motels?

Staff Rec: Require permit parking for freeway motels only (more likely to attract criminal and nuisance activity as a result of their location and configuration). Do not require secured parking

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| <p>for any hotels or motels.</p> <p>Majority Vote: Supports staff's recommendation for all motels/hotels. May be considered for a CUP process.</p> |
| <p>KEY DECISION #11: Should the ordinance require hotels/motels to have CCTV cameras in their common areas and parking areas?</p> <p>Staff Rec: Yes, for freeway motels only (more likely to attract criminal and nuisance activity as a result of their location and configuration).</p> <p>Majority Vote: Supports staff's recommendation for all motels/hotels. May be considered for a CUP process for cctv camera in parking areas only.</p> |
| <p>KEY DECISION #12: Should hotel/motel guest rooms be prohibited from having a kitchen or cooking facilities, other than a microwave and small refrigerator, except in long-term stay hotels?</p> <p>Staff Rec: Eliminate prohibition on guest rooms in hotels/motels having kitchens or cooking facilities.</p> <p>Majority Vote: Tabled item for Planning Commission's review.</p> |
| <p>KEY DECISION #13: Should the ordinance explicitly outline site and operational requirements, like security, cleanliness, room furnishings, and the condition of the exterior of the property and common areas?</p> <p>Staff Rec: Yes.</p> <p>Majority Vote: Supports staff's recommendation.</p> |
| <p>KEY DECISION #14: Should the ordinance require long-term stay hotels to be located in an area with a "concentration of amenities" for guests, including restaurant retail, recreation, open space, and exercise facilities.</p> <p>Staff Rec: Yes.</p> <p>Majority Vote: Tabled item for Planning Commission's review.</p> |
| <p>KEY DECISION #15: Staff recommends Version 2.0 or 3.0 to remove warrantless inspection requirement.</p> <p>Majority Vote: Warrantless inspections shall be consistent with the Patel case.</p> |
| <p>KEY DECISION #16: What is the appropriate amortization period for hotels/motels to bring their (1) operations, and (2) sites into compliance with the new ordinance?</p> <p>Staff Rec: 3 months for changes to operations; 1 year for physical improvements to site; option for Community Development Director to extend deadlines for hotels/motels making diligent progress toward compliance.</p> <p>Majority Vote: Supports staff's recommendation with a one-time one-year extension for physical improvements.</p> |
| <p>KEY DECISION #17: None</p> <p>Notation: Include reference key for enforcement.</p> |
| <p>KEY DECISION #18: What (if any) types of City and community oversight and reporting requirements should the ordinance require?</p> |

Staff Rec: In response to feedback from the October 4, 2022 Planning Commission meeting and the November 29, 2022 listening session, staff recommends the ordinance include the following additional oversight and reporting features:

1. Like Long Beach, establish a City Interdepartmental Team (CIT) to proactively address criminal and nuisance activities at hotels and motels, particularly at freeway motels.
2. The CIT must prepare quarterly reports on their activities and post them on the City's website.
3. The CIT must provide an annual report to the City Council.

The City must create a comment form, posted on the City's website to allow members of the public to provide feedback on hotels and motels.

Majority Vote: Supports staff's recommendation with the inclusion of a member from the community.

City Attorney Patterson confirmed that CUP runs with the land.

ADJOURNMENT

Chair Jones adjourned the meeting at 3:44 p.m.



Chair

ATTEST:



Administrative Assistant

**PLANNING COMMISSION
REGULAR MEETING MINUTES**

Tuesday, February 21, 2023 – 7 p.m.

Meeting Conducted In-Person and Video Recording is Archived on the City Website
<https://www.ci.claremont.ca.us/government/city-council/watch-city-council-meetings>

CALL TO ORDER

Chair Jones called the meeting to order at 7:00 p.m.

PLEDGE OF ALLEGIANCE

ROLL CALL

PRESENT

COMMISSIONERS: ANDERSEN, EDWARDS, EMERSON,
GONZALEZ, JONES, AND RAHMIM (Via Zoom)

ABSENT

COMMISSIONER: ALVAREZ

ALSO PRESENT

Brad Johnson, Community Development Director; Katie Wand, Assistant to the City Manager; Alisha Patterson, City Attorney; Adam Pirrie, City Manager; and Nhi Atienza, Senior Administrative Assistant

CEREMONIAL MATTERS, PRESENTATIONS, AND ANNOUNCEMENTS

There were no ceremonial matters, presentations, or announcements.

PUBLIC COMMENT

This item starts at 0:00:55 in the archived video.

Chair Jones invited public comment.

There were no requests to speak.

CONSENT CALENDAR

This item starts at 0:02:52 in the archived video.

Chair Jones invited public comment.

There were no requests to speak.

1. Planning Commission Meeting Minutes of December 20, 2022 and Special Joint Planning Commission and Police Commission Meeting Minutes of January 28, 2023
Approved and filed.

Commissioner Andersen moved to approve the Consent Calendar, seconded by Commissioner Gonzalez; and carried on by roll call vote as follows:

AYES: Commissioner - Andersen, Edwards, Emerson, Gonzalez, Jones, Rahmim
NOES: Commissioner - None
ABSENT: Commissioner - Alvarez

PUBLIC HEARING

2. Consider an Amendment to the Claremont Zoning Code (Title 16 to the Claremont Municipal Code) that, if Adopted, Will: 1) Repeal Section 16.051.050 Titled "Hotels/Motels"; (2) Replace Section 16.051.050 With A New Chapter 16.101 Titled "Hotels/Motels"; And (3) Add New Sections To Chapter 16.900 (Definitions) Pertaining To Hotels And Motels (Collectively Referred to as the "Hotel/Motel Ordinance").

This item starts at 0:05:40 in the archived video.

Katie Wand, Assistant to the City Manager presented a PowerPoint presentation. Staff addressed Commissioners' inquiries regarding: a) minimum length of stay hours; b) definition of distance for concentration of amenities; c) issues relating to kitchen facilities; d) legal boundaries with administrative inspections; e) basis for maximum cumulative length of stay of 60 days in 180 days; f) who can initiate the revocation of a Conditional Use Permit (CUP); g) kitchen facilities in Claremont; h) administrative search process; i) declaring a business a nuisance process; and j) why the City has not pursued the nuisance path.

Chair Jones invited public comment.

Vicki Noble has personally seen the interior/exterior condition of the Knights Inn. Although there may be some improvements, she would not recommend any of the freeway motels. The new ordinance can have a significant change, but falls short on cleanliness. Bedding and towels should be changed between three to seven days. The quality of life in South Claremont has been in rapid decline living amongst the prostitution, drugs, and physical decline of the motels. She requested that staff not fall short on identifying cleanliness standards.

Ginger Elliott is uncomfortable that the contact information for an inspector is provided for fear of influence or pressure.

Sonja Stump thanked staff for all their hard work. She understands that the process may take a long time, but with proper analysis and input, we will end up with a better result. She requested that the City take out the sentence regarding not using the volume of calls by the hotel/motel operator as evidence of a public nuisance. The City Interdepartmental Team (CIT) community member should be an officialized member of staff.

Jim Keith spoke to the following items: a) he is pleased with the improvements; b) the CIT community member can participate in the physical inspections, not necessarily everything; c) take out the sentence regarding not using number of service calls as evidence of a public nuisance; d) the 60 day limit is a historic limit due to voucher usage; e) the duration of the register not being inspected for a person to have the motel's address on their driver's license;

and f) in the ordinance introductions, he suggested including the language that “we are reacting to something that has become worst in the past two and a half years”.

Ali Jaffrey, new General Manager of Motel 6 stated that there have been improvements with the City’s direction. Motel 6 is compliant with voluntary inspections and the police department, breaking ground on the landscaping plans approved by the Architectural Commission, and is working with City staff frequently to move in the right direction. He concurs with staff’s recommendation on re-renting of rooms and is concerned about the warrantless inspection language since Motel 6 is compliant.

Charles Hepperle (via Zoom) thanked staff for offering a lot of the alternative language submitted. He hopes that once passed, this ordinance will be strictly enforced. He recommended changing the minimum stay hours from 18 to 12 and adding the word “recording” to the CCTV requirement.

Jerry Klasik (via Zoom) is thrilled with all the improvements presented. If staff is worried about the lack of amenities, the use of lack of open space is not a valid excuse since Rancho San Jose and Wheeler Park are relatively close by. She thanked Katie Wand for listening and incorporating the community’s feedback.

There were no other requests to speak.

KEY DECISION #6: Should the ordinance allow hotels/motels to re-rent rooms if a guest checks out early? - The Commission unanimously concurred with the revised language.

The Commission confirmed the Joint Commissions’ recommendation to leave the length of stay at 18 hours for motels.

KEY DECISION #11: Should the ordinance require hotels/motels to have CCTV cameras in their common areas and parking areas? - The Commission unanimously concurred with the revised language to add “recording” to sections E.1, E.2, and E.3.

KEY DECISION #12: Should hotel/motel guest rooms be prohibited from having a kitchen or cooking facilities, other than a microwave and small refrigerator, except in long-term stay hotels? – The Commission concurred to remove this section, with Commissioner Edwards dissenting.

KEY DECISION #13: Should the ordinance explicitly outline site and operational requirements, like security, cleanliness, room furnishings, and the condition of the exterior of the property and common areas? – The Commission unanimously concurred with the language with the addition of “(at a minimum of three days)” to the linens and towels sections and daily trash removal.

KEY DECISION #14: Should the ordinance require long-term stay hotels to be located in an area with a “concentration of amenities” for guests, including restaurant retail, recreation, open space, and exercise facilities? – The Commission concurred to strike the provision completely, with Commissioner Andersen dissenting.

KEY DECISION #17: An informational section will be added to the Hotel/Motel Ordinance that clarifies the enforcement options that exist within the Claremont Municipal Code. - The Commission unanimously concurred that Section 16.101.04 L.2 will be revised to add the word “business”.

KEY DECISION #18: What (if any) types of City and community oversight and reporting requirements should the ordinance require? – The Commission discussed the CIT’s participation as a limited role vs. a codified staff of the City. Assistant to the City Manager Wand clarified that the CIT’s role is for transparency. The limited role is to protect the City’s legal proceedings. The Commission unanimously concurred to leave the proposed language as-is and add the word “of” after operator.

Commissioner Rahmim is happy with the improvements. He would vote for the package.

Commission Gonzalez has had and still has misgivings regarding this issue, but feels that this is the only option that the Commission has. The employee attestation form should be completed by management, not just any employee.

Commissioner Andersen concurred with Chief Fate’s recommendation to keep the record retention at four years. He requested that the daily parking placard specify the exact date(s) of stay and the vehicle license plate number.

Commissioner Edwards clarified a typo to Section 16.101.040 B.4, Exceptions for Digital Check-Ins.

Vice Chair Emerson inquired about horizontal sliding door locks and aftermarket window tinting, and recommended the following revisions:

1. 16.101.010 Identification Documents - Add “or passport card” after passport. The Commission unanimously concurred with this recommendation.
2. 16.101.040 A.2 and B.4.b – Add “or nuisance” after criminal. The Commission unanimously concurred with this recommendation.
3. 16.101.040 B.5 - “i.e” should be “e.g.”
4. 16.101.040 D.1 – Add “or” before “an employee of the hotel/motel.”
5. 16.101.040 I - A numbered item should be added to read, “Exterior screens, if present, shall fit the opening completely and to be in good repair without holes, rips, or tears.” The Commission concurred with this recommendation.
6. 16.101.040 J.2 – Add code compliant language regarding lighting for safe passage.
7. Rescinded his request to add “one” to 16.101.60 B.

Chair Jones had no comments.

Commissioner Emerson moved that the Planning Commission adopt Resolution No. 2023-01 OF THE PLANNING COMMISSION OF THE CITY OF CLAREMONT, CALIFORNIA, RECOMMENDING THE CITY COUNCIL APPROVE AMENDMENTS TO TITLE 16 OF THE CLAREMONT MUNICIPAL CODE TO: (1) REPEAL SECTION 16.051.050 TITLED “HOTELS/MOTELS”; (2) REPLACE SECTION 16.051.050 WITH A NEW CHAPTER 16.101 TITLED “HOTELS/MOTELS”; AND (3) ADD NEW SECTIONS TO CHAPTER 16.900

(DEFINITIONS) PERTAINING TO HOTELS AND MOTELS. (CITY-INITIATED); seconded by Commissioner Andersen; and, carried on a roll call vote as follows:

AYES: ***Commissioner - Andersen, Edwards, Emerson, Gonzalez, Jones, Rahmim***
NOES: ***Commissioner - None***
ABSENT: ***Commissioner - Alvarez***

This decision can be appealed within ten calendar days.

The Commission recessed at 9:19 p.m.

The Commission reconvened at 9:25 p.m.

ADMINISTRATIVE ITEM

3. Local Historic Preservation Study Session Presented by Claremont Heritage

This item starts at 2:25:20 in the archived video.

Commissioner Rahmim left the meeting at 9:28 p.m.

David Shearer, Executive Director of Claremont Heritage, presented a PowerPoint presentation.

Chair Jones invited public comment.

There were no requests to speak.

REPORTS

This item starts at 2:46:34 in the archived video.

Commission

Commissioner Comments

There were no comments.

Staff

Briefing on Council Meetings

Director Johnson reported on items of interest from the previous City Council meeting.

Briefings on Other Items

There was no report.

Upcoming Agendas and Events

Director Johnson described items that will be coming before the Commission at the March 7, 2023 meeting.

ADJOURNMENT

Chair Jones adjourned the meeting at 9:52 p.m.

Chair

ATTEST:

Administrative Assistant

Statement of Direction Regarding Enforcement of Laws Regarding Prostitution and Related Criminal Activity

Police Commission Ad Hoc Committee on Crime Related to City Motels

(Caleb Mason, Becky Margiotta, Frank Bedoya)

The Ad Hoc Committee has received and considered feedback, comments, and information from numerous members of the public, including the Safe and Healthy Housing Committee, and the Police Department, regarding prostitution and other criminal activities occurring in and around three motels located near the I-10 interchange: Motel 6, Claremont Lodge, and Knights Inn (“Motels”), with the apparent complicity or tolerance of the management of the motels. The community does not wish to tolerate this situation any longer. The Ad Hoc Committee recommends that the Commission approve three recommendations to the City Council, and one statement of support and guidance to the Department. The recommendations are as follows:

- (1) The City Council should direct the City Attorney to research and consider available legal processes, including a potential actions and remedies under California’s public nuisance and Red-Light Abatement laws, including Penal Code § 11225 *et seq.*;
- (2) The City Council should consider, modify in its discretion, and adopt the Statement of Direction set forth herein.
- (3) The City Council to consider adoption of a Motel Ordinance including the core elements set forth in the draft proposed ordinance set forth herein, while taking into account all relevant policy considerations including economic disparities. The City Council should direct the City Attorney to review and edit the proposed ordinance so as to harmonize it with existing code provisions, and to prepare a final version to be reviewed and adopted by the City Council.

Statement of Direction

- a. Prostitution, solicitation, and human trafficking are crimes. We do not want prostitution, solicitation, and human trafficking in our community. To the extent that anyone deems Claremont a “hands off” city with respect to enforcement actions related to prostitution, we firmly and expressly dispel that notion. We request and advise the Police Department, together with other City agencies, to take a more aggressive approach to investigating, combatting, and deterring these crimes and the use of the Motels to facilitate them.
- b. We recognize that many individuals working in the sex industry are victims themselves, and our primary goal for such individuals is their safety and well-being.
- c. The ultimate targets of law enforcement in the area of prostitution should be the people trafficking, recruiting, and profiting from prostitution.

- d. Therefore, we recognize that our Police Department can and should directly contact, and if appropriate, arrest, individuals suspected of prostitution and related crimes, as part of a program of obtaining the information necessary to move against the organizations trafficking them. We recognize the Police Department's authority to do so and we advise the Police Department to use that authority, while remaining cognizant of the overarching goal of helping those individuals escape the industry whenever possible.
- e. We recommend that the Police Department coordinate when possible with public and private support services agencies, including Project Sister, to offer services to individuals arrested for prostitution, to help them escape the industry.
- f. We likewise recognize that arrests of individuals suspected of solicitation ("Johns") can have a significant deterrent effect on human trafficking, and we encourage the Police Department to use such tactics to reduce the demand for prostitution as part of its efforts to identify and shut down organizations involved in trafficking.
- g. We recognize the Police Department's expertise in making the determination of when and whether arresting an individual suspected of prostitution may be a viable tactic in building a case against such an organization.
- h. We support and encourage the Police Department's cooperation and coordination with other agencies, including the Pomona Police Department, in order to enhance the effectiveness of both our cities' operations.

Proposed Motel Ordinance

(Draft Language to Be Reviewed/Edited as Necessary by City Attorney)

- A. Every owner, manager or operator of any hotel or motel within the City shall keep a register in which shall be entered the name and address of each guest, and a photograph or scanned image of the guest's Identification Documents as defined herein, prior to the guest's occupancy of any room, and which shall record which guest has rented which room. No owner, manager or operator of any hotel or motel shall let, lease, or rent a hotel or motel room to any person without first reviewing and photographing or scanning the guest's Identification Documents, as set forth herein.
- B. Acceptable Identification Documents are, exclusively, any one of the following documents: (1) current U.S. Passport; (2) current state-issued driver's license; (3) current state-issued non-driver identification card; (4) current United States military identification. An Identification Document accepted by the owner, manager, or operator of any hotel or motel within the City must include a photograph of the guest presenting it that the owner, manager or operator of the hotel or motel recognizes as a photo of the guest. For avoidance of doubt, any document that is represented by a guest to be one of the above documents, but which does not include a photo, or does not include a photo that the owner, manager or operator of any hotel or motel recognizes as the photo of the guest, is not an acceptable Identification Document under this provision.
- C. No owner, manager, or operator of any hotel or motel shall, let, lease, or rent a hotel or motel room to any person who does not (a) present one of these Identification Documents, and (b) permit the Identification Document to be photographed or scanned

and maintained by the owner, manager, or operator of the hotel or motel pursuant to this ordinance.

- D. The register shall indicate the day, month, year and hour of arrival of each guest and the number or other identifying symbol of location of the room, dwelling unit or space rented or assigned each guest and the date that such guest departs. Each entry in the Register shall also include a photograph or legible scan of the Identification Document presented by the guest associated with that entry. The individual employee, owner, manager, or operator who examines the Identification Document presented shall also sign the register attesting to his or her examination of the Identification Document and confirmation that the photo is that of the guest. All such Registers shall be maintained for a period of three (3) years from and after the date of entry. No person shall alter, deface or erase such a register so as to make the information recorded therein illegible or unintelligible.
- E. No owner, manager, or operator of any hotel or motel shall, let, lease, or rent a hotel or motel room for any rate less than a full day's rental rate.
- F. No owner, manager, or operator of any hotel or motel shall, let, lease, or rent any hotel or motel room more than once in any 18-hour period. The following example illustrates this provision for avoidance of doubt: if a room is rented at 9 p.m., that room shall not be rented again until at least 3 p.m. the following day.
- G. No owner, manager, or operator of any hotel or motel shall accept cash as payment for letting, leasing, or renting any hotel or motel room within the City, unless such owner, manager, or operator of any hotel or motel also obtains from the guest a valid credit card, and confirms the validity of the credit card with the credit card issuer, for an amount at least equal to a full day's rent, prior to the guest's occupancy of any room.
- H. Every owner, manager or operator of any hotel or motel within the City shall install and maintain in good working order closed-circuit television (CCTV) cameras sufficient to maintain continuous visual coverage of all common areas and all parking areas. The video footage from these cameras must be maintained by the owner, manager or operator for a minimum of 30 days before it is erased or overwritten.
- I. Inspection of all books, records, files, common areas, parking areas, and video footage maintained under this Ordinance, of all hotels and motels that are open for business within the City, may be made at any time by any member of the Police Department for the purpose of determining that the provisions of this Section are met. Refusal to allow such inspection is a violation of this Ordinance.
- J. All hotel and motels within the City must maintain physically controlled access to their parking.

**ATTACHMENT G – Summary of Direction from the January 28, 2023 Joint Planning
and Police Commission Meeting**

The City Attorney drafted the Planning and Police Commissions' Recommended Ordinance (Attachment A) based on the following direction provided during their joint commission meeting:

Key Decision #1 - Should the ordinance: (1) proactively apply to all hotels/motels (like Versions 1.0-3.0); or (2) only apply reactively to motels that have been declared a "nuisance" through nuisance abatement proceedings (like LB's ordinance)?

Direction: The ordinance should apply proactively to all hotels/motels.

Key Decision #2A - Should the ordinance be a standalone chapter (as opposed to a section in the City's Chapter of regulations for Commercial Districts)?

Direction: The ordinance should be a new standalone chapter in the City's Zoning Code.

Key Decision #2B - Should the ordinance stay in the Zoning Code (Title 16) or be moved to Title 5 of the Municipal Code ("Business Regulation")?

Direction: The ordinance should be a new standalone chapter in the City's Zoning Code.

Key Decision #3 – How broadly should the ordinance define the term "guest"?

Direction: Guest should be defined as, "An occupant who is authorized to enter the room and access a key for the room."

Key Decision #4A - What should be the limit for consecutive length of stay?

Direction: The limit for the consecutive length of stay should be 30 days. If a hotel/motel operator wants an exception, they must apply for a conditional use permit (CUP).

Key Decision #4B - What (if anything) should be the limit for cumulative length of stay?

Direction: A guest may stay no more than 60 calendar days in a 180 day period. If a hotel/motel operator wants an exception, they must apply for a CUP.

Key Decision #5 - Should the ordinance impose a minimum hour requirement on what constitutes an "overnight stay"?

Direction: Hotel and motel stays must be for at least one "overnight" stay. Motel stays must be for at least 18 hours. If a hotel/motel operator wants an exception, they must apply for a CUP.

Key Decision #6 – Should the ordinance allow hotels/motels to re-rent rooms if a guest checks out early?

Direction: If a hotel/motel operator wants to re-rent rooms due to a guest checking out early, they must apply for a CUP.

Key Decision #7A – Should the ordinance allow hotels/motels to rent rooms for "day use" on a case-by-case basis? ("Day use" means renting a room for less than a full night's stay.)

Direction: If a hotel/motel operator wants to rent a room for less than a full night's stay (i.e. a day use program), they must apply for a CUP.

Key Decision #7B – Should the ordinance allow hotels/motels to offer varied pricing based on length of stay?

Direction: Yes, the ordinance should allow hotels/motels to offer varied pricing based on length of stay (e.g., lower rates for longer stays).

Key Decision #8A – Should the ordinance require guests to provide a valid credit/debit card as a way to verify their identity?

Direction: Yes, the ordinance should require guests to provide a valid credit/debit card as a way to verify their identity.

Key Decision #8B – Should the ordinance allow guests to pay for rooms with cash?

Direction: Yes, since guests must present a valid credit/debit card for identity verification purposes.

Key Decision #9A – Which hotels/motels should be required to keep a guest register?

Direction: All hotels and motels should be required to keep a guest register containing the following information...

- Guest name
- Date of birth
- Make, model, and license plate number of any guest vehicle parked on site
- Permanent address, if the guest has one
- Dates of occupancy (including date & hour of check in/out times)
- Room rate
- Room number
- Identification number(s) and issuing jurisdiction from the identification document(s)
- Employee attestation that guest matches photo on identification document(s)

Key Decision #9B – Should hotels/motels be required to scan images of a guest's Identification Document?

Direction: Yes, all hotels/motels should be required to scan images of a guest's Identification Document.

Key Decision #9C – Should the ordinance allow the City's Community Development Director to allow a hotel/motel to offer digital check-ins?

Direction: If a hotel/motel wants to allow for digital check-ins, they must apply for a CUP.

Key Decision #9D – What is the appropriate record retention period for hotel/motel records, including the guest register?

Direction: A hotel/motel must retain all records for no less than four years.

Key Decision #10 – Should the ordinance require secured parking or permit parking for hotels/motels?

Direction: Permit parking should be required for all hotels/motels. If a hotel/motel operator wants an exception, they must apply for a CUP.

Key Decision #11 – Should the ordinance require hotels/motels to have CCTV cameras in their common areas and parking areas?

Direction: All hotels/motels are required to have CCTV cameras in their common areas, entry points, and parking lots. If a hotel/motel operator wants an exception for their parking lot(s), they must apply for a CUP. There will be no exceptions for common area(s) and entry point(s).

Key Decision #12 – Should hotel/motel guest rooms be prohibited from having a kitchen or cooking facilities, other than a microwave and small refrigerator, except in long-term stay hotels?

Direction: This item will be considered by the Planning Commission at their February 21, 2023 meeting.

Key Decision #13 – Should the ordinance explicitly outline site and operational requirements, like security, cleanliness, room furnishings, and the condition of the exterior of the property and common areas?

Direction: Yes, these requirements should be address in the Hotel/Motel Ordinance...

- Security of guest rooms
- Cleanliness
- Room furnishings
- Exterior of property
- Common areas

Key Decision #14 – Should the ordinance require long-term stay hotels to be located in an area with a “concentration of amenities” for guests, including restaurant retail, recreation, open space, and exercise facilities?

Direction: This item will be considered by the Planning Commission at their February 21, 2023 meeting.

Key Decision #15 – Should an amended Hotel/Motel Ordinance remove the warrantless inspection requirement that is in the City’s existing ordinance? It should be noted that the existing ordinance was approved by the City Council in 2004 and that since then, the courts have clarified that warrantless inspections are illegal.

Direction: The ordinance should reflect the strictest possible inspection requirements that are permitted under law, including administrative review (rather than judicial review).

Key Decision #16 – What is the appropriate amortization period for hotels/motels to bring their (1) operations, and (2) sites into compliance with the new ordinance?

Direction: The ordinance should reflect the following amortization periods...

- Changes in hotel/motel operations must be completed within three months of ordinance adoption. There are no exceptions to this requirement.
- Changes that require physical improvements to the property must be completed within one year of ordinance adoption. The Community Development Director may, at his/her discretion, grant an extension for up to one additional year if diligent progress is being made by the hotel/motel operator.

Key Decision #17 – **None.** An informational section will be added to the Hotel/Motel Ordinance that clarifies the enforcement options that exist within the Claremont Municipal Code.

Key Decision #18 – What (if any) types of City and community oversight and reporting requirements should the ordinance require?

Direction: A City Interdepartmental Team (CIT) should be established to proactively address criminal and nuisance activity at hotels and motels, particularly at freeway motels. The CIT should report their findings as follows:

- Quarterly reports posted to City website; and

- Annual report to the City Council; and
- Comment form on City's website (to allow members of the public to provide feedback on hotels and motels).

There should also be an opportunity for community representation on the CIT. Specifically, a representative from the "impacted community" should be considered.

Gracie Setter

From: Shelley Desautels
Sent: Tuesday, February 21, 2023 5:28 PM
To: Planning Division; Alisha Patterson
Cc: Katie Wand; Gracie Setter
Subject: FW: Planning Commission Comment

Public comment for tonight's meeting. We will image into the record.

From: Andrew Behnke <abehnke@doubletreeclaremont.com>
Sent: Tuesday, February 21, 2023 5:27 PM
To: Katie Wand <kwand@ci.claremont.ca.us>; Shelley Desautels <SDESAUTELS@CI.CLAREMONT.CA.US>
Subject: Planning Commission Comment

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Katie,

I will most likely not be able to attend tonight's meeting. My only comments are as follows:

Section 16.101.030 Minimum Length of Stay - This provision was written incorrectly. The commissions discussed re-renting in a 24 hr period. Not until the guests original length of stay expired. Leaving a room vacant for 7 days is ridiculous and would be harmful to all hotels/motels regardless of criminal activity and result in unnecessary loss of revenue.

We also are opposed to the CUP process as it is burdensome to the properties that run their businesses properly. If there is no other option, then make the process cheap and timely. As we know, that isn't always the case in Claremont.

Thank you!

Andrew Behnke
General Manager
DoubleTree by Hilton Claremont

Re: Hotel/Motel Ordinance,

Item No 2 on the Agenda for February 21, 2023

We members of the Committee for Safe and Healthy Housing are very pleased with the substantial improvement of the proposed Hotel/Motel Ordinance that resulted from the Joint Police and Planning Commission meeting on January 28th. It treats all Hotels/Motels the same throughout the city, with potential relief from some requirements achieved through the Conditional Use Permit process.

Now that the proposed ordinance is updated, we would like to make the following detailed comments in the order that they appear. Some of our most substantial issues are at the end.

Descriptions of Current Conditions on Page 1 and Page 2

- In two cases, the description of the current situation requiring a new ordinance have been described by the staff as being based on “at least a decade” and “long-standing criminal and nuisance activities at certain motels”. This is the story-line of Motel 6, where they say they inherited a situation and therefore it is unfair for the city to hold them responsible for it.
- The truth is that even though there were prior criminal problems, they have escalated during the past 2 ½ years under new motel ownership. Both our Police Department and the neighbors’ “outcry” has testified that they have never seen this level of criminal behavior at our I-10 motels. Therefore, we would like the introductory description statements to include our words added in red, as follows:
 - Page 1, Second Whereas
 - “Whereas, for at least a decade, the City has experienced severe and pervasive criminal activity in and around motels that are located near interstate highways, **and the intensity of that criminal activity has become much worse in recent years**, including crimes such as prostitution, human trafficking, narcotic sales, gang activity, and violent crimes against persons: and”
 - Page 3, Section 3, Item 3, Second Sentence
 - “The proposed amendment is being carried out in response to public outcry about long-standing **and recent substantially increased** criminal and nuisance activities at certain motels.”

Page 4, “Exhibit 1” at the Top

- This is referred to as “Attachment A” in the staff report, so it should match.

Page 6, Minimum Length of Stay, Item C

- We do not see where anyone proposed that a multiple night reservation which has been cut short by days should prevent a subsequent guest from renting an unused and cleaned room. Therefore, the last sentence starting “For example” should be deleted.
- The first sentence in Item C should conclude “a hotel/motel shall not re-rent a guest room to a new or different guest until the previous guest’s minimal rental term for an overnight stay has been completed.”

Page 8, 4. Exception for Digital Check-Ins

- We think there has been a word left out unintentionally. The last sentence of the introductory paragraph concludes with “ the decision-making body shall “not” approve a conditional use permit for digital check-ins unless it makes all of the following findings:” The word “not”, that we inserted in red, was left out.

Page 9, E. Video Surveillance, Item 1

- The first sentence in Item 1 states that “Every operator of a hotel/motel shall install and maintain in good working order closed circuit television (CCTV) “recording” cameras sufficient to maintain continuous visual coverage ...”. The word “recording”, that we added in red, should be inserted to be explicit.

Page 10, G. Cleanliness, Item 2

- The existing sentence concludes that the linen “shall be cleaned at change of occupancy.” This is definitely required. However, that rule is insufficient when we read in a January Guest Review for Motel 6 that a guest had no room service for a 20 day stay, even though she was requesting it from management. Therefore, a minimum frequency of change of linen needs to be stated, so such an experience would be a violation of the ordinance. A Google search reveals that most chains require linen to be changed every three days. We see that this frequency is the law in the European Union. Our committee believes that linen should definitely be changed every 3-7 days at most in order to encourage Claremont residents to refer their visiting family and guests to any Claremont motel/hotel. That minimum change frequency should be added in a separate sentence.

Page 10, G. Cleanliness, Item 3

- The last sentence in this section on Bathroom Condition/Cleanliness states that “the operator shall maintain daily cleaning schedules.” Does that require the availability of daily cleaning of the bathroom and removal of trash in each guest’s room? It should be clarified, since it clearly was not being followed at Motel 6 in the January Guest Review cited above. In fact, A screen grab of an advertisement for Motel 6 on 9/28/22 stated under “Useful Information” that “Daily housekeeping for guests staying multiple nights

may be limited.” Therefore, their policy and practice is to not have daily cleaning at this point.

Page 12, H. Room Furnishings, Item 8

- This item has been highlighted by the staff for discussion. Our committee believes that if a hotel/motel wants to add additional cooking facilities, then they should pursue that request through the CUP process.

Page 13, L. Inspections, Item 2

- Section (1) in this item states that the inspection notice shall contain “the name, address, and telephone number of the City Personnel who will be conducting the inspection”. The requirement to provide this personal detail 30 days in advance is cumbersome and will be inaccurate as to the people who may actually do the inspection. Planned staff may be absent and a substitute sent. Why should the hotel/motel need to have that information in advance? Management and lawyers should not be contacting individuals in advance. All communication from hotel/motel management should be with the entire team. The members of the team are described in the first paragraph of L. This entire Section (1) should be removed.

Page 14, Additional Requirements for Long-Term Stay Hotels, Item F

- This item has been highlighted by the staff for discussion. The requirement is that “A long-term stay hotel shall be located in an area with a concentration of amenities for guests including restaurant, retail, recreation, open space, and exercise facilities”
- The staff “Con comment” was that this requirement “arguably prevents the proposed Residence Inn from being used as a long-term stay hotel because it is not in an area with a concentration of “open space”.
- Our committee believes that with the presence of two city parks very close to this location, there is definitely both recreation and open space nearby. Those parks are the Rancho San Jose Park (0.2 miles) and Wheeler Park (0.4 miles). Therefore, our Committee for Safe and Healthy Housing believes that this Item F should be retained.

Page 15, Enforcement, Item E

- The staff’s last sentence states that “the city generally will not use the volume of calls for service initiated by the operator of a hotel/motel as evidence that the hotel/motel is a public nuisance.”
- Our committee was able to meet with city staff once, on November 14th at City Hall. We were very clear that we did not want this proposed commitment by the City to be made. The City staff previously stated that they had met with the lawyer for Motel 6, and we strongly suspect that he had made this request.

- Calls for service by the motel are regarding serious situations that they do not think they can handle themselves. The fact that they made the first call, rather than a neighbor or other members of the public should not excuse the fact that the event happened on their property. These calls should be reported to a court if the City needs to start a legal nuisance abatement action.
- If a motel operator wants to minimize their calls for service, then they should manage well. They should decline to rent to people who they know are traffickers or criminals of another sort. Motels used to share a “Do-Not-Rent List”. They can also hire private security to help them evict renters who will not leave, for example. They should have an incentive to minimize their calls for service in a preventive way, rather than allowing events to escalate until they have to call the Claremont Police to be their no-cost “security service”, as one policeman described to me.
- Other cities have billed motel operators for excessive police service calls. We can certainly understand why the Motel 6 lawyer wants to minimize that number of reported calls.
- If the Planning Commission recommends this approach, then Motel 6 will want all of the 247 arrests and 3,036 service calls in their immediate neighborhood in a past two years to be researched as to who called the incident in. We will no longer be able to report the numbers above, which accurately describe the extent of police service required to maintain the extent of safety that we had.
- Our committee repeats emphatically that all calls for service to a motel must be reported, without exception, and that we do not want unilateral disarmament of the City in a potential nuisance enforcement dispute with Motel 6 if they do not bring crime under control.

Thank you for your consideration,

Jim Keith and The Committee for Safe and Healthy Housing

P: (626) 381-9248
F: (626) 389-5414
E: info@mitschsailaw.com



Mitchell M. Tsai
Attorney At Law

139 South Hudson Avenue
Suite 200
Pasadena, California 91101

VIA E-MAIL

February 20, 2023

Brad Johnson
Community Development Director
City of Claremont
225 Second St.
Claremont, CA 91711
Em: bjohnson@ci.claremont.ca.us

**RE: Agenda Item No. 2: Proposed Amendment to the Claremont
Zoning Code**

Dear Mr. Johnson,

On behalf of the Southwest Mountain States Regional Council of Carpenters (“**The Carpenters**” or “**SWMSRCC**”), my Office is submitting these comments to the City of Claremont (the “**City**”) for the February 21, 2023 Planning Commission meeting Agenda Item No.2 regarding the proposed amendment to the Claremont Zoning Code pertaining to Hotels and Motels (the “**Project**”).

The Carpenters is a labor union representing 63,000 union carpenters in 10 states, including California, and has a strong interest in well-ordered land use planning and in addressing the environmental impacts of development projects.

Individual members of SWMSRCC live, work, and recreate in the City and surrounding communities and would be directly affected by the Project’s environmental impacts.

The Carpenters expressly reserves the right to supplement these comments at or prior to hearings on the Project, and at any later hearing and proceeding related to this Project. Gov. Code, § 65009, subd. (b); Pub. Res. Code, § 21177, subd. (a); see *Bakersfield Citizens for Local Control v. Bakersfield* (2004) 124 Cal.App.4th 1184, 1199-1203; see also *Galante Vineyards v. Monterey Water Dist.* (1997) 60 Cal.App.4th 1109, 1121.

The Carpenters incorporates by reference all comments raising issues regarding the environmental assessment for the Project prior to approval of the Project. See *Citizens for Clean Energy v City of Woodland* (2014) 225 Cal.App.4th 173, 191 (finding that any party who has objected to the project’s environmental documentation may assert any issue timely raised by other parties).

Moreover, the Carpenters requests that the City provide notice for any and all notices referring or related to the Project issued under the California Environmental Quality Act, Pub. Res. Code, § 21000 *et seq.* (“**CEQA**”) and the California Planning and Zoning Law, Gov. Code, §§ 65000–65010 (“**Planning and Zoning Law**”). California Public Resources Code sections 21092.2, and 21167(f) and California Government Code section 65092 require agencies to mail such notices to any person who has filed a written request for them with the clerk of the agency’s governing body.

I. THE CITY SHOULD REQUIRE THE USE OF A LOCAL WORKFORCE TO BENEFIT THE COMMUNITY’S ECONOMIC DEVELOPMENT AND ENVIRONMENT

The City should require the Project to be built using a local workers who have graduated from a Joint Labor-Management Apprenticeship Program approved by the State of California, have at least as many hours of on-the-job experience in the applicable craft which would be required to graduate from such a state-approved apprenticeship training program, or who are registered apprentices in a state-approved apprenticeship training program.

Community benefits such as local hire can also be helpful to reduce environmental impacts and improve the positive economic impact of the Project. Local hire provisions requiring that a certain percentage of workers reside within 10 miles or less of the Project site can reduce the length of vendor trips, reduce greenhouse gas emissions, and provide localized economic benefits. As environmental consultants Matt Hagemann and Paul E. Rosenfeld note:

[A]ny local hire requirement that results in a decreased worker trip length from the default value has the potential to result in a reduction of construction-related GHG emissions, though the significance of the reduction would vary based on the location and urbanization level of the project site.

March 8, 2021 SWAPE Letter to Mitchell M. Tsai re Local Hire Requirements and Considerations for Greenhouse Gas Modeling.

Workforce requirements promote the development of skilled trades that yield sustainable economic development. As the California Workforce Development Board and the University of California, Berkeley Center for Labor Research and Education concluded:

[L]abor should be considered an investment rather than a cost—and investments in growing, diversifying, and upskilling California’s workforce can positively affect returns on climate mitigation efforts. In other words, well-trained workers are key to delivering emissions reductions and moving California closer to its climate targets.¹

Furthermore, workforce policies have significant environmental benefits given that they improve an area’s jobs-housing balance, decreasing the amount and length of job commutes and the associated greenhouse gas (“**GHG**”) emissions. In fact, on May 7, 2021, the South Coast Air Quality Management District found that that the “[u]se of a local state-certified apprenticeship program” can result in air pollutant reductions.²

Locating jobs closer to residential areas can have significant environmental benefits. As the California Planning Roundtable noted in 2008:

People who live and work in the same jurisdiction would be more likely to take transit, walk, or bicycle to work than residents of less balanced communities and their vehicle trips would be shorter. Benefits would include potential reductions in both vehicle miles traveled and vehicle hours traveled.³

¹ California Workforce Development Board (2020) Putting California on the High Road: A Jobs and Climate Action Plan for 2030 at p. ii, *available at* <https://laborcenter.berkeley.edu/wp-content/uploads/2020/09/Putting-California-on-the-High-Road.pdf>.

² South Coast Air Quality Management District (May 7, 2021) Certify Final Environmental Assessment and Adopt Proposed Rule 2305 – Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions Program, and Proposed Rule 316 – Fees for Rule 2305, Submit Rule 2305 for Inclusion Into the SIP, and Approve Supporting Budget Actions, *available at* <http://www.aqmd.gov/docs/default-source/Agendas/Governing-Board/2021/2021-May7-027.pdf?sfvrsn=10>.

³ California Planning Roundtable (2008) Deconstructing Jobs-Housing Balance at p. 6, *available at* <https://cproundtable.org/static/media/uploads/publications/cpr-jobs-housing.pdf>

Moreover, local hire mandates and skill-training are critical facets of a strategy to reduce vehicle miles traveled (“**VMT**”). As planning experts Robert Cervero and Michael Duncan have noted, simply placing jobs near housing stock is insufficient to achieve VMT reductions given that the skill requirements of available local jobs must match those held by local residents.⁴ Some municipalities have even tied local hire and other workforce policies to local development permits to address transportation issues. Cervero and Duncan note that:

In nearly built-out Berkeley, CA, the approach to balancing jobs and housing is to create local jobs rather than to develop new housing. The city’s First Source program encourages businesses to hire local residents, especially for entry- and intermediate-level jobs, and sponsors vocational training to ensure residents are employment-ready. While the program is voluntary, some 300 businesses have used it to date, placing more than 3,000 city residents in local jobs since it was launched in 1986. When needed, these carrots are matched by sticks, since the city is not shy about negotiating corporate participation in First Source as a condition of approval for development permits.

Recently, the State of California verified its commitment towards workforce development through the Affordable Housing and High Road Jobs Act of 2022, otherwise known as Assembly Bill No. 2011 (“**AB2011**”). AB2011 amended the Planning and Zoning Law to allow ministerial, by-right approval for projects being built alongside commercial corridors that meet affordability and labor requirements.

The City should consider utilizing local workforce policies and requirements to benefit the local area economically and to mitigate greenhouse gas, improve air quality, and reduce transportation impacts.

⁴ Cervero, Robert and Duncan, Michael (2006) Which Reduces Vehicle Travel More: Jobs-Housing Balance or Retail-Housing Mixing? Journal of the American Planning Association 72 (4), 475-490, 482, available at <http://reconnectingamerica.org/assets/Uploads/UTCT-825.pdf>.

II. THE CITY SHOULD IMPOSE TRAINING REQUIREMENTS FOR THE PROJECT’S CONSTRUCTION ACTIVITIES TO PREVENT COMMUNITY SPREAD OF COVID-19 AND OTHER INFECTIOUS DISEASES

Construction work has been defined as a Lower to High-risk activity for COVID-19 spread by the Occupations Safety and Health Administration. Recently, several construction sites have been identified as sources of community spread of COVID-19.⁵

Southwest Mountain States Carpenters recommend that the City adopt additional requirements to mitigate public health risks from the Project’s construction activities. SWMSRCC requests that the City require safe on-site construction work practices as well as training and certification for any construction workers on the Project Site.

In particular, based upon Southwest Mountain States Carpenters’ experience with safe construction site work practices, SWMSRCC recommends that the City require that while construction activities are being conducted at the Project Site:

Construction Site Design:

- The Project Site will be limited to two controlled entry points.
- Entry points will have temperature screening technicians taking temperature readings when the entry point is open.
- The Temperature Screening Site Plan shows details regarding access to the Project Site and Project Site logistics for conducting temperature screening.
- A 48-hour advance notice will be provided to all trades prior to the first day of temperature screening.
- The perimeter fence directly adjacent to the entry points will be clearly marked indicating the appropriate 6-foot social distancing position for when you approach the screening

⁵ Santa Clara County Public Health (June 12, 2020) COVID-19 CASES AT CONSTRUCTION SITES HIGHLIGHT NEED FOR CONTINUED VIGILANCE IN SECTORS THAT HAVE REOPENED, available at <https://www.sccgov.org/sites/covid19/Pages/press-release-06-12-2020-cases-at-construction-sites.aspx>.

area. Please reference the Apex temperature screening site map for additional details.

- There will be clear signage posted at the project site directing you through temperature screening.
- Provide hand washing stations throughout the construction site.

Testing Procedures:

- The temperature screening being used are non-contact devices.
- Temperature readings will not be recorded.
- Personnel will be screened upon entering the testing center and should only take 1-2 seconds per individual.
- Hard hats, head coverings, sweat, dirt, sunscreen or any other cosmetics must be removed on the forehead before temperature screening.
- Anyone who refuses to submit to a temperature screening or does not answer the health screening questions will be refused access to the Project Site.
- Screening will be performed at both entrances from 5:30 am to 7:30 am.; main gate [ZONE 1] and personnel gate [ZONE 2]
- After 7:30 am only the main gate entrance [ZONE 1] will continue to be used for temperature testing for anybody gaining entry to the project site such as returning personnel, deliveries, and visitors.
- If the digital thermometer displays a temperature reading above 100.0 degrees Fahrenheit, a second reading will be taken to verify an accurate reading.
- If the second reading confirms an elevated temperature, DHS will instruct the individual that he/she will not be allowed to enter the Project Site. DHS will also instruct the

individual to promptly notify his/her supervisor and his/her human resources (HR) representative and provide them with a copy of Annex A.

Planning

- Require the development of an Infectious Disease Preparedness and Response Plan that will include basic infection prevention measures (requiring the use of personal protection equipment), policies and procedures for prompt identification and isolation of sick individuals, social distancing (prohibiting gatherings of no more than 10 people including all-hands meetings and all-hands lunches) communication and training and workplace controls that meet standards that may be promulgated by the Center for Disease Control, Occupational Safety and Health Administration, Cal/OSHA, California Department of Public Health or applicable local public health agencies.⁶

The United Brotherhood of Carpenters and Carpenters International Training Fund has developed COVID-19 Training and Certification to ensure that Carpenter union members and apprentices conduct safe work practices. The City should require that all construction workers undergo COVID-19 Training and Certification before being allowed to conduct construction activities at the Project Site.

Southwest Mountain States Carpenters has also developed a rigorous Infection Control Risk Assessment (“**ICRA**”) training program to ensure it delivers a workforce that understands how to identify and control infection risks by implementing protocols to protect themselves and all others during renovation and construction projects in healthcare environments.⁷

⁶ See also The Center for Construction Research and Training, North America’s Building Trades Unions (April 27 2020) NABTU and CPWR COVID-19 Standards for U.S. Construction Sites, available at https://www.cpwr.com/sites/default/files/NABTU_CPWR_Standards_COVID-19.pdf; Los Angeles County Department of Public Works (2020) Guidelines for Construction Sites During COVID-19 Pandemic, available at https://dpw.lacounty.gov/building-and-safety/docs/pw_guidelines-construction-sites.pdf.

⁷ For details concerning Southwest Carpenters’s ICRA training program, see <https://icrahealthcare.com/>.

ICRA protocols are intended to contain pathogens, control airflow, and protect patients during the construction, maintenance and renovation of healthcare facilities. ICRA protocols prevent cross contamination, minimizing the risk of secondary infections in patients at hospital facilities.

The City should require the Project to be built using a workforce trained in ICRA protocols.

III. THE PROJECT CONSTITUTES PIECEMEAELED ENVIRONMENTAL REVIEW AND APPROVAL, IN VIOLATION OF CEQA.

It is well established that projects must not be separated into smaller parts, or piecemealed, for purposes of environmental review; environmental review must include all phases of the project. (CEQA Guidelines §§ 15063, subd. (a)(1); 15378, subd. (a); *Natural Resources Defense Council v. City of Los Angeles* (2002) 103 Cal.App.4th 268, 271 [“[t]he CEQA process is intended to be a careful examination, fully open to the public, of the environmental consequences of a given project, covering the entire project, from start to finish”].) Thus, CEQA prohibits evading comprehensive CEQA analysis by “chopping a large project into many little ones -- each with a minimal potential impact on the environment -- which cumulatively may have disastrous consequences.” (*Bozung v. LAFCO*. (1975) 13 Cal.3d 263, 283-84; *Orinda Assn v. Board of Supervisors* (1986) 182 Cal.App.3d 1145, 1171.)

Further, “if projects are ‘various steps which taken together obtain an objective,’ they are a single project for the purposes of CEQA.” (*Aptos Council v. County of Santa Cruz* (2017) 10 Cal.App.5th 266, 283.) This is also true for projects that are “integrally related.” (*Nelson v. County of Kern* (2010) 190 Cal.App.4th 252, 272.) Lead agencies must “construe the project broadly to capture the whole of the action and its environmental impacts.” (*Save Berkeley’s Neighborhoods v. Regents of University of California* (2020) 51 Cal.App. 5th 226, 239.)

Here, because the Project is aimed solely at accommodating a proposed 120-room Marriott residence inn, the Project constitutes piecemealed environmental review and approval, in violation of CEQA. Specifically, rather than considering the environmental impacts and entitlement associated with the Claremont Residence Inn holistically, the City is instead chopping up the Inn project into smaller parts, thereby evading comprehensive CEQA analysis. Accordingly, rather than approving the

Project and finding it to be exempt from CEQA, the City must consider the Project congruently with the Claremont Residence Inn development to ensure that its review and approval is in compliance with CEQA.

With the newest Planning Commission meeting, the City is concluding that “it can be seen with *certainty* that the proposed Hotel/Motel Ordinance has *no* possibility of having a significant effect on the environment. In the absence of any pending application for any hotel or motel that might implicate the proposed ordinance, any specific environmental effects would be speculative. Therefore the adoption of the proposed Hotel/Motel Ordinance is not a project subject to the CEQA pursuant to Section 15061(b)(3) of Title 14 of the California Code of Regulations.” [Emphasis added.] Agenda Report pg. 6.

The conclusion that the ordinance change would, *with certainty*, have no *possibility* of having a significant effect on the environment is disingenuous and false. The Project proposes to amend ordinances that (1) prohibit a kitchen and its appliances in hotel and motel guest rooms (Key Decision #12) and (2) require long-term stay hotels to be located in an area with a “concentration of amenities” for guests, including restaurant retail, recreation, open space, and exercise facilities (Key Decision #14).

Agenda Report pg. 4. It is false to conclude that a lift on a ban of kitchens and kitchen appliances across all hotels and motels across the entire City of Claremont would *with certainty have no possibility* of having a significant effect on the environment. First, if the Project is approved and hotels and motels wish to introduce kitchens and kitchen appliances to their rooms, it would not only possibly, but likely increase impacts to transportation, traffic, GHG emissions, and energy use for their implementation and/or construction, and continued energy and water use once they are added to the rooms or built with new hotels and motels. These impacts are of course extrapolated depending on how many hotels, motels, or future accommodations of this type are implemented. With not even an attempt to assess the potentially significant environmental impacts the Project allows for in the proposed ordinance changes, it is again disingenuous and false to outright conclude that there is *no possibility* it would have impacts to the environment, especially for energy and water use in the long-term, notwithstanding the short-term potential environmental impacts due to construction or implementation of appliances.

In addition to this, the availability of kitchens in hotels and motels is, if anything, likely to *increase* traffic and attendance at these accommodations, thereby likely increasing

VMT traffic, air quality, and GHG emissions due to the increased use. Again, to say outright that there is *certainly no possibility* that this ordinance change could *not even possibly result in any* significant environmental impacts fails to attend to even basic considerations of the ordinance’s impact on these businesses and patrons’ behaviors in utilizing the proposed changes to these accommodations.

Beyond that, Key Decision 14 also would likely result in potentially significant impacts, or worse, despite the agenda report and proposed ordinances’ conclusions otherwise. This is because, whether stated or not, one reason for the location of these hotels or motels would be to increase attendance at them and the nearby amenities. This in itself is not necessarily an issue, but it is inappropriate to conclude that these changes would *with certainty result in no* significant environmental impact without also performing *any* analysis of potential environmental impacts due to construction or implementation of the hotels in these higher density areas. At a minimum an estimate or assessment of how many hotels or motels would be planned to be built, and their impacts to the surrounding areas, or planned hotels and motels. While few applications may be pending, it is likely that the expansion of these ordinances will encourage development in these areas, which was almost assuredly one of the intentions of the expansion and adjustments to the ordinances anyway.

Because it is unknown how many hotels or motels in Claremont will take advantage of the new ordinance’s language if adopted, or how many new hotels would be built because of the new expanded language, and because it is unknown how those actions would impact the environment, it is critical that the City conduct sufficient environmental analysis to determine the true impact of the proposed Project rather than conclusory statements about the Project’s impacts to the environment.

IV. ASSUMING ARGUENDO THAT THE PROJECT DID NOT VIOLATE CEQA, IT SHOULD NOT BE EXEMPT FROM CEQA REVIEW.

Although the Project violates CEQA for being piecemealed, as noted above, it should not be exempt from CEQA review even assuming, *arguendo*, it was proper. Notably, the Staff Report contends that the Project is exempt from CEQA review under CEQA Guidelines section 15305, which governs minor alterations in land use. However, that section provides an exemption for minor alterations “which do not result in any changes in land use or density.”

Here, as mentioned above, the Project will result in the replacement of the existing ordinance allowing for kitchens and their appliances in hotels and motels, as well as encouraging long-term stay hotels to be located in concentrated amenities areas, and to replace one of the existing 56 room Knights Inn with a new 120 room Residence Inn. Attracting more patrons and hotels will necessarily increase the functional density of the hotels, in addition to the actual increase of the Residence Inn. Thus, it is indisputable that the Project will result in changes in land density, disqualifying it from the CEQA exemption.

V. CONCLUSION

In sum, SMSWRCC requests that the City require a local workforce, that the City impose training requirements for the Project’s construction activities to prevent community spread of COVID-19 and other infectious diseases, and that the City determine that the Project is not exempt from CEQA and instead consider the environmental impacts and entitlements associated with the proposed Claremont Residence Inn development holistically rather than piecemealed. If the City has any questions, feel free to contact my office.

Sincerely,



Jason A. Cohen
Attorneys for Southwest Mountain
States Regional Council of Carpenters

Attached:

March 8, 2021 SWAPE Letter to Mitchell M. Tsai re Local Hire Requirements and Considerations for Greenhouse Gas Modeling (Exhibit A);
Air Quality and GHG Expert Paul Rosenfeld CV (Exhibit B); and
Air Quality and GHG Expert Matt Hagemann CV (Exhibit C).

EXHIBIT A



Technical Consultation, Data Analysis and
Litigation Support for the Environment

2656 29th Street, Suite 201
Santa Monica, CA 90405

Matt Hagemann, P.G, C.Hg.
(949) 887-9013
mhagemann@swape.com

Paul E. Rosenfeld, PhD
(310) 795-2335
prosenfeld@swape.com

March 8, 2021

Mitchell M. Tsai
155 South El Molino, Suite 104
Pasadena, CA 91101

Subject: Local Hire Requirements and Considerations for Greenhouse Gas Modeling

Dear Mr. Tsai,

Soil Water Air Protection Enterprise (“SWAPE”) is pleased to provide the following draft technical report explaining the significance of worker trips required for construction of land use development projects with respect to the estimation of greenhouse gas (“GHG”) emissions. The report will also discuss the potential for local hire requirements to reduce the length of worker trips, and consequently, reduced or mitigate the potential GHG impacts.

Worker Trips and Greenhouse Gas Calculations

The California Emissions Estimator Model (“CalEEMod”) is a “statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant and greenhouse gas (GHG) emissions associated with both construction and operations from a variety of land use projects.”¹ CalEEMod quantifies construction-related emissions associated with land use projects resulting from off-road construction equipment; on-road mobile equipment associated with workers, vendors, and hauling; fugitive dust associated with grading, demolition, truck loading, and on-road vehicles traveling along paved and unpaved roads; and architectural coating activities; and paving.²

The number, length, and vehicle class of worker trips are utilized by CalEEMod to calculate emissions associated with the on-road vehicle trips required to transport workers to and from the Project site during construction.³

¹ “California Emissions Estimator Model.” CAPCOA, 2017, available at: <http://www.aqmd.gov/caleemod/home>.

² “California Emissions Estimator Model.” CAPCOA, 2017, available at: <http://www.aqmd.gov/caleemod/home>.

³ “CalEEMod User’s Guide.” CAPCOA, November 2017, available at: http://www.aqmd.gov/docs/default-source/caleemod/01_user-39-s-guide2016-3-2_15november2017.pdf?sfvrsn=4, p. 34.

Specifically, the number and length of vehicle trips is utilized to estimate the vehicle miles travelled (“VMT”) associated with construction. Then, utilizing vehicle-class specific EMFAC 2014 emission factors, CalEEMod calculates the vehicle exhaust, evaporative, and dust emissions resulting from construction-related VMT, including personal vehicles for worker commuting.⁴

Specifically, in order to calculate VMT, CalEEMod multiplies the average daily trip rate by the average overall trip length (see excerpt below):

$$\text{“VMT}_d = \Sigma(\text{Average Daily Trip Rate}_i * \text{Average Overall Trip Length}_i)_n$$

Where:

n = Number of land uses being modeled.”⁵

Furthermore, to calculate the on-road emissions associated with worker trips, CalEEMod utilizes the following equation (see excerpt below):

$$\text{“Emissions}_{\text{pollutant}} = \text{VMT} * \text{EF}_{\text{running,pollutant}}$$

Where:

Emissions_{pollutant} = emissions from vehicle running for each pollutant

VMT = vehicle miles traveled

EF_{running,pollutant} = emission factor for running emissions.”⁶

Thus, there is a direct relationship between trip length and VMT, as well as a direct relationship between VMT and vehicle running emissions. In other words, when the trip length is increased, the VMT and vehicle running emissions increase as a result. Thus, vehicle running emissions can be reduced by decreasing the average overall trip length, by way of a local hire requirement or otherwise.

Default Worker Trip Parameters and Potential Local Hire Requirements

As previously discussed, the number, length, and vehicle class of worker trips are utilized by CalEEMod to calculate emissions associated with the on-road vehicle trips required to transport workers to and from the Project site during construction.⁷ In order to understand how local hire requirements and associated worker trip length reductions impact GHG emissions calculations, it is important to consider the CalEEMod default worker trip parameters. CalEEMod provides recommended default values based on site-specific information, such as land use type, meteorological data, total lot acreage, project type and typical equipment associated with project type. If more specific project information is known, the user can change the default values and input project-specific values, but the California Environmental Quality Act (“CEQA”) requires that such changes be justified by substantial evidence.⁸ The default number of construction-related worker trips is calculated by multiplying the

⁴ “Appendix A Calculation Details for CalEEMod.” CAPCOA, October 2017, available at: http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 14-15.

⁵ “Appendix A Calculation Details for CalEEMod.” CAPCOA, October 2017, available at: http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 23.

⁶ “Appendix A Calculation Details for CalEEMod.” CAPCOA, October 2017, available at: http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 15.

⁷ “CalEEMod User’s Guide.” CAPCOA, November 2017, available at: http://www.aqmd.gov/docs/default-source/caleemod/01_user-39-s-guide2016-3-2_15november2017.pdf?sfvrsn=4, p. 34.

⁸ CalEEMod User Guide, available at: <http://www.caleemod.com/>, p. 1, 9.

number of pieces of equipment for all phases by 1.25, with the exception of worker trips required for the building construction and architectural coating phases.⁹ Furthermore, the worker trip vehicle class is a 50/25/25 percent mix of light duty autos, light duty truck class 1 and light duty truck class 2, respectively.”¹⁰ Finally, the default worker trip length is consistent with the length of the operational home-to-work vehicle trips.¹¹ The operational home-to-work vehicle trip lengths are:

“[B]ased on the *location* and *urbanization* selected on the project characteristic screen. These values were *supplied by the air districts or use a default average for the state*. Each district (or county) also assigns trip lengths for urban and rural settings” (emphasis added).¹²

Thus, the default worker trip length is based on the location and urbanization level selected by the User when modeling emissions. The below table shows the CalEEMod default rural and urban worker trip lengths by air basin (see excerpt below and Attachment A).¹³

| Worker Trip Length by Air Basin | | |
|---------------------------------|---------------|---------------|
| Air Basin | Rural (miles) | Urban (miles) |
| Great Basin Valleys | 16.8 | 10.8 |
| Lake County | 16.8 | 10.8 |
| Lake Tahoe | 16.8 | 10.8 |
| Mojave Desert | 16.8 | 10.8 |
| Mountain Counties | 16.8 | 10.8 |
| North Central Coast | 17.1 | 12.3 |
| North Coast | 16.8 | 10.8 |
| Northeast Plateau | 16.8 | 10.8 |
| Sacramento Valley | 16.8 | 10.8 |
| Salton Sea | 14.6 | 11 |
| San Diego | 16.8 | 10.8 |
| San Francisco Bay Area | 10.8 | 10.8 |
| San Joaquin Valley | 16.8 | 10.8 |
| South Central Coast | 16.8 | 10.8 |
| South Coast | 19.8 | 14.7 |
| Average | 16.47 | 11.17 |
| Minimum | 10.80 | 10.80 |
| Maximum | 19.80 | 14.70 |
| Range | 9.00 | 3.90 |

⁹ “CalEEMod User’s Guide.” CAPCOA, November 2017, available at: http://www.aqmd.gov/docs/default-source/caleemod/01_user-39-s-guide2016-3-2_15november2017.pdf?sfvrsn=4, p. 34.

¹⁰ “Appendix A Calculation Details for CalEEMod.” CAPCOA, October 2017, available at: http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 15.

¹¹ “Appendix A Calculation Details for CalEEMod.” CAPCOA, October 2017, available at: http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 14.

¹² “Appendix A Calculation Details for CalEEMod.” CAPCOA, October 2017, available at: http://www.aqmd.gov/docs/default-source/caleemod/02_appendix-a2016-3-2.pdf?sfvrsn=6, p. 21.

¹³ “Appendix D Default Data Tables.” CAPCOA, October 2017, available at: http://www.aqmd.gov/docs/default-source/caleemod/05_appendix-d2016-3-2.pdf?sfvrsn=4, p. D-84 – D-86.

As demonstrated above, default rural worker trip lengths for air basins in California vary from 10.8- to 19.8- miles, with an average of 16.47 miles. Furthermore, default urban worker trip lengths vary from 10.8- to 14.7- miles, with an average of 11.17 miles. Thus, while default worker trip lengths vary by location, default urban worker trip lengths tend to be shorter in length. Based on these trends evident in the CalEEMod default worker trip lengths, we can reasonably assume that the efficacy of a local hire requirement is especially dependent upon the urbanization of the project site, as well as the project location.

Practical Application of a Local Hire Requirement and Associated Impact

To provide an example of the potential impact of a local hire provision on construction-related GHG emissions, we estimated the significance of a local hire provision for the Village South Specific Plan (“Project”) located in the City of Claremont (“City”). The Project proposed to construct 1,000 residential units, 100,000-SF of retail space, 45,000-SF of office space, as well as a 50-room hotel, on the 24-acre site. The Project location is classified as Urban and lies within the Los Angeles-South Coast County. As a result, the Project has a default worker trip length of 14.7 miles.¹⁴ In an effort to evaluate the potential for a local hire provision to reduce the Project’s construction-related GHG emissions, we prepared an updated model, reducing all worker trip lengths to 10 miles (see Attachment B). Our analysis estimates that if a local hire provision with a 10-mile radius were to be implemented, the GHG emissions associated with Project construction would decrease by approximately 17% (see table below and Attachment C).

| Local Hire Provision Net Change | |
|--|------------|
| Without Local Hire Provision | |
| Total Construction GHG Emissions (MT CO ₂ e) | 3,623 |
| Amortized Construction GHG Emissions (MT CO ₂ e/year) | 120.77 |
| With Local Hire Provision | |
| Total Construction GHG Emissions (MT CO ₂ e) | 3,024 |
| Amortized Construction GHG Emissions (MT CO ₂ e/year) | 100.80 |
| % Decrease in Construction-related GHG Emissions | 17% |

As demonstrated above, by implementing a local hire provision requiring 10 mile worker trip lengths, the Project could reduce potential GHG emissions associated with construction worker trips. More broadly, any local hire requirement that results in a decreased worker trip length from the default value has the potential to result in a reduction of construction-related GHG emissions, though the significance of the reduction would vary based on the location and urbanization level of the project site.

This serves as an example of the potential impacts of local hire requirements on estimated project-level GHG emissions, though it does not indicate that local hire requirements would result in reduced construction-related GHG emission for all projects. As previously described, the significance of a local hire requirement depends on the worker trip length enforced and the default worker trip length for the project’s urbanization level and location.

¹⁴ “Appendix D Default Data Tables.” CAPCOA, October 2017, available at: http://www.aqmd.gov/docs/default-source/caleemod/05_appendix-d2016-3-2.pdf?sfvrsn=4, p. D-85.

Disclaimer

SWAPE has received limited discovery. Additional information may become available in the future; thus, we retain the right to revise or amend this report when additional information becomes available. Our professional services have been performed using that degree of care and skill ordinarily exercised, under similar circumstances, by reputable environmental consultants practicing in this or similar localities at the time of service. No other warranty, expressed or implied, is made as to the scope of work, work methodologies and protocols, site conditions, analytical testing results, and findings presented. This report reflects efforts which were limited to information that was reasonably accessible at the time of the work, and may contain informational gaps, inconsistencies, or otherwise be incomplete due to the unavailability or uncertainty of information obtained or provided by third parties.

Sincerely,



Matt Hagemann, P.G., C.Hg.



Paul E. Rosenfeld, Ph.D.

Attachment A

| Location Type | Location Name | Rural H-W (miles) | Urban H-W (miles) |
|----------------------|----------------------|------------------------------|------------------------------|
| Air Basin | Great Basin | 16.8 | 10.8 |
| Air Basin | Lake County | 16.8 | 10.8 |
| Air Basin | Lake Tahoe | 16.8 | 10.8 |
| Air Basin | Mojave Desert | 16.8 | 10.8 |
| Air Basin | Mountain | 16.8 | 10.8 |
| Air Basin | North Central | 17.1 | 12.3 |
| Air Basin | North Coast | 16.8 | 10.8 |
| Air Basin | Northeast | 16.8 | 10.8 |
| Air Basin | Sacramento | 16.8 | 10.8 |
| Air Basin | Salton Sea | 14.6 | 11 |
| Air Basin | San Diego | 16.8 | 10.8 |
| Air Basin | San Francisco | 10.8 | 10.8 |
| Air Basin | San Joaquin | 16.8 | 10.8 |
| Air Basin | South Central | 16.8 | 10.8 |
| Air Basin | South Coast | 19.8 | 14.7 |
| Air District | Amador County | 16.8 | 10.8 |
| Air District | Antelope Valley | 16.8 | 10.8 |
| Air District | Bay Area AQMD | 10.8 | 10.8 |
| Air District | Butte County | 12.54 | 12.54 |
| Air District | Calaveras | 16.8 | 10.8 |
| Air District | Colusa County | 16.8 | 10.8 |
| Air District | El Dorado | 16.8 | 10.8 |
| Air District | Feather River | 16.8 | 10.8 |
| Air District | Glenn County | 16.8 | 10.8 |
| Air District | Great Basin | 16.8 | 10.8 |
| Air District | Imperial County | 10.2 | 7.3 |
| Air District | Kern County | 16.8 | 10.8 |
| Air District | Lake County | 16.8 | 10.8 |
| Air District | Lassen County | 16.8 | 10.8 |
| Air District | Mariposa | 16.8 | 10.8 |
| Air District | Mendocino | 16.8 | 10.8 |
| Air District | Modoc County | 16.8 | 10.8 |
| Air District | Mojave Desert | 16.8 | 10.8 |
| Air District | Monterey Bay | 16.8 | 10.8 |
| Air District | North Coast | 16.8 | 10.8 |
| Air District | Northern Sierra | 16.8 | 10.8 |
| Air District | Northern | 16.8 | 10.8 |
| Air District | Placer County | 16.8 | 10.8 |
| Air District | Sacramento | 15 | 10 |

| | | | |
|--------------|-----------------|-------|-------|
| Air District | San Diego | 16.8 | 10.8 |
| Air District | San Joaquin | 16.8 | 10.8 |
| Air District | San Luis Obispo | 13 | 13 |
| Air District | Santa Barbara | 8.3 | 8.3 |
| Air District | Shasta County | 16.8 | 10.8 |
| Air District | Siskiyou County | 16.8 | 10.8 |
| Air District | South Coast | 19.8 | 14.7 |
| Air District | Tehama County | 16.8 | 10.8 |
| Air District | Tuolumne | 16.8 | 10.8 |
| Air District | Ventura County | 16.8 | 10.8 |
| Air District | Yolo/Solano | 15 | 10 |
| County | Alameda | 10.8 | 10.8 |
| County | Alpine | 16.8 | 10.8 |
| County | Amador | 16.8 | 10.8 |
| County | Butte | 12.54 | 12.54 |
| County | Calaveras | 16.8 | 10.8 |
| County | Colusa | 16.8 | 10.8 |
| County | Contra Costa | 10.8 | 10.8 |
| County | Del Norte | 16.8 | 10.8 |
| County | El Dorado-Lake | 16.8 | 10.8 |
| County | El Dorado- | 16.8 | 10.8 |
| County | Fresno | 16.8 | 10.8 |
| County | Glenn | 16.8 | 10.8 |
| County | Humboldt | 16.8 | 10.8 |
| County | Imperial | 10.2 | 7.3 |
| County | Inyo | 16.8 | 10.8 |
| County | Kern-Mojave | 16.8 | 10.8 |
| County | Kern-San | 16.8 | 10.8 |
| County | Kings | 16.8 | 10.8 |
| County | Lake | 16.8 | 10.8 |
| County | Lassen | 16.8 | 10.8 |
| County | Los Angeles- | 16.8 | 10.8 |
| County | Los Angeles- | 19.8 | 14.7 |
| County | Madera | 16.8 | 10.8 |
| County | Marin | 10.8 | 10.8 |
| County | Mariposa | 16.8 | 10.8 |
| County | Mendocino- | 16.8 | 10.8 |
| County | Mendocino- | 16.8 | 10.8 |
| County | Mendocino- | 16.8 | 10.8 |
| County | Mendocino- | 16.8 | 10.8 |
| County | Merced | 16.8 | 10.8 |
| County | Modoc | 16.8 | 10.8 |
| County | Mono | 16.8 | 10.8 |
| County | Monterey | 16.8 | 10.8 |
| County | Napa | 10.8 | 10.8 |

| | | | |
|-----------|------------------|------|------|
| County | Nevada | 16.8 | 10.8 |
| County | Orange | 19.8 | 14.7 |
| County | Placer-Lake | 16.8 | 10.8 |
| County | Placer-Mountain | 16.8 | 10.8 |
| County | Placer- | 16.8 | 10.8 |
| County | Plumas | 16.8 | 10.8 |
| County | Riverside- | 16.8 | 10.8 |
| County | Riverside- | 19.8 | 14.7 |
| County | Riverside-Salton | 14.6 | 11 |
| County | Riverside-South | 19.8 | 14.7 |
| County | Sacramento | 15 | 10 |
| County | San Benito | 16.8 | 10.8 |
| County | San Bernardino- | 16.8 | 10.8 |
| County | San Bernardino- | 19.8 | 14.7 |
| County | San Diego | 16.8 | 10.8 |
| County | San Francisco | 10.8 | 10.8 |
| County | San Joaquin | 16.8 | 10.8 |
| County | San Luis Obispo | 13 | 13 |
| County | San Mateo | 10.8 | 10.8 |
| County | Santa Barbara- | 8.3 | 8.3 |
| County | Santa Barbara- | 8.3 | 8.3 |
| County | Santa Clara | 10.8 | 10.8 |
| County | Santa Cruz | 16.8 | 10.8 |
| County | Shasta | 16.8 | 10.8 |
| County | Sierra | 16.8 | 10.8 |
| County | Siskiyou | 16.8 | 10.8 |
| County | Solano- | 15 | 10 |
| County | Solano-San | 16.8 | 10.8 |
| County | Sonoma-North | 16.8 | 10.8 |
| County | Sonoma-San | 10.8 | 10.8 |
| County | Stanislaus | 16.8 | 10.8 |
| County | Sutter | 16.8 | 10.8 |
| County | Tehama | 16.8 | 10.8 |
| County | Trinity | 16.8 | 10.8 |
| County | Tulare | 16.8 | 10.8 |
| County | Tuolumne | 16.8 | 10.8 |
| County | Ventura | 16.8 | 10.8 |
| County | Yolo | 15 | 10 |
| County | Yuba | 16.8 | 10.8 |
| Statewide | Statewide | 16.8 | 10.8 |

| Worker Trip Length by Air Basin | | |
|--|----------------------|----------------------|
| Air Basin | Rural (miles) | Urban (miles) |
| Great Basin Valleys | 16.8 | 10.8 |
| Lake County | 16.8 | 10.8 |
| Lake Tahoe | 16.8 | 10.8 |
| Mojave Desert | 16.8 | 10.8 |
| Mountain Counties | 16.8 | 10.8 |
| North Central Coast | 17.1 | 12.3 |
| North Coast | 16.8 | 10.8 |
| Northeast Plateau | 16.8 | 10.8 |
| Sacramento Valley | 16.8 | 10.8 |
| Salton Sea | 14.6 | 11 |
| San Diego | 16.8 | 10.8 |
| San Francisco Bay Area | 10.8 | 10.8 |
| San Joaquin Valley | 16.8 | 10.8 |
| South Central Coast | 16.8 | 10.8 |
| South Coast | 19.8 | 14.7 |
| Average | 16.47 | 11.17 |
| Minimum | 10.80 | 10.80 |
| Maximum | 19.80 | 14.70 |
| Range | 9.00 | 3.90 |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

Village South Specific Plan (Proposed)
 Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|-------------------------------------|--------|---------------|-------------|--------------------|------------|
| General Office Building | 45.00 | 1000sqft | 1.03 | 45,000.00 | 0 |
| High Turnover (Sit Down Restaurant) | 36.00 | 1000sqft | 0.83 | 36,000.00 | 0 |
| Hotel | 50.00 | Room | 1.67 | 72,600.00 | 0 |
| Quality Restaurant | 8.00 | 1000sqft | 0.18 | 8,000.00 | 0 |
| Apartments Low Rise | 25.00 | Dwelling Unit | 1.56 | 25,000.00 | 72 |
| Apartments Mid Rise | 975.00 | Dwelling Unit | 25.66 | 975,000.00 | 2789 |
| Regional Shopping Center | 56.00 | 1000sqft | 1.29 | 56,000.00 | 0 |

1.2 Other Project Characteristics

| | | | | | |
|--------------|-------|------------------|-----|---------------------------|------|
| Urbanization | Urban | Wind Speed (m/s) | 2.2 | Precipitation Freq (Days) | 33 |
| Climate Zone | 9 | | | Operational Year | 2028 |

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

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

Project Characteristics - Consistent with the DEIR's model.

Land Use - See SWAPE comment regarding residential and retail land uses.

Construction Phase - See SWAPE comment regarding individual construction phase lengths.

Demolition - Consistent with the DEIR's model. See SWAPE comment regarding demolition.

Vehicle Trips - Saturday trips consistent with the DEIR's model. See SWAPE comment regarding weekday and Sunday trips.

Woodstoves - Woodstoves and wood-burning fireplaces consistent with the DEIR's model. See SWAPE comment regarding gas fireplaces.

Energy Use -

Construction Off-road Equipment Mitigation - See SWAPE comment on construction-related mitigation.

Area Mitigation - See SWAPE comment regarding operational mitigation measures.

Water Mitigation - See SWAPE comment regarding operational mitigation measures.

| Table Name | Column Name | Default Value | New Value |
|----------------|-------------------|---------------|-----------|
| tblFireplaces | FireplaceWoodMass | 1,019.20 | 0.00 |
| tblFireplaces | FireplaceWoodMass | 1,019.20 | 0.00 |
| tblFireplaces | NumberWood | 1.25 | 0.00 |
| tblFireplaces | NumberWood | 48.75 | 0.00 |
| tblVehicleTrps | ST_TR | 7.16 | 6.17 |
| tblVehicleTrps | ST_TR | 6.39 | 3.87 |
| tblVehicleTrps | ST_TR | 2.46 | 1.39 |
| tblVehicleTrps | ST_TR | 158.37 | 79.82 |
| tblVehicleTrps | ST_TR | 8.19 | 3.75 |
| tblVehicleTrps | ST_TR | 94.36 | 63.99 |
| tblVehicleTrps | ST_TR | 49.97 | 10.74 |
| tblVehicleTrps | SU_TR | 6.07 | 6.16 |
| tblVehicleTrps | SU_TR | 5.86 | 4.18 |
| tblVehicleTrps | SU_TR | 1.05 | 0.69 |
| tblVehicleTrps | SU_TR | 131.84 | 78.27 |

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| | | | |
|----------------|--------------------|--------|-------|
| tbVehicleTrips | SU_TR | 5.95 | 3.20 |
| tbVehicleTrips | SU_TR | 72.16 | 57.65 |
| tbVehicleTrips | SU_TR | 25.24 | 6.39 |
| tbVehicleTrips | WD_TR | 6.59 | 5.83 |
| tbVehicleTrips | WD_TR | 6.65 | 4.13 |
| tbVehicleTrips | WD_TR | 11.03 | 6.41 |
| tbVehicleTrips | WD_TR | 127.15 | 65.80 |
| tbVehicleTrips | WD_TR | 8.17 | 3.84 |
| tbVehicleTrips | WD_TR | 89.95 | 62.64 |
| tbVehicleTrips | WD_TR | 42.70 | 9.43 |
| tbWoodstoves | NumberCatalytic | 1.25 | 0.00 |
| tbWoodstoves | NumberCatalytic | 48.75 | 0.00 |
| tbWoodstoves | NumberNoncatalytic | 1.25 | 0.00 |
| tbWoodstoves | NumberNoncatalytic | 48.75 | 0.00 |
| tbWoodstoves | WoodstoveDayYear | 25.00 | 0.00 |
| tbWoodstoves | WoodstoveDayYear | 25.00 | 0.00 |
| tbWoodstoves | WoodstoveWoodMass | 999.60 | 0.00 |
| tbWoodstoves | WoodstoveWoodMass | 999.60 | 0.00 |

2.0 Emissions Summary

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

2.1 Overall Construction
Unmitigated Construction

| Year | tons/yr | | | | | | | | | | MT/yr | | | | | |
|----------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|------------------------------|------------------------------|---------------|---------------|------------------------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
| 2021 | 0.1713 | 1.8242 | 1.1662 | 2.4000e-003 | 0.4169 | 0.0817 | 0.4986 | 0.1795 | 0.0754 | 0.2549 | 0.0000 | 213.1969 | 213.1969 | 0.0601 | 0.0000 | 214.6993 |
| 2022 | 0.6904 | 4.1142 | 6.1625 | 0.0189 | 1.3058 | 0.1201 | 1.4259 | 0.3460 | 0.1128 | 0.4588 | 0.0000 | 1,721.682 ⁶ | 1,721.682 ⁶ | 0.1294 | 0.0000 | 1,724.918 ⁷ |
| 2023 | 0.6148 | 3.3649 | 5.6747 | 0.0178 | 1.1963 | 0.0996 | 1.2959 | 0.3203 | 0.0935 | 0.4138 | 0.0000 | 1,627.529 ⁵ | 1,627.529 ⁵ | 0.1185 | 0.0000 | 1,630.492 ⁵ |
| 2024 | 4.1619 | 0.1335 | 0.2810 | 5.9000e-004 | 0.0325 | 6.4700e-003 | 0.0390 | 8.6300e-003 | 6.0400e-003 | 0.0147 | 0.0000 | 52.9078 | 52.9078 | 8.0200e-003 | 0.0000 | 53.1082 |
| Maximum | 4.1619 | 4.1142 | 6.1625 | 0.0189 | 1.3058 | 0.1201 | 1.4259 | 0.3460 | 0.1128 | 0.4588 | 0.0000 | 1,721.682⁶ | 1,721.682⁶ | 0.1294 | 0.0000 | 1,724.918⁷ |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

2.1 Overall Construction Mitigated Construction

| Year | tons/yr | | | | | | | | | | MT/yr | | | | | |
|---------|---------|--------|--------|-------------|---------------|--------------|------------|----------------|---------------|-------------|----------|------------------------|------------------------|-------------|--------|------------------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
| 2021 | 0.1713 | 1.8242 | 1.1662 | 2.4000e-003 | 0.4169 | 0.0817 | 0.4986 | 0.1795 | 0.0754 | 0.2549 | 0.0000 | 213.1967 | 213.1967 | 0.0601 | 0.0000 | 214.6991 |
| 2022 | 0.6904 | 4.1142 | 6.1625 | 0.0189 | 1.3058 | 0.1201 | 1.4259 | 0.3460 | 0.1128 | 0.4588 | 0.0000 | 1,721.682 ₃ | 1,721.682 ₃ | 0.1294 | 0.0000 | 1,724.918 ₃ |
| 2023 | 0.6148 | 3.3648 | 5.6747 | 0.0178 | 1.1963 | 0.0996 | 1.2959 | 0.3203 | 0.0935 | 0.4138 | 0.0000 | 1,627.529 ₁ | 1,627.529 ₁ | 0.1185 | 0.0000 | 1,630.492 ₁ |
| 2024 | 4.1619 | 0.1335 | 0.2810 | 5.9000e-004 | 0.0325 | 6.4700e-003 | 0.0390 | 8.6300e-003 | 6.0400e-003 | 0.0147 | 0.0000 | 52.9077 | 52.9077 | 8.0200e-003 | 0.0000 | 53.1082 |
| Maximum | 4.1619 | 4.1142 | 6.1625 | 0.0189 | 1.3058 | 0.1201 | 1.4259 | 0.3460 | 0.1128 | 0.4588 | 0.0000 | 1,721.682 ₃ | 1,721.682 ₃ | 0.1294 | 0.0000 | 1,724.918 ₃ |

| Percent Reduction | tons/quarter | | | | | | | | | | tons/quarter | | | | | |
|-------------------|--------------|------|------|------|---------------|--------------|------------|----------------|---------------|-------------|--------------|-----------|-----------|------|------|------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

| Quarter | Start Date | End Date | Maximum Unmitigated ROG + NOX (tons/quarter) | Maximum Mitigated ROG + NOX (tons/quarter) |
|---------|------------|------------|--|--|
| 1 | 9-1-2021 | 11-30-2021 | 1.4103 | 1.4103 |
| 2 | 12-1-2021 | 2-28-2022 | 1.3613 | 1.3613 |
| 3 | 3-1-2022 | 5-31-2022 | 1.1985 | 1.1985 |
| 4 | 6-1-2022 | 8-31-2022 | 1.1921 | 1.1921 |
| 5 | 9-1-2022 | 11-30-2022 | 1.1918 | 1.1918 |
| 6 | 12-1-2022 | 2-28-2023 | 1.0774 | 1.0774 |
| 7 | 3-1-2023 | 5-31-2023 | 1.0320 | 1.0320 |
| 8 | 6-1-2023 | 8-31-2023 | 1.0260 | 1.0260 |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

| | | | | |
|----|-----------|------------|--------|--------|
| 9 | 9-1-2023 | 11-30-2023 | 1.0265 | 1.0265 |
| 10 | 12-1-2023 | 2-29-2024 | 2.8857 | 2.8857 |
| 11 | 3-1-2024 | 5-31-2024 | 1.6207 | 1.6207 |
| | | Highest | 2.8857 | 2.8857 |

**2.2 Overall Operational
Unmitigated Operational**

| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
|--------------|---------------|---------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|-----------------|--------------------|--------------------|----------------|---------------|--------------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
| Area | 5.1437 | 0.2950 | 10.3804 | 1.6700e-003 | 0.0714 | 0.0714 | 0.0714 | 0.0714 | 0.0714 | 0.0714 | 0.0000 | 220.9670 | 220.9670 | 0.0201 | 3.7400e-003 | 222.5835 |
| Energy | 0.1398 | 1.2312 | 0.7770 | 7.6200e-003 | 0.0966 | 0.0966 | 0.0966 | 0.0966 | 0.0966 | 0.0966 | 0.0000 | 3.896.0732 | 3.896.0732 | 0.1303 | 0.0468 | 3,913.2833 |
| Mobile | 1.5857 | 7.9962 | 19.1834 | 0.0821 | 7.7979 | 0.0580 | 7.8559 | 2.0895 | 0.0539 | 2.1434 | 0.0000 | 7.620.4986 | 7.620.4986 | 0.3407 | 0.0000 | 7,629.0162 |
| Waste | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 207.8079 | 0.0000 | 207.8079 | 12.2811 | 0.0000 | 514.8954 |
| Water | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 29.1632 | 556.6420 | 585.8052 | 3.0183 | 0.0755 | 683.7567 |
| Total | 6.8692 | 9.5223 | 30.3407 | 0.0914 | 7.7979 | 0.2260 | 8.0240 | 2.0895 | 0.2219 | 2.3114 | 236.9712 | 12,294.1807 | 12,531.1519 | 15.7904 | 0.1260 | 12,963.4751 |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

2.2 Overall Operational

Mitigated Operational

| Category | tons/yr | | | | | | | | | | | MT/yr | | | | |
|--------------|---------------|---------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|-----------------|------------------------|------------------------|----------------|---------------|------------------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
| Area | 5.1437 | 0.2950 | 10.3804 | 1.6700e-003 | | 0.0714 | 0.0714 | 0.0714 | 0.0714 | 0.0714 | 0.0000 | 220.9670 | 220.9670 | 0.0201 | 3.7400e-003 | 222.5835 |
| Energy | 0.1398 | 1.2312 | 0.7770 | 7.6200e-003 | | 0.0966 | 0.0966 | 0.0966 | 0.0966 | 0.0966 | 0.0000 | 3.896.073 ₂ | 3.896.073 ₂ | 0.1303 | 0.0468 | 3.913.283 ₃ |
| Mobile | 1.5857 | 7.9962 | 19.1834 | 0.0821 | 7.7979 | 0.0580 | 7.8559 | 2.0895 | 0.0539 | 2.1434 | 0.0000 | 7.620.498 ₆ | 7.620.498 ₆ | 0.3407 | 0.0000 | 7.629.016 ₂ |
| Waste | | | | | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 207.8079 | 0.0000 | 207.8079 | 12.2811 | 0.0000 | 514.8354 |
| Water | | | | | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 29.1632 | 586.6420 | 585.8052 | 3.0183 | 0.0755 | 683.7567 |
| Total | 6.8692 | 9.5223 | 30.3407 | 0.0914 | 7.7979 | 0.2260 | 8.0240 | 2.0895 | 0.2219 | 2.3114 | 236.9712 | 12,294.1807 | 12,531.1519 | 15.7904 | 0.1260 | 12,963.4751 |

| Percent Reduction | tons/yr | | | | | | | | | | | MT/yr | | | | |
|-------------------|---------|------|------|------|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|------|------|------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

3.0 Construction Detail

Construction Phase

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

| Phase Number | Phase Name | Phase Type | Start Date | End Date | Num Days Week | Num Days | Phase Description |
|--------------|-----------------------|-----------------------|------------|------------|---------------|----------|-------------------|
| 1 | Demolition | Demolition | 9/1/2021 | 10/12/2021 | 5 | 30 | |
| 2 | Site Preparation | Site Preparation | 10/13/2021 | 11/9/2021 | 5 | 20 | |
| 3 | Grading | Grading | 11/10/2021 | 1/11/2022 | 5 | 45 | |
| 4 | Building Construction | Building Construction | 1/12/2022 | 12/12/2023 | 5 | 500 | |
| 5 | Paving | Paving | 12/13/2023 | 1/30/2024 | 5 | 35 | |
| 6 | Architectural Coating | Architectural Coating | 1/31/2024 | 3/19/2024 | 5 | 35 | |

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 112.5

Acres of Paving: 0

Residential Indoor: 2,025,000; Residential Outdoor: 675,000; Non-Residential Indoor: 326,400; Non-Residential Outdoor: 108,800; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

| Phase Name | Offroad Equipment Type | Amount | Usage Hours | Horse Power | Load Factor |
|-----------------------|---------------------------|--------|-------------|-------------|-------------|
| Demolition | Concrete/Industrial Saws | 1 | 8.00 | 81 | 0.73 |
| Demolition | Excavators | 3 | 8.00 | 158 | 0.38 |
| Demolition | Rubber Tired Dozers | 2 | 8.00 | 247 | 0.40 |
| Site Preparation | Rubber Tired Dozers | 3 | 8.00 | 247 | 0.40 |
| Site Preparation | Tractors/Loaders/Backhoes | 4 | 8.00 | 97 | 0.37 |
| Grading | Excavators | 2 | 8.00 | 158 | 0.38 |
| Grading | Graders | 1 | 8.00 | 187 | 0.41 |
| Grading | Rubber Tired Dozers | 1 | 8.00 | 247 | 0.40 |
| Grading | Scrapers | 2 | 8.00 | 367 | 0.48 |
| Grading | Tractors/Loaders/Backhoes | 2 | 8.00 | 97 | 0.37 |
| 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 |
| Building Construction | Tractors/Loaders/Backhoes | 3 | 7.00 | 97 | 0.37 |
| Building Construction | Welders | 1 | 8.00 | 46 | 0.45 |
| Paving | Pavers | 2 | 8.00 | 130 | 0.42 |
| Paving | Paving Equipment | 2 | 8.00 | 132 | 0.36 |
| Paving | Rollers | 2 | 8.00 | 80 | 0.38 |
| Architectural Coating | Air Compressors | 1 | 6.00 | 78 | 0.48 |

Trips and VMT

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

| 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 | 458.00 | 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 | 801.00 | 143.00 | 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 | 160.00 | 0.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |

3.1 Mitigation Measures Construction

3.2 Demolition - 2021

Unmitigated Construction On-Site

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---------------|---------------|---------------|---------------|--------------------|---------------|---------------|---------------|--------------------|---------------|---------------|---------------|----------------|----------------|---------------|---------------|----------------|
| | tons/yr | | | | | | | | | | | | | | | |
| | MT/yr | | | | | | | | | | | | | | | |
| Fugitive Dust | | | | | 0.0496 | 0.0000 | 0.0496 | 7.5100e-003 | 0.0000 | 7.5100e-003 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0475 | 0.4716 | 0.3235 | 5.8000e-004 | 0.0233 | 0.0233 | 0.0233 | 0.0216 | 0.0216 | 0.0216 | 0.0000 | 51.0012 | 51.0012 | 0.0144 | 0.0000 | 51.3601 |
| Total | 0.0475 | 0.4716 | 0.3235 | 5.8000e-004 | 0.0496 | 0.0233 | 0.0729 | 7.5100e-003 | 0.0216 | 0.0291 | 0.0000 | 51.0012 | 51.0012 | 0.0144 | 0.0000 | 51.3601 |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

3.2 Demolition - 2021

Unmitigated Construction Off-Site

| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
|--------------|--------------------|---------------|---------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|---------------|----------------|----------------|--------------------|---------------|----------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
| Hauling | 1.9300e-003 | 0.0634 | 0.0148 | 1.8000e-004 | 3.9400e-003 | 1.9000e-004 | 4.1300e-003 | 1.0800e-003 | 1.8000e-004 | 1.2600e-003 | 0.0000 | 17.4566 | 17.4566 | 1.2100e-003 | 0.0000 | 17.4869 |
| 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 | 9.7000e-004 | 7.5000e-004 | 8.5100e-003 | 2.0000e-005 | 2.4700e-003 | 2.0000e-005 | 2.4900e-003 | 6.5000e-004 | 2.0000e-005 | 6.7000e-004 | 0.0000 | 2.2251 | 2.2251 | 7.0000e-005 | 0.0000 | 2.2267 |
| Total | 2.9000e-003 | 0.0641 | 0.0233 | 2.0000e-004 | 6.4100e-003 | 2.1000e-004 | 6.6200e-003 | 1.7300e-003 | 2.0000e-004 | 1.9300e-003 | 0.0000 | 19.6816 | 19.6816 | 1.2800e-003 | 0.0000 | 19.7136 |

Mitigated Construction On-Site

| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
|---------------|---------------|---------------|---------------|--------------------|---------------|---------------|---------------|--------------------|---------------|---------------|---------------|----------------|----------------|---------------|---------------|----------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
| Fugitive Dust | 0.0475 | 0.4716 | 0.3235 | 5.8000e-004 | 0.0496 | 0.0000 | 0.0496 | 7.5100e-003 | 0.0000 | 7.5100e-003 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0475 | 0.4716 | 0.3235 | 5.8000e-004 | 0.0496 | 0.0233 | 0.0233 | 0.0216 | 0.0216 | 0.0216 | 0.0000 | 51.0011 | 51.0011 | 0.0144 | 0.0000 | 51.3600 |
| Total | 0.0475 | 0.4716 | 0.3235 | 5.8000e-004 | 0.0496 | 0.0233 | 0.0729 | 7.5100e-003 | 0.0216 | 0.0291 | 0.0000 | 51.0011 | 51.0011 | 0.0144 | 0.0000 | 51.3600 |

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3.2 Demolition - 2021

Mitigated Construction Off-Site

| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
|--------------|--------------------|---------------|---------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|---------------|----------------|----------------|--------------------|---------------|----------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
| Hauling | 1.9300e-003 | 0.0634 | 0.0148 | 1.8000e-004 | 3.9400e-003 | 1.9000e-004 | 4.1300e-003 | 1.0800e-003 | 1.8000e-004 | 1.2600e-003 | 0.0000 | 17.4566 | 17.4566 | 1.2100e-003 | 0.0000 | 17.4869 |
| 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 | 9.7000e-004 | 7.5000e-004 | 8.5100e-003 | 2.0000e-005 | 2.4700e-003 | 2.0000e-005 | 2.4900e-003 | 6.5000e-004 | 2.0000e-005 | 6.7000e-004 | 0.0000 | 2.2251 | 2.2251 | 7.0000e-005 | 0.0000 | 2.2267 |
| Total | 2.9000e-003 | 0.0641 | 0.0233 | 2.0000e-004 | 6.4100e-003 | 2.1000e-004 | 6.6200e-003 | 1.7300e-003 | 2.0000e-004 | 1.9300e-003 | 0.0000 | 19.6816 | 19.6816 | 1.2800e-003 | 0.0000 | 19.7136 |

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
|---------------|---------------|---------------|---------------|--------------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|----------------|----------------|---------------|---------------|----------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
| Fugitive Dust | | | | | 0.1807 | 0.0000 | 0.1807 | 0.0993 | 0.0000 | 0.0993 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0389 | 0.4050 | 0.2115 | 3.8000e-004 | | 0.0204 | 0.0204 | | 0.0188 | 0.0188 | 0.0000 | 33.4357 | 33.4357 | 0.0108 | 0.0000 | 33.7061 |
| Total | 0.0389 | 0.4050 | 0.2115 | 3.8000e-004 | 0.1807 | 0.0204 | 0.2011 | 0.0993 | 0.0188 | 0.1181 | 0.0000 | 33.4357 | 33.4357 | 0.0108 | 0.0000 | 33.7061 |

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3.3 Site Preparation - 2021
Unmitigated Construction Off-Site

| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
|--------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|---------------|---------------|---------------|--------------------|---------------|---------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
| 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 | 7.7000e-004 | 6.0000e-004 | 6.8100e-003 | 2.0000e-005 | 1.9700e-003 | 2.0000e-005 | 1.9900e-003 | 5.2000e-004 | 1.0000e-005 | 5.4000e-004 | 0.0000 | 1.7801 | 1.7801 | 5.0000e-005 | 0.0000 | 1.7814 |
| Total | 7.7000e-004 | 6.0000e-004 | 6.8100e-003 | 2.0000e-005 | 1.9700e-003 | 2.0000e-005 | 1.9900e-003 | 5.2000e-004 | 1.0000e-005 | 5.4000e-004 | 0.0000 | 1.7801 | 1.7801 | 5.0000e-005 | 0.0000 | 1.7814 |

Mitigated Construction On-Site

| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
|---------------|---------------|---------------|---------------|--------------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|----------------|----------------|---------------|---------------|----------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
| Fugitive Dust | | | | | 0.1807 | 0.0000 | 0.1807 | 0.0993 | 0.0000 | 0.0993 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0389 | 0.4050 | 0.2115 | 3.8000e-004 | | 0.0204 | 0.0204 | 0.0188 | 0.0188 | 0.0188 | 0.0000 | 33.4357 | 33.4357 | 0.0108 | 0.0000 | 33.7060 |
| Total | 0.0389 | 0.4050 | 0.2115 | 3.8000e-004 | 0.1807 | 0.0204 | 0.2011 | 0.0993 | 0.0188 | 0.1181 | 0.0000 | 33.4357 | 33.4357 | 0.0108 | 0.0000 | 33.7060 |

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3.3 Site Preparation - 2021
Mitigated Construction Off-Site

| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
|--------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|---------------|---------------|---------------|--------------------|---------------|---------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
| 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 | 7.7000e-004 | 6.0000e-004 | 6.8100e-003 | 2.0000e-005 | 1.9700e-003 | 2.0000e-005 | 1.9900e-003 | 5.2000e-004 | 1.0000e-005 | 5.4000e-004 | 0.0000 | 1.7801 | 1.7801 | 5.0000e-005 | 0.0000 | 1.7814 |
| Total | 7.7000e-004 | 6.0000e-004 | 6.8100e-003 | 2.0000e-005 | 1.9700e-003 | 2.0000e-005 | 1.9900e-003 | 5.2000e-004 | 1.0000e-005 | 5.4000e-004 | 0.0000 | 1.7801 | 1.7801 | 5.0000e-005 | 0.0000 | 1.7814 |

3.4 Grading - 2021
Unmitigated Construction On-Site

| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
|---------------|---------------|---------------|---------------|--------------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|-----------------|-----------------|---------------|---------------|-----------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
| Fugitive Dust | 0.0796 | 0.8816 | 0.5867 | 1.1800e-003 | 0.1741 | 0.0000 | 0.1741 | 0.0693 | 0.0000 | 0.0693 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0796 | 0.8816 | 0.5867 | 1.1800e-003 | 0.0377 | 0.0377 | 0.0377 | 0.0347 | 0.0000 | 0.0347 | 0.0000 | 103.5405 | 103.5405 | 0.0335 | 0.0000 | 104.3776 |
| Total | 0.0796 | 0.8816 | 0.5867 | 1.1800e-003 | 0.1741 | 0.0377 | 0.2118 | 0.0693 | 0.0347 | 0.1040 | 0.0000 | 103.5405 | 103.5405 | 0.0335 | 0.0000 | 104.3776 |

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3.4 Grading - 2021

Unmitigated Construction Off-Site

| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
|--------------|--------------------|--------------------|---------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|---------------|---------------|---------------|--------------------|---------------|---------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
| 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 | 1.6400e-003 | 1.2700e-003 | 0.0144 | 4.0000e-005 | 4.1600e-003 | 3.0000e-005 | 4.2000e-003 | 1.1100e-003 | 3.0000e-005 | 1.1400e-003 | 0.0000 | 3.7579 | 3.7579 | 1.1000e-004 | 0.0000 | 3.7607 |
| Total | 1.6400e-003 | 1.2700e-003 | 0.0144 | 4.0000e-005 | 4.1600e-003 | 3.0000e-005 | 4.2000e-003 | 1.1100e-003 | 3.0000e-005 | 1.1400e-003 | 0.0000 | 3.7579 | 3.7579 | 1.1000e-004 | 0.0000 | 3.7607 |

Mitigated Construction On-Site

| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
|---------------|---------------|---------------|---------------|--------------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|-----------------|-----------------|---------------|---------------|-----------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
| Fugitive Dust | | | | | 0.1741 | 0.0000 | 0.1741 | 0.0693 | 0.0000 | 0.0693 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0796 | 0.8816 | 0.5867 | 1.1800e-003 | 0.0377 | 0.0377 | 0.0377 | 0.0347 | 0.0347 | 0.0347 | 0.0000 | 103.5403 | 103.5403 | 0.0335 | 0.0000 | 104.3775 |
| Total | 0.0796 | 0.8816 | 0.5867 | 1.1800e-003 | 0.1741 | 0.0377 | 0.2118 | 0.0693 | 0.0347 | 0.1040 | 0.0000 | 103.5403 | 103.5403 | 0.0335 | 0.0000 | 104.3775 |

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3.4 Grading - 2021

Mitigated Construction Off-Site

| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
|--------------|--------------------|--------------------|---------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|---------------|---------------|---------------|--------------------|---------------|---------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
| 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 | 1.6400e-003 | 1.2700e-003 | 0.0144 | 4.0000e-005 | 4.1600e-003 | 3.0000e-005 | 4.2000e-003 | 1.1100e-003 | 3.0000e-005 | 1.1400e-003 | 0.0000 | 3.7579 | 3.7579 | 1.1000e-004 | 0.0000 | 3.7607 |
| Total | 1.6400e-003 | 1.2700e-003 | 0.0144 | 4.0000e-005 | 4.1600e-003 | 3.0000e-005 | 4.2000e-003 | 1.1100e-003 | 3.0000e-005 | 1.1400e-003 | 0.0000 | 3.7579 | 3.7579 | 1.1000e-004 | 0.0000 | 3.7607 |

3.4 Grading - 2022

Unmitigated Construction On-Site

| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
|---------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|---------------|----------------|----------------|--------------------|---------------|----------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
| Fugitive Dust | | | | | 0.0807 | 0.0000 | 0.0807 | 0.0180 | 0.0000 | 0.0180 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0127 | 0.1360 | 0.1017 | 2.2000e-004 | 5.7200e-003 | 5.7200e-003 | 5.7200e-003 | 5.2600e-003 | 5.2600e-003 | 5.2600e-003 | 0.0000 | 19.0871 | 19.0871 | 6.1700e-003 | 0.0000 | 19.2414 |
| Total | 0.0127 | 0.1360 | 0.1017 | 2.2000e-004 | 0.0807 | 5.7200e-003 | 0.0865 | 0.0180 | 5.2600e-003 | 0.0233 | 0.0000 | 19.0871 | 19.0871 | 6.1700e-003 | 0.0000 | 19.2414 |

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3.4 Grading - 2022

Unmitigated Construction Off-Site

| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
|--------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|---------------|---------------|---------------|--------------------|---------------|---------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 2.8000e-004 | 2.1000e-004 | 2.4400e-003 | 1.0000e-005 | 7.7000e-004 | 1.0000e-005 | 7.7000e-004 | 2.0000e-004 | 1.0000e-005 | 2.1000e-004 | 0.0000 | 0.6679 | 0.6679 | 2.0000e-005 | 0.0000 | 0.6684 |
| Total | 2.8000e-004 | 2.1000e-004 | 2.4400e-003 | 1.0000e-005 | 7.7000e-004 | 1.0000e-005 | 7.7000e-004 | 2.0000e-004 | 1.0000e-005 | 2.1000e-004 | 0.0000 | 0.6679 | 0.6679 | 2.0000e-005 | 0.0000 | 0.6684 |

Mitigated Construction On-Site

| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
|---------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|---------------|----------------|----------------|--------------------|---------------|----------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
| Fugitive Dust | | | | | 0.0807 | 0.0000 | 0.0807 | 0.0180 | 0.0000 | 0.0180 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0127 | 0.1360 | 0.1017 | 2.2000e-004 | 5.7200e-003 | 5.7200e-003 | 5.7200e-003 | 5.2600e-003 | 5.2600e-003 | 5.2600e-003 | 0.0000 | 19.0871 | 19.0871 | 6.1700e-003 | 0.0000 | 19.2414 |
| Total | 0.0127 | 0.1360 | 0.1017 | 2.2000e-004 | 0.0807 | 5.7200e-003 | 0.0865 | 0.0180 | 5.2600e-003 | 0.0233 | 0.0000 | 19.0871 | 19.0871 | 6.1700e-003 | 0.0000 | 19.2414 |

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3.4 Grading - 2022

Mitigated Construction Off-Site

| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
|--------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|---------------|---------------|---------------|--------------------|---------------|---------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 2.8000e-004 | 2.1000e-004 | 2.4400e-003 | 1.0000e-005 | 7.7000e-004 | 1.0000e-005 | 7.7000e-004 | 2.0000e-004 | 1.0000e-005 | 2.1000e-004 | 0.0000 | 0.6679 | 0.6679 | 2.0000e-005 | 0.0000 | 0.6684 |
| Total | 2.8000e-004 | 2.1000e-004 | 2.4400e-003 | 1.0000e-005 | 7.7000e-004 | 1.0000e-005 | 7.7000e-004 | 2.0000e-004 | 1.0000e-005 | 2.1000e-004 | 0.0000 | 0.6679 | 0.6679 | 2.0000e-005 | 0.0000 | 0.6684 |

3.5 Building Construction - 2022

Unmitigated Construction On-Site

| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
|--------------|---------------|---------------|---------------|--------------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|-----------------|-----------------|---------------|---------------|-----------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
| Off-Road | 0.2158 | 1.9754 | 2.0700 | 3.4100e-003 | 0.1023 | 0.1023 | 0.1023 | 0.0963 | 0.0963 | 0.0963 | 0.0000 | 293.1324 | 293.1324 | 0.0702 | 0.0000 | 294.8881 |
| Total | 0.2158 | 1.9754 | 2.0700 | 3.4100e-003 | 0.1023 | 0.1023 | 0.1023 | 0.0963 | 0.0963 | 0.0963 | 0.0000 | 293.1324 | 293.1324 | 0.0702 | 0.0000 | 294.8881 |

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3.5 Building Construction - 2022
Unmitigated Construction Off-Site

| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|------------------|------------------|---------------|---------------|------------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
| 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 | 0.0527 | 1.6961 | 0.4580 | 4.5500e-003 | 0.1140 | 3.1800e-003 | 0.1171 | 0.0329 | 3.0400e-003 | 0.0359 | 0.0000 | 441.9835 | 441.9835 | 0.0264 | 0.0000 | 442.6435 |
| Worker | 0.4088 | 0.3066 | 3.5305 | 0.0107 | 1.1103 | 8.8700e-003 | 1.1192 | 0.2949 | 8.1700e-003 | 0.3031 | 0.0000 | 966.8117 | 966.8117 | 0.0266 | 0.0000 | 967.4773 |
| Total | 0.4616 | 2.0027 | 3.9885 | 0.0152 | 1.2243 | 0.0121 | 1.2363 | 0.3278 | 0.0112 | 0.3390 | 0.0000 | 1,408.795 | 1,408.795 | 0.0530 | 0.0000 | 1,410.120 |

Mitigated Construction On-Site

| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
|--------------|---------------|---------------|---------------|--------------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|-----------------|-----------------|---------------|---------------|-----------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
| Off-Road | 0.2158 | 1.9754 | 2.0700 | 3.4100e-003 | | 0.1023 | 0.1023 | | 0.0963 | 0.0963 | 0.0000 | 293.1321 | 293.1321 | 0.0702 | 0.0000 | 294.8877 |
| Total | 0.2158 | 1.9754 | 2.0700 | 3.4100e-003 | | 0.1023 | 0.1023 | | 0.0963 | 0.0963 | 0.0000 | 293.1321 | 293.1321 | 0.0702 | 0.0000 | 294.8877 |

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3.5 Building Construction - 2022
Mitigated Construction Off-Site

| Category | tons/yr | | | | | | | | | | MT/yr | | | | | | |
|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|------------------|------------------|---------------|---------------|---------------|------------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| 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 | 0.0000 |
| Vendor | 0.0527 | 1.6961 | 0.4580 | 4.5500e-003 | 0.1140 | 3.1800e-003 | 0.1171 | 0.0329 | 3.0400e-003 | 0.0359 | 0.0000 | 441.9835 | 441.9835 | 0.0264 | 0.0000 | 0.0000 | 442.6435 |
| Worker | 0.4088 | 0.3066 | 3.5305 | 0.0107 | 1.1103 | 8.8700e-003 | 1.1192 | 0.2949 | 8.1700e-003 | 0.3031 | 0.0000 | 966.8117 | 966.8117 | 0.0266 | 0.0000 | 0.0000 | 967.4773 |
| Total | 0.4616 | 2.0027 | 3.9885 | 0.0152 | 1.2243 | 0.0121 | 1.2363 | 0.3278 | 0.0112 | 0.3390 | 0.0000 | 1,408.795 | 1,408.795 | 0.0530 | 0.0000 | 0.0000 | 1,410.120 |

3.5 Building Construction - 2023
Unmitigated Construction On-Site

| Category | tons/yr | | | | | | | | | | MT/yr | | | | | | |
|--------------|---------------|---------------|---------------|--------------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|-----------------|-----------------|---------------|---------------|---------------|-----------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| Off-Road | 0.1942 | 1.7765 | 2.0061 | 3.3300e-003 | | 0.0864 | 0.0864 | | 0.0813 | 0.0813 | 0.0000 | 286.2789 | 286.2789 | 0.0681 | 0.0000 | 0.0000 | 287.9814 |
| Total | 0.1942 | 1.7765 | 2.0061 | 3.3300e-003 | | 0.0864 | 0.0864 | | 0.0813 | 0.0813 | 0.0000 | 286.2789 | 286.2789 | 0.0681 | 0.0000 | 0.0000 | 287.9814 |

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3.5 Building Construction - 2023
Unmitigated Construction Off-Site

| Category | tons/yr | | | | | | | | | | MT/yr | | | | | | |
|--------------|---------------|---------------|---------------|---------------|---------------|--------------------|---------------|----------------|--------------------|---------------|---------------|-------------------|-------------------|---------------|---------------|-------------------|--------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| 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 | 0.0000 |
| Vendor | 0.0382 | 1.2511 | 0.4011 | 4.3000e-003 | 0.1113 | 1.4600e-003 | 0.1127 | 0.0321 | 1.4000e-003 | 0.0335 | 0.0000 | 417.9930 | 417.9930 | 0.0228 | 0.0000 | 418.5624 | |
| Worker | 0.3753 | 0.2708 | 3.1696 | 0.0101 | 1.0840 | 8.4100e-003 | 1.0924 | 0.2879 | 7.7400e-003 | 0.2957 | 0.0000 | 909.3439 | 909.3439 | 0.0234 | 0.0000 | 909.9291 | |
| Total | 0.4135 | 1.5218 | 3.5707 | 0.0144 | 1.1953 | 9.8700e-003 | 1.2051 | 0.3200 | 9.1400e-003 | 0.3292 | 0.0000 | 1,327.3369 | 1,327.3369 | 0.0462 | 0.0000 | 1,328.4916 | |

Mitigated Construction On-Site

| Category | tons/yr | | | | | | | | | | MT/yr | | | | | | |
|--------------|---------------|---------------|---------------|--------------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|-----------------|-----------------|---------------|---------------|-----------------|--|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| Off-Road | 0.1942 | 1.7765 | 2.0061 | 3.3300e-003 | | 0.0864 | 0.0864 | | 0.0813 | 0.0813 | 0.0000 | 286.2785 | 286.2785 | 0.0681 | 0.0000 | 287.9811 | |
| Total | 0.1942 | 1.7765 | 2.0061 | 3.3300e-003 | | 0.0864 | 0.0864 | | 0.0813 | 0.0813 | 0.0000 | 286.2785 | 286.2785 | 0.0681 | 0.0000 | 287.9811 | |

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3.5 Building Construction - 2023
Mitigated Construction Off-Site

| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
|--------------|---------------|---------------|---------------|---------------|---------------|--------------------|---------------|----------------|--------------------|---------------|---------------|-------------------|-------------------|---------------|---------------|-------------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
| 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 | 0.0382 | 1.2511 | 0.4011 | 4.3000e-003 | 0.1113 | 1.4600e-003 | 0.1127 | 0.0321 | 1.4000e-003 | 0.0335 | 0.0000 | 417.9930 | 417.9930 | 0.0228 | 0.0000 | 418.5624 |
| Worker | 0.3753 | 0.2708 | 3.1696 | 0.0101 | 1.0840 | 8.4100e-003 | 1.0924 | 0.2879 | 7.7400e-003 | 0.2957 | 0.0000 | 909.3439 | 909.3439 | 0.0234 | 0.0000 | 909.9291 |
| Total | 0.4135 | 1.5218 | 3.5707 | 0.0144 | 1.1953 | 9.8700e-003 | 1.2051 | 0.3200 | 9.1400e-003 | 0.3292 | 0.0000 | 1,327.3369 | 1,327.3369 | 0.0462 | 0.0000 | 1,328.4916 |

3.6 Paving - 2023
Unmitigated Construction On-Site

| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
|--------------|--------------------|---------------|---------------|--------------------|---------------|--------------------|--------------------|----------------|--------------------|--------------------|---------------|----------------|----------------|--------------------|---------------|----------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
| Off-Road | 6.7100e-003 | 0.0663 | 0.0948 | 1.5000e-004 | | 3.3200e-003 | 3.3200e-003 | | 3.0500e-003 | 3.0500e-003 | 0.0000 | 13.0175 | 13.0175 | 4.2100e-003 | 0.0000 | 13.1227 |
| Paving | 0.0000 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Total | 6.7100e-003 | 0.0663 | 0.0948 | 1.5000e-004 | | 3.3200e-003 | 3.3200e-003 | | 3.0500e-003 | 3.0500e-003 | 0.0000 | 13.0175 | 13.0175 | 4.2100e-003 | 0.0000 | 13.1227 |

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3.6 Paving - 2023

Unmitigated Construction Off-Site

| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
|--------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|---------------|---------------|---------------|--------------------|---------------|---------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
| 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 | 3.7000e-004 | 2.7000e-004 | 3.1200e-003 | 1.0000e-005 | 1.0700e-003 | 1.0000e-005 | 1.0800e-003 | 2.8000e-004 | 1.0000e-005 | 2.9000e-004 | 0.0000 | 0.8963 | 0.8963 | 2.0000e-005 | 0.0000 | 0.8968 |
| Total | 3.7000e-004 | 2.7000e-004 | 3.1200e-003 | 1.0000e-005 | 1.0700e-003 | 1.0000e-005 | 1.0800e-003 | 2.8000e-004 | 1.0000e-005 | 2.9000e-004 | 0.0000 | 0.8963 | 0.8963 | 2.0000e-005 | 0.0000 | 0.8968 |

Mitigated Construction On-Site

| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
|--------------|--------------------|---------------|---------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|---------------|----------------|----------------|--------------------|---------------|----------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
| Off-Road | 6.7100e-003 | 0.0663 | 0.0948 | 1.5000e-004 | 3.3200e-003 | 3.3200e-003 | 3.3200e-003 | 3.0500e-003 | 3.0500e-003 | 3.0500e-003 | 0.0000 | 13.0175 | 13.0175 | 4.2100e-003 | 0.0000 | 13.1227 |
| Paving | 0.0000 | | | | 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 | 6.7100e-003 | 0.0663 | 0.0948 | 1.5000e-004 | 3.3200e-003 | 3.3200e-003 | 3.3200e-003 | 3.0500e-003 | 3.0500e-003 | 3.0500e-003 | 0.0000 | 13.0175 | 13.0175 | 4.2100e-003 | 0.0000 | 13.1227 |

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3.6 Paving - 2023

Mitigated Construction Off-Site

| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
|--------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|---------------|---------------|---------------|--------------------|---------------|---------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
| 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 | 3.7000e-004 | 2.7000e-004 | 3.1200e-003 | 1.0000e-005 | 1.0700e-003 | 1.0000e-005 | 1.0800e-003 | 2.8000e-004 | 1.0000e-005 | 2.9000e-004 | 0.0000 | 0.8963 | 0.8963 | 2.0000e-005 | 0.0000 | 0.8968 |
| Total | 3.7000e-004 | 2.7000e-004 | 3.1200e-003 | 1.0000e-005 | 1.0700e-003 | 1.0000e-005 | 1.0800e-003 | 2.8000e-004 | 1.0000e-005 | 2.9000e-004 | 0.0000 | 0.8963 | 0.8963 | 2.0000e-005 | 0.0000 | 0.8968 |

3.6 Paving - 2024

Unmitigated Construction On-Site

| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
|--------------|---------------|---------------|---------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|---------------|----------------|----------------|--------------------|---------------|----------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
| Off-Road | 0.0109 | 0.1048 | 0.1609 | 2.5000e-004 | 5.1500e-003 | 5.1500e-003 | 5.1500e-003 | 4.7400e-003 | 4.7400e-003 | 4.7400e-003 | 0.0000 | 22.0292 | 22.0292 | 7.1200e-003 | 0.0000 | 22.2073 |
| Paving | 0.0000 | | | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Total | 0.0109 | 0.1048 | 0.1609 | 2.5000e-004 | 5.1500e-003 | 5.1500e-003 | 5.1500e-003 | 4.7400e-003 | 4.7400e-003 | 4.7400e-003 | 0.0000 | 22.0292 | 22.0292 | 7.1200e-003 | 0.0000 | 22.2073 |

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3.6 Paving - 2024

Unmitigated Construction Off-Site

| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
|--------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|---------------|---------------|---------------|--------------------|---------------|---------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
| 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 | 5.9000e-004 | 4.1000e-004 | 4.9200e-003 | 2.0000e-005 | 1.8100e-003 | 1.0000e-005 | 1.8200e-003 | 4.8000e-004 | 1.0000e-005 | 4.9000e-004 | 0.0000 | 1.4697 | 1.4697 | 4.0000e-005 | 0.0000 | 1.4706 |
| Total | 5.9000e-004 | 4.1000e-004 | 4.9200e-003 | 2.0000e-005 | 1.8100e-003 | 1.0000e-005 | 1.8200e-003 | 4.8000e-004 | 1.0000e-005 | 4.9000e-004 | 0.0000 | 1.4697 | 1.4697 | 4.0000e-005 | 0.0000 | 1.4706 |

Mitigated Construction On-Site

| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
|--------------|---------------|---------------|---------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|---------------|----------------|----------------|--------------------|---------------|----------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
| Off-Road | 0.0109 | 0.1048 | 0.1609 | 2.5000e-004 | 5.1500e-003 | 5.1500e-003 | 5.1500e-003 | 4.7400e-003 | 4.7400e-003 | 4.7400e-003 | 0.0000 | 22.0292 | 22.0292 | 7.1200e-003 | 0.0000 | 22.2073 |
| Paving | 0.0000 | | | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Total | 0.0109 | 0.1048 | 0.1609 | 2.5000e-004 | 5.1500e-003 | 5.1500e-003 | 5.1500e-003 | 4.7400e-003 | 4.7400e-003 | 4.7400e-003 | 0.0000 | 22.0292 | 22.0292 | 7.1200e-003 | 0.0000 | 22.2073 |

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3.6 Paving - 2024

Mitigated Construction Off-Site

| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
|--------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|---------------|---------------|---------------|--------------------|---------------|---------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
| 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 | 5.9000e-004 | 4.1000e-004 | 4.9200e-003 | 2.0000e-005 | 1.8100e-003 | 1.0000e-005 | 1.8200e-003 | 4.8000e-004 | 1.0000e-005 | 4.9000e-004 | 0.0000 | 1.4697 | 1.4697 | 4.0000e-005 | 0.0000 | 1.4706 |
| Total | 5.9000e-004 | 4.1000e-004 | 4.9200e-003 | 2.0000e-005 | 1.8100e-003 | 1.0000e-005 | 1.8200e-003 | 4.8000e-004 | 1.0000e-005 | 4.9000e-004 | 0.0000 | 1.4697 | 1.4697 | 4.0000e-005 | 0.0000 | 1.4706 |

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
|-----------------|---------------|---------------|---------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|---------------|---------------|---------------|--------------------|---------------|---------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
| Archit. Coating | 4.1372 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 3.1600e-003 | 0.0213 | 0.0317 | 5.0000e-005 | 1.0700e-003 | 1.0700e-003 | 1.0700e-003 | 1.0700e-003 | 1.0700e-003 | 1.0700e-003 | 0.0000 | 4.4682 | 4.4682 | 2.5000e-004 | 0.0000 | 4.4745 |
| Total | 4.1404 | 0.0213 | 0.0317 | 5.0000e-005 | 1.0700e-003 | 1.0700e-003 | 1.0700e-003 | 1.0700e-003 | 1.0700e-003 | 1.0700e-003 | 0.0000 | 4.4682 | 4.4682 | 2.5000e-004 | 0.0000 | 4.4745 |

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3.7 Architectural Coating - 2024
Unmitigated Construction Off-Site

| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
|--------------|---------------|--------------------|---------------|--------------------|---------------|--------------------|---------------|--------------------|--------------------|--------------------|---------------|----------------|----------------|--------------------|---------------|----------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
| 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 | 0.0101 | 6.9900e-003 | 0.0835 | 2.8000e-004 | 0.0307 | 2.3000e-004 | 0.0309 | 8.1500e-003 | 2.2000e-004 | 8.3700e-003 | 0.0000 | 24.9407 | 24.9407 | 6.1000e-004 | 0.0000 | 24.9558 |
| Total | 0.0101 | 6.9900e-003 | 0.0835 | 2.8000e-004 | 0.0307 | 2.3000e-004 | 0.0309 | 8.1500e-003 | 2.2000e-004 | 8.3700e-003 | 0.0000 | 24.9407 | 24.9407 | 6.1000e-004 | 0.0000 | 24.9558 |

Mitigated Construction On-Site

| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
|-----------------|---------------|---------------|---------------|--------------------|---------------|--------------------|--------------------|--------------------|--------------------|--------------------|---------------|---------------|---------------|--------------------|---------------|---------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
| Archit. Coating | 4.1372 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 3.1600e-003 | 0.0213 | 0.0317 | 5.0000e-005 | | 1.0700e-003 | 1.0700e-003 | 1.0700e-003 | 1.0700e-003 | 1.0700e-003 | 0.0000 | 4.4682 | 4.4682 | 2.5000e-004 | 0.0000 | 4.4745 |
| Total | 4.1404 | 0.0213 | 0.0317 | 5.0000e-005 | | 1.0700e-003 | 1.0700e-003 | 1.0700e-003 | 1.0700e-003 | 1.0700e-003 | 0.0000 | 4.4682 | 4.4682 | 2.5000e-004 | 0.0000 | 4.4745 |

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3.7 Architectural Coating - 2024

Mitigated Construction Off-Site

| Category | tons/yr | | | | | | | | | | MT/yr | | | | | | |
|--------------|---------------|--------------------|---------------|--------------------|---------------|--------------------|---------------|--------------------|--------------------|--------------------|---------------|----------------|----------------|--------------------|---------------|---------------|----------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| 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 | 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 | 0.0000 |
| Worker | 0.0101 | 6.9900e-003 | 0.0835 | 2.8000e-004 | 0.0307 | 2.3000e-004 | 0.0309 | 8.1500e-003 | 2.2000e-004 | 8.3700e-003 | 0.0000 | 24.9407 | 24.9407 | 6.1000e-004 | 0.0000 | 0.0000 | 24.9558 |
| Total | 0.0101 | 6.9900e-003 | 0.0835 | 2.8000e-004 | 0.0307 | 2.3000e-004 | 0.0309 | 8.1500e-003 | 2.2000e-004 | 8.3700e-003 | 0.0000 | 24.9407 | 24.9407 | 6.1000e-004 | 0.0000 | 0.0000 | 24.9558 |

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

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| Category | tons/yr | | | | | | | | | | | | | MT/yr | | | |
|-------------|---------|--------|---------|--------|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|-----------|--------|--------|-----------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| Mitigated | 1.5857 | 7.9962 | 19.1834 | 0.0821 | 7.7979 | 0.0580 | 7.8559 | 2.0895 | 0.0539 | 2.1434 | 0.0000 | 7,620,498 | 6 | 7,620,498 | 0.3407 | 0.0000 | 7,629,016 |
| Unmitigated | 1.5857 | 7.9962 | 19.1834 | 0.0821 | 7.7979 | 0.0580 | 7.8559 | 2.0895 | 0.0539 | 2.1434 | 0.0000 | 7,620,498 | 6 | 7,620,498 | 0.3407 | 0.0000 | 7,629,016 |

4.2 Trip Summary Information

| Land Use | Average Daily Trip Rate | | | Unmitigated | | Mitigated | |
|-------------------------------------|-------------------------|-----------------|-----------------|-------------------|-------------------|-----------|--|
| | Weekday | Saturday | Sunday | Annual VMT | Annual VMT | | |
| Apartments Low Rise | 145.75 | 154.25 | 154.00 | 506,227 | 506,227 | | |
| Apartments Mid Rise | 4,026.75 | 3,773.25 | 4075.50 | 13,660,065 | 13,660,065 | | |
| General Office Building | 288.45 | 62.55 | 31.05 | 706,812 | 706,812 | | |
| High Turnover (Sit Down Restaurant) | 2,368.80 | 2,873.52 | 2817.72 | 3,413,937 | 3,413,937 | | |
| Hotel | 192.00 | 187.50 | 160.00 | 445,703 | 445,703 | | |
| Quality Restaurant | 501.12 | 511.92 | 461.20 | 707,488 | 707,488 | | |
| Regional Shopping Center | 528.08 | 601.44 | 357.84 | 1,112,221 | 1,112,221 | | |
| Total | 8,050.95 | 8,164.43 | 8,057.31 | 20,552,452 | 20,552,452 | | |

4.3 Trip Type Information

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

| 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 | H-W or C-W | H-S or C-C | H-O or C-NW | Primary | Diverted | Pass-by |
| Apartments Low Rise | 14.70 | 5.90 | 8.70 | 40.20 | 19.20 | 40.60 | 40.20 | 19.20 | 40.60 | 86 | 11 | 3 |
| Apartments Mid Rise | 14.70 | 5.90 | 8.70 | 40.20 | 19.20 | 40.60 | 40.20 | 19.20 | 40.60 | 86 | 11 | 3 |
| General Office Building | 16.60 | 8.40 | 6.90 | 33.00 | 48.00 | 19.00 | 33.00 | 48.00 | 19.00 | 77 | 19 | 4 |
| High Turnover (Sit Down) | 16.60 | 8.40 | 6.90 | 8.50 | 72.50 | 19.00 | 8.50 | 72.50 | 19.00 | 37 | 20 | 43 |
| Hotel | 16.60 | 8.40 | 6.90 | 19.40 | 61.60 | 19.00 | 19.40 | 61.60 | 19.00 | 58 | 38 | 4 |
| Quality Restaurant | 16.60 | 8.40 | 6.90 | 12.00 | 69.00 | 19.00 | 12.00 | 69.00 | 19.00 | 38 | 18 | 44 |
| Regional Shopping Center | 16.60 | 8.40 | 6.90 | 16.30 | 64.70 | 19.00 | 16.30 | 64.70 | 19.00 | 54 | 35 | 11 |

4.4 Fleet Mix

| Land Use | LDA | LDT1 | LDT2 | MDV | LHD1 | LHD2 | MHD | HHD | OBUS | UBUS | MCY | SBUS | MH |
|-------------------------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| Apartments Low Rise | 0.543088 | 0.044216 | 0.209971 | 0.116369 | 0.014033 | 0.006332 | 0.021166 | 0.033577 | 0.002613 | 0.001817 | 0.005285 | 0.000712 | 0.000821 |
| Apartments Mid Rise | 0.543088 | 0.044216 | 0.209971 | 0.116369 | 0.014033 | 0.006332 | 0.021166 | 0.033577 | 0.002613 | 0.001817 | 0.005285 | 0.000712 | 0.000821 |
| General Office Building | 0.543088 | 0.044216 | 0.209971 | 0.116369 | 0.014033 | 0.006332 | 0.021166 | 0.033577 | 0.002613 | 0.001817 | 0.005285 | 0.000712 | 0.000821 |
| High Turnover (Sit Down Restaurant) | 0.543088 | 0.044216 | 0.209971 | 0.116369 | 0.014033 | 0.006332 | 0.021166 | 0.033577 | 0.002613 | 0.001817 | 0.005285 | 0.000712 | 0.000821 |
| Hotel | 0.543088 | 0.044216 | 0.209971 | 0.116369 | 0.014033 | 0.006332 | 0.021166 | 0.033577 | 0.002613 | 0.001817 | 0.005285 | 0.000712 | 0.000821 |
| Quality Restaurant | 0.543088 | 0.044216 | 0.209971 | 0.116369 | 0.014033 | 0.006332 | 0.021166 | 0.033577 | 0.002613 | 0.001817 | 0.005285 | 0.000712 | 0.000821 |
| Regional Shopping Center | 0.543088 | 0.044216 | 0.209971 | 0.116369 | 0.014033 | 0.006332 | 0.021166 | 0.033577 | 0.002613 | 0.001817 | 0.005285 | 0.000712 | 0.000821 |

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
|-------------------------|---------|--------|--------|-------------|---------------|--------------|------------|----------------|---------------|-------------|----------|------------|------------|--------|--------|------|------------|
| | tons/yr | | | | | | | | | | MT/yr | | | | | | |
| Electricity Mitigated | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 2,512.6465 | 2,512.6465 | 0.1037 | 0.0215 | | 2,521.6356 |
| Electricity Unmitigated | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 2,512.6465 | 2,512.6465 | 0.1037 | 0.0215 | | 2,521.6356 |
| Natural Gas Mitigated | 0.1398 | 1.2312 | 0.7770 | 7.6200e-003 | | 0.0966 | 0.0966 | | 0.0966 | 0.0966 | 0.0000 | 1,383.4267 | 1,383.4267 | 0.0265 | 0.0254 | | 1,391.6478 |
| Natural Gas Unmitigated | 0.1398 | 1.2312 | 0.7770 | 7.6200e-003 | | 0.0966 | 0.0966 | | 0.0966 | 0.0966 | 0.0000 | 1,383.4267 | 1,383.4267 | 0.0265 | 0.0254 | | 1,391.6478 |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

5.2 Energy by Land Use - NaturalGas

Unmitigated

| Land Use | NaturalGas Use kBTU/yr | tons/yr | | | | | | | | | | MT/yr | | | | | |
|-------------------------------------|---------------------------|---------------|---------------|---------------|--------------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|-------------------|-------------------|---------------|---------------|-------------------|
| | | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
| Apartments Low Rise | 408494 | 2.2000e-003 | 0.0188 | 8.0100e-003 | 1.2000e-004 | 1.5200e-003 | 1.5200e-003 | 1.5200e-003 | 1.5200e-003 | 1.5200e-003 | 1.5200e-003 | 0.0000 | 21.7988 | 21.7988 | 4.2000e-004 | 4.0000e-004 | 21.9284 |
| Apartments Mid Rise | 1.30613e+007 | 0.0704 | 0.6018 | 0.2561 | 3.8400e-003 | 0.0487 | 0.0487 | 0.0487 | 0.0487 | 0.0487 | 0.0487 | 0.0000 | 696.9989 | 696.9989 | 0.0134 | 0.0128 | 701.1408 |
| General Office Building | 468450 | 2.5300e-003 | 0.0230 | 0.0193 | 1.4000e-004 | 1.7500e-003 | 1.7500e-003 | 1.7500e-003 | 1.7500e-003 | 1.7500e-003 | 1.7500e-003 | 0.0000 | 24.9983 | 24.9983 | 4.8000e-004 | 4.6000e-004 | 25.1468 |
| High Turnover (Sit Down Restaurant) | 8.30736e+006 | 0.0448 | 0.4072 | 0.3421 | 2.4400e-003 | 0.0310 | 0.0310 | 0.0310 | 0.0310 | 0.0310 | 0.0310 | 0.0000 | 443.3124 | 443.3124 | 8.5000e-003 | 8.1300e-003 | 445.9468 |
| Hotel | 1.74095e+006 | 9.3900e-003 | 0.0853 | 0.0717 | 5.1000e-004 | 6.4900e-003 | 6.4900e-003 | 6.4900e-003 | 6.4900e-003 | 6.4900e-003 | 6.4900e-003 | 0.0000 | 92.9036 | 92.9036 | 1.7800e-003 | 1.7000e-003 | 93.4557 |
| Quality Restaurant | 1.84608e+006 | 9.9500e-003 | 0.0905 | 0.0760 | 5.4000e-004 | 6.8800e-003 | 6.8800e-003 | 6.8800e-003 | 6.8800e-003 | 6.8800e-003 | 6.8800e-003 | 0.0000 | 98.5139 | 98.5139 | 1.8900e-003 | 1.8100e-003 | 99.0993 |
| Regional Shopping Center | 91840 | 5.0000e-004 | 4.5000e-003 | 3.7800e-003 | 3.0000e-005 | 3.4000e-004 | 3.4000e-004 | 3.4000e-004 | 3.4000e-004 | 3.4000e-004 | 3.4000e-004 | 0.0000 | 4.9009 | 4.9009 | 9.0000e-005 | 9.0000e-005 | 4.9301 |
| Total | | 0.1398 | 1.2312 | 0.7770 | 7.6200e-003 | 0.0966 | 0.0966 | 0.0966 | 0.0966 | 0.0966 | 0.0966 | 0.0000 | 1,383.4268 | 1,383.4268 | 0.0265 | 0.0254 | 1,391.6478 |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

5.2 Energy by Land Use - NaturalGas

Mitigated

| Land Use | NaturalGas Use kBtu/yr | tons/yr | | | | | | | | | | MT/yr | | | | | |
|-------------------------------------|---------------------------|---------------|---------------|---------------|--------------------|---------------|---------------|---------------|----------------|---------------|---------------|-------------------|-------------------|---------------|---------------|-------------------|----------|
| | | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
| Apartments Low Rise | 408494 | 2.2000e-003 | 0.0188 | 8.0100e-003 | 1.2000e-004 | 1.5200e-003 | 1.5200e-003 | 1.5200e-003 | 1.5200e-003 | 1.5200e-003 | 1.5200e-003 | 0.0000 | 21.7988 | 21.7988 | 4.2000e-004 | 4.0000e-004 | 21.9284 |
| Apartments Mid Rise | 1.30613e+007 | 0.0704 | 0.6018 | 0.2561 | 3.8400e-003 | 0.0487 | 0.0487 | 0.0487 | 0.0487 | 0.0487 | 0.0487 | 0.0000 | 696.9989 | 696.9989 | 0.0134 | 0.0128 | 701.1408 |
| General Office Building | 468450 | 2.5300e-003 | 0.0230 | 0.0193 | 1.4000e-004 | 1.7500e-003 | 1.7500e-003 | 1.7500e-003 | 1.7500e-003 | 1.7500e-003 | 0.0000 | 24.9983 | 24.9983 | 4.8000e-004 | 4.6000e-004 | 25.1468 | |
| High Turnover (Sit Down Restaurant) | 8.30736e+006 | 0.0448 | 0.4072 | 0.3421 | 2.4400e-003 | 0.0310 | 0.0310 | 0.0310 | 0.0310 | 0.0310 | 0.0000 | 443.3124 | 443.3124 | 8.5000e-003 | 8.1300e-003 | 445.9468 | |
| Hotel | 1.74095e+006 | 9.3900e-003 | 0.0853 | 0.0717 | 5.1000e-004 | 6.4900e-003 | 6.4900e-003 | 6.4900e-003 | 6.4900e-003 | 6.4900e-003 | 0.0000 | 92.9036 | 92.9036 | 1.7800e-003 | 1.7000e-003 | 93.4557 | |
| Quality Restaurant | 1.84608e+006 | 9.9500e-003 | 0.0905 | 0.0760 | 5.4000e-004 | 6.8800e-003 | 6.8800e-003 | 6.8800e-003 | 6.8800e-003 | 6.8800e-003 | 0.0000 | 98.5139 | 98.5139 | 1.8900e-003 | 1.8100e-003 | 99.0993 | |
| Regional Shopping Center | 91840 | 5.0000e-004 | 4.5000e-003 | 3.7800e-003 | 3.0000e-005 | 3.4000e-004 | 3.4000e-004 | 3.4000e-004 | 3.4000e-004 | 3.4000e-004 | 0.0000 | 4.9009 | 4.9009 | 9.0000e-005 | 9.0000e-005 | 4.9301 | |
| Total | | 0.1398 | 1.2312 | 0.7770 | 7.6200e-003 | 0.0966 | 0.0966 | 0.0966 | 0.0966 | 0.0966 | 0.0000 | 1,383.4268 | 1,383.4268 | 0.0265 | 0.0254 | 1,391.6478 | |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

5.3 Energy by Land Use - Electricity

Unmitigated

| Land Use | Electricity Use | Total CO2 | CH4 | N2O | CO2e |
|-------------------------------------|-----------------|-------------------|---------------|---------------|-------------------|
| | kWh/yr | MT/yr | | | |
| Apartments Low Rise | 106010 | 33.7770 | 1.3900e-003 | 2.9000e-004 | 33.8978 |
| Apartments Mid Rise | 3.94697e+006 | 1,257.5879 | 0.0519 | 0.0107 | 1,262.0869 |
| General Office Building | 584550 | 186.2502 | 7.6900e-003 | 1.5900e-003 | 186.9165 |
| High Turnover (Sit Down Restaurant) | 1.58904e+006 | 506.3022 | 0.0209 | 4.3200e-003 | 508.1135 |
| Hotel | 550308 | 175.3399 | 7.2400e-003 | 1.5000e-003 | 175.9672 |
| Quality Restaurant | 353120 | 112.5116 | 4.6500e-003 | 9.6000e-004 | 112.9141 |
| Regional Shopping Center | 756000 | 240.8778 | 9.9400e-003 | 2.0600e-003 | 241.7395 |
| Total | | 2,512.6465 | 0.1037 | 0.0215 | 2,521.6356 |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

5.3 Energy by Land Use - Electricity

Mitigated

| Land Use | Electricity Use | Total CO2 | CH4 | N2O | CO2e |
|-------------------------------------|-----------------|-------------------|---------------|---------------|-------------------|
| | kWh/yr | MT/yr | | | |
| Apartments Low Rise | 106010 | 33.7770 | 1.3900e-003 | 2.9000e-004 | 33.8978 |
| Apartments Mid Rise | 3.94697e+006 | 1,257.5879 | 0.0519 | 0.0107 | 1,262.0869 |
| General Office Building | 584550 | 186.2502 | 7.6900e-003 | 1.5900e-003 | 186.9165 |
| High Turnover (Sit Down Restaurant) | 1.58904e+006 | 506.3022 | 0.0209 | 4.3200e-003 | 508.1135 |
| Hotel | 550308 | 175.3399 | 7.2400e-003 | 1.5000e-003 | 175.9672 |
| Quality Restaurant | 353120 | 112.5116 | 4.6500e-003 | 9.6000e-004 | 112.9141 |
| Regional Shopping Center | 756000 | 240.8778 | 9.9400e-003 | 2.0600e-003 | 241.7395 |
| Total | | 2,512.6465 | 0.1037 | 0.0215 | 2,521.6356 |

6.0 Area Detail

6.1 Mitigation Measures Area

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|-------------|--------|--------|---------|-------------|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|--------|-------------|----------|
| tons/yr | | | | | | | | | | | | | | | | |
| Mitigated | 5.1437 | 0.2950 | 10.3804 | 1.6700e-003 | 0.0714 | 0.0714 | 0.0714 | 0.0714 | 0.0714 | 0.0714 | 0.0000 | 220.9670 | 220.9670 | 0.0201 | 3.7400e-003 | 222.5835 |
| Unmitigated | 5.1437 | 0.2950 | 10.3804 | 1.6700e-003 | 0.0714 | 0.0714 | 0.0714 | 0.0714 | 0.0714 | 0.0714 | 0.0000 | 220.9670 | 220.9670 | 0.0201 | 3.7400e-003 | 222.5835 |
| MT/yr | | | | | | | | | | | | | | | | |

6.2 Area by SubCategory

Unmitigated

| SubCategory | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|-----------------------|---------------|---------------|----------------|--------------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|-----------------|-----------------|---------------|--------------------|-----------------|
| tons/yr | | | | | | | | | | | | | | | | |
| Architectural Coating | 0.4137 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Consumer Products | 4.3998 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Hearth | 0.0206 | 0.1763 | 0.0750 | 1.1200e-003 | 0.0143 | 0.0143 | 0.0143 | 0.0143 | 0.0143 | 0.0143 | 0.0000 | 204.1166 | 204.1166 | 3.9100e-003 | 3.7400e-003 | 205.3295 |
| Landscaping | 0.3096 | 0.1187 | 10.3054 | 5.4000e-004 | 0.0572 | 0.0572 | 0.0572 | 0.0572 | 0.0572 | 0.0572 | 0.0000 | 16.8504 | 16.8504 | 0.0161 | 0.0000 | 17.2540 |
| Total | 5.1437 | 0.2950 | 10.3804 | 1.6600e-003 | | 0.0714 | 0.0714 | | 0.0714 | 0.0714 | 0.0000 | 220.9670 | 220.9670 | 0.0201 | 3.7400e-003 | 222.5835 |
| MT/yr | | | | | | | | | | | | | | | | |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

6.2 Area by SubCategory

Mitigated

| SubCategory | tons/yr | | | | | | | | | | MT/yr | | | | | |
|-----------------------|---------------|---------------|----------------|--------------------|---------------|---------------|---------------|----------------|---------------|---------------|-----------------|-----------------|---------------|--------------------|---------------|-----------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
| Architectural Coating | 0.4137 | | | | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Consumer Products | 4.3998 | | | | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Hearth | 0.0206 | 0.1763 | 0.0750 | 1.1200e-003 | 0.0143 | 0.0143 | 0.0143 | 0.0143 | 0.0143 | 0.0000 | 204.1166 | 204.1166 | 3.9700e-003 | 3.7400e-003 | 0.0000 | 205.3295 |
| Landscaping | 0.3096 | 0.1187 | 10.3054 | 5.4000e-004 | 0.0572 | 0.0572 | 0.0572 | 0.0572 | 0.0572 | 0.0000 | 16.8504 | 16.8504 | 0.0161 | 0.0000 | 0.0000 | 17.2540 |
| Total | 5.1437 | 0.2950 | 10.3804 | 1.6600e-003 | | 0.0714 | 0.0714 | 0.0714 | 0.0714 | 0.0000 | 220.9670 | 220.9670 | 0.0201 | 3.7400e-003 | 0.0000 | 222.5835 |

7.0 Water Detail

7.1 Mitigation Measures Water

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

| | Total CO2 | CH4 | N2O | CO2e |
|-------------|-----------|--------|--------|----------|
| Category | MT/yr | | | |
| Mitigated | 585.8052 | 3.0183 | 0.0755 | 683.7567 |
| Unmitigated | 585.8052 | 3.0183 | 0.0755 | 683.7567 |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

7.2 Water by Land Use

Unmitigated

| Land Use | Indoor/Outdoor Use | Total CO2 | CH4 | N2O | CO2e |
|-------------------------------------|--------------------|-----------------|---------------|---------------|-----------------|
| | Mgal | MT/yr | | | |
| Apartments Low Rise | 1.62885 / 1.02688 | 10.9095 | 0.0535 | 1.3400e-003 | 12.6471 |
| Apartments Mid Rise | 63.5252 / 40.0485 | 425.4719 | 2.0867 | 0.0523 | 493.2363 |
| General Office Building | 7.99802 / 4.90201 | 53.0719 | 0.2627 | 6.5900e-003 | 61.6019 |
| High Turnover (Sit Down Restaurant) | 10.9272 / 0.697482 | 51.2702 | 0.3580 | 8.8200e-003 | 62.8482 |
| Hotel | 1.26834 / 0.140927 | 6.1633 | 0.0416 | 1.0300e-003 | 7.5079 |
| Quality Restaurant | 2.42827 / 0.154996 | 11.3934 | 0.0796 | 1.9600e-003 | 13.9663 |
| Regional Shopping Center | 4.14806 / 2.54236 | 27.5250 | 0.1363 | 3.4200e-003 | 31.9490 |
| Total | | 585.8052 | 3.0183 | 0.0755 | 683.7567 |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

7.2 Water by Land Use

Mitigated

| Land Use | Indoor/Outdoor Use | Total CO2 | CH4 | N2O | CO2e |
|-------------------------------------|--------------------|-----------------|---------------|---------------|-----------------|
| | Mgal | MT/yr | | | |
| Apartments Low Rise | 1.62885 / 1.02688 | 10.9095 | 0.0535 | 1.3400e-003 | 12.6471 |
| Apartments Mid Rise | 63.5252 / 40.0485 | 425.4719 | 2.0867 | 0.0523 | 493.2363 |
| General Office Building | 7.99802 / 4.90201 | 53.0719 | 0.2627 | 6.5900e-003 | 61.6019 |
| High Turnover (Sit Down Restaurant) | 10.9272 / 0.697482 | 51.2702 | 0.3580 | 8.8200e-003 | 62.8482 |
| Hotel | 1.26834 / 0.140927 | 6.1633 | 0.0416 | 1.0300e-003 | 7.5079 |
| Quality Restaurant | 2.42827 / 0.154996 | 11.3934 | 0.0796 | 1.9600e-003 | 13.9663 |
| Regional Shopping Center | 4.14806 / 2.54236 | 27.5250 | 0.1363 | 3.4200e-003 | 31.9490 |
| Total | | 585.8052 | 3.0183 | 0.0755 | 683.7567 |

8.0 Waste Detail

8.1 Mitigation Measures Waste

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

Category/Year

| | Total CO2 | CH4 | N2O | CO2e |
|-------------|-----------|---------|--------|----------|
| | MT/yr | | | |
| Mitigated | 207.8079 | 12.2811 | 0.0000 | 514.8354 |
| Unmitigated | 207.8079 | 12.2811 | 0.0000 | 514.8354 |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

8.2 Waste by Land Use

Unmitigated

| Land Use | Waste Disposed tons | Total CO2 | CH4 | N2O | CO2e |
|-------------------------------------|------------------------|-----------------|----------------|---------------|-----------------|
| | | MT/yr | | | |
| Apartments Low Rise | 11.5 | 2.3344 | 0.1380 | 0.0000 | 5.7834 |
| Apartments Mid Rise | 448.5 | 91.0415 | 5.3804 | 0.0000 | 225.5513 |
| General Office Building | 41.85 | 8.4952 | 0.5021 | 0.0000 | 21.0464 |
| High Turnover (Sit Down Restaurant) | 428.4 | 86.9613 | 5.1393 | 0.0000 | 215.4430 |
| Hotel | 27.38 | 5.5579 | 0.3285 | 0.0000 | 13.7694 |
| Quality Restaurant | 7.3 | 1.4818 | 0.0876 | 0.0000 | 3.6712 |
| Regional Shopping Center | 58.8 | 11.9359 | 0.7054 | 0.0000 | 29.5706 |
| Total | | 207.8079 | 12.2811 | 0.0000 | 514.8354 |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

8.2 Waste by Land Use

Mitigated

| Land Use | Waste Disposed tons | MT/yr | | | |
|-------------------------------------|------------------------|-----------------|----------------|---------------|-----------------|
| | | Total CO2 | CH4 | N2O | CO2e |
| Apartments Low Rise | 11.5 | 2.3344 | 0.1380 | 0.0000 | 5.7834 |
| Apartments Mid Rise | 448.5 | 91.0415 | 5.3804 | 0.0000 | 225.5513 |
| General Office Building | 41.85 | 8.4952 | 0.5021 | 0.0000 | 21.0464 |
| High Turnover (Sit Down Restaurant) | 428.4 | 86.9613 | 5.1393 | 0.0000 | 215.4430 |
| Hotel | 27.38 | 5.5579 | 0.3285 | 0.0000 | 13.7694 |
| Quality Restaurant | 7.3 | 1.4818 | 0.0876 | 0.0000 | 3.6712 |
| Regional Shopping Center | 58.8 | 11.9359 | 0.7054 | 0.0000 | 29.5706 |
| Total | | 207.8079 | 12.2811 | 0.0000 | 514.8354 |

9.0 Operational Offroad

| Equipment Type | Number | Hours/Day | Days/Year | Horse Power | Load Factor | Fuel Type |
|----------------|--------|-----------|-----------|-------------|-------------|-----------|
|----------------|--------|-----------|-----------|-------------|-------------|-----------|

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

| Equipment Type | Number | Hours/Day | Hours/Year | Horse Power | Load Factor | Fuel Type |
|----------------|--------|-----------|------------|-------------|-------------|-----------|
|----------------|--------|-----------|------------|-------------|-------------|-----------|

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

Boilers

| Equipment Type | Number | Heat Input/Day | Heat Input/Year | Boiler Rating | Fuel Type |
|----------------|--------|----------------|-----------------|---------------|-----------|
|----------------|--------|----------------|-----------------|---------------|-----------|

User Defined Equipment

| Equipment Type | Number |
|----------------|--------|
|----------------|--------|

11.0 Vegetation



Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

Village South Specific Plan (Proposed)
 Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|-------------------------------------|--------|---------------|-------------|--------------------|------------|
| General Office Building | 45.00 | 1000sqft | 1.03 | 45,000.00 | 0 |
| High Turnover (Sit Down Restaurant) | 36.00 | 1000sqft | 0.83 | 36,000.00 | 0 |
| Hotel | 50.00 | Room | 1.67 | 72,600.00 | 0 |
| Quality Restaurant | 8.00 | 1000sqft | 0.18 | 8,000.00 | 0 |
| Apartments Low Rise | 25.00 | Dwelling Unit | 1.56 | 25,000.00 | 72 |
| Apartments Mid Rise | 975.00 | Dwelling Unit | 25.66 | 975,000.00 | 2789 |
| Regional Shopping Center | 56.00 | 1000sqft | 1.29 | 56,000.00 | 0 |

1.2 Other Project Characteristics

| | | | | | |
|--------------|-------|------------------|-----|---------------------------|------|
| Urbanization | Urban | Wind Speed (m/s) | 2.2 | Precipitation Freq (Days) | 33 |
| Climate Zone | 9 | | | Operational Year | 2028 |

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

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

Project Characteristics - Consistent with the DEIR's model.

Land Use - See SWAPE comment regarding residential and retail land uses.

Construction Phase - See SWAPE comment regarding individual construction phase lengths.

Demolition - Consistent with the DEIR's model. See SWAPE comment regarding demolition.

Vehicle Trips - Saturday trips consistent with the DEIR's model. See SWAPE comment regarding weekday and Sunday trips.

Woodstoves - Woodstoves and wood-burning fireplaces consistent with the DEIR's model. See SWAPE comment regarding gas fireplaces.

Energy Use -

Construction Off-road Equipment Mitigation - See SWAPE comment on construction-related mitigation.

Area Mitigation - See SWAPE comment regarding operational mitigation measures.

Water Mitigation - See SWAPE comment regarding operational mitigation measures.

| Table Name | Column Name | Default Value | New Value |
|----------------|-------------------|---------------|-----------|
| tblFireplaces | FireplaceWoodMass | 1,019.20 | 0.00 |
| tblFireplaces | FireplaceWoodMass | 1,019.20 | 0.00 |
| tblFireplaces | NumberWood | 1.25 | 0.00 |
| tblFireplaces | NumberWood | 48.75 | 0.00 |
| tblVehicleTrps | ST_TR | 7.16 | 6.17 |
| tblVehicleTrps | ST_TR | 6.39 | 3.87 |
| tblVehicleTrps | ST_TR | 2.46 | 1.39 |
| tblVehicleTrps | ST_TR | 158.37 | 79.82 |
| tblVehicleTrps | ST_TR | 8.19 | 3.75 |
| tblVehicleTrps | ST_TR | 94.36 | 63.99 |
| tblVehicleTrps | ST_TR | 49.97 | 10.74 |
| tblVehicleTrps | SU_TR | 6.07 | 6.16 |
| tblVehicleTrps | SU_TR | 5.86 | 4.18 |
| tblVehicleTrps | SU_TR | 1.05 | 0.69 |
| tblVehicleTrps | SU_TR | 131.84 | 78.27 |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

| | | | |
|----------------|--------------------|--------|-------|
| tbVehicleTrips | SU_TR | 5.95 | 3.20 |
| tbVehicleTrips | SU_TR | 72.16 | 57.65 |
| tbVehicleTrips | SU_TR | 25.24 | 6.39 |
| tbVehicleTrips | WD_TR | 6.59 | 5.83 |
| tbVehicleTrips | WD_TR | 6.65 | 4.13 |
| tbVehicleTrips | WD_TR | 11.03 | 6.41 |
| tbVehicleTrips | WD_TR | 127.15 | 65.80 |
| tbVehicleTrips | WD_TR | 8.17 | 3.84 |
| tbVehicleTrips | WD_TR | 89.95 | 62.64 |
| tbVehicleTrips | WD_TR | 42.70 | 9.43 |
| tbWoodstoves | NumberCatalytic | 1.25 | 0.00 |
| tbWoodstoves | NumberCatalytic | 48.75 | 0.00 |
| tbWoodstoves | NumberNoncatalytic | 1.25 | 0.00 |
| tbWoodstoves | NumberNoncatalytic | 48.75 | 0.00 |
| tbWoodstoves | WoodstoveDayYear | 25.00 | 0.00 |
| tbWoodstoves | WoodstoveDayYear | 25.00 | 0.00 |
| tbWoodstoves | WoodstoveWoodMass | 999.60 | 0.00 |
| tbWoodstoves | WoodstoveWoodMass | 999.60 | 0.00 |

2.0 Emissions Summary

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

| Year | lb/day | | | | | | | | | | | | | | | |
|----------------|-----------------|----------------|----------------|---------------|----------------|---------------|----------------|----------------|---------------|----------------|---------------|--------------------|--------------------|---------------|---------------|--------------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
| 2021 | 4.2769 | 46.4588 | 31.6840 | 0.0643 | 18.2675 | 2.0461 | 20.3135 | 9.9840 | 1.8824 | 11.8664 | 0.0000 | 6,234.7974 | 6,234.7974 | 1.9495 | 0.0000 | 6,283.5352 |
| 2022 | 5.3304 | 38.8967 | 49.5629 | 0.1517 | 9.8688 | 1.6366 | 10.7727 | 3.6558 | 1.5057 | 5.1615 | 0.0000 | 15,251.5674 | 15,251.5674 | 1.9503 | 0.0000 | 15,278.5288 |
| 2023 | 4.8957 | 26.3317 | 46.7567 | 0.1472 | 9.8688 | 0.7794 | 10.6482 | 2.6381 | 0.7322 | 3.3702 | 0.0000 | 14,807.5269 | 14,807.5269 | 1.0250 | 0.0000 | 14,833.1521 |
| 2024 | 237.1630 | 9.5575 | 15.1043 | 0.0244 | 1.7884 | 0.4698 | 1.8628 | 0.4743 | 0.4322 | 0.5476 | 0.0000 | 2,361.3989 | 2,361.3989 | 0.7177 | 0.0000 | 2,379.3421 |
| Maximum | 237.1630 | 46.4588 | 49.5629 | 0.1517 | 18.2675 | 2.0461 | 20.3135 | 9.9840 | 1.8824 | 11.8664 | 0.0000 | 15,251.5674 | 15,251.5674 | 1.9503 | 0.0000 | 15,278.5288 |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

2.2 Overall Operational
Unmitigated Operational

| Category | lb/day | | | | | | | | | | | | | | | |
|--------------|----------------|----------------|-----------------|---------------|----------------|---------------|----------------|----------------|---------------|----------------|---------------|-------------------------------|-------------------------------|---------------|---------------|-------------------------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
| Area | 30.5020 | 15.0496 | 88.4430 | 0.0944 | 1.5974 | 1.5974 | 1.5974 | 1.5974 | 1.5974 | 1.5974 | 0.0000 | 18,148.59 50 | 18,148.59 50 | 0.4874 | 0.3300 | 18,259.11 92 |
| Energy | 0.7660 | 6.7462 | 4.2573 | 0.0418 | 0.5292 | 0.5292 | 0.5292 | 0.5292 | 0.5292 | 0.5292 | | 8,355.983 2 | 8,355.983 2 | 0.1602 | 0.1532 | 8,405.638 7 |
| Mobile | 9.8489 | 45.4304 | 114.8495 | 0.4917 | 45.9592 | 0.3360 | 46.2951 | 12.2950 | 0.3119 | 12.6070 | | 50,306.60 34 | 50,306.60 34 | 2.1807 | | 50,361.12 08 |
| Total | 41.1168 | 67.2262 | 207.5497 | 0.6278 | 45.9592 | 2.4626 | 48.4217 | 12.2950 | 2.4385 | 14.7336 | 0.0000 | 76,811.18 16 | 76,811.18 16 | 2.8282 | 0.4832 | 77,025.87 86 |

Mitigated Operational

| Category | lb/day | | | | | | | | | | | | | | | |
|--------------|----------------|----------------|-----------------|---------------|----------------|---------------|----------------|----------------|---------------|----------------|---------------|-------------------------------|-------------------------------|---------------|---------------|-------------------------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
| Area | 30.5020 | 15.0496 | 88.4430 | 0.0944 | 1.5974 | 1.5974 | 1.5974 | 1.5974 | 1.5974 | 1.5974 | 0.0000 | 18,148.59 50 | 18,148.59 50 | 0.4874 | 0.3300 | 18,259.11 92 |
| Energy | 0.7660 | 6.7462 | 4.2573 | 0.0418 | 0.5292 | 0.5292 | 0.5292 | 0.5292 | 0.5292 | 0.5292 | | 8,355.983 2 | 8,355.983 2 | 0.1602 | 0.1532 | 8,405.638 7 |
| Mobile | 9.8489 | 45.4304 | 114.8495 | 0.4917 | 45.9592 | 0.3360 | 46.2951 | 12.2950 | 0.3119 | 12.6070 | | 50,306.60 34 | 50,306.60 34 | 2.1807 | | 50,361.12 08 |
| Total | 41.1168 | 67.2262 | 207.5497 | 0.6278 | 45.9592 | 2.4626 | 48.4217 | 12.2950 | 2.4385 | 14.7336 | 0.0000 | 76,811.18 16 | 76,811.18 16 | 2.8282 | 0.4832 | 77,025.87 86 |

Village South Specific Plan (Proposed) - Los Angeles-South Coast 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 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

3.0 Construction Detail

Construction Phase

| Phase Number | Phase Name | Phase Type | Start Date | End Date | Num Days Week | Num Days | Phase Description |
|--------------|-----------------------|-----------------------|------------|------------|---------------|----------|-------------------|
| 1 | Demolition | Demolition | 9/1/2021 | 10/12/2021 | 5 | 30 | |
| 2 | Site Preparation | Site Preparation | 10/13/2021 | 11/9/2021 | 5 | 20 | |
| 3 | Grading | Grading | 11/10/2021 | 1/11/2022 | 5 | 45 | |
| 4 | Building Construction | Building Construction | 1/12/2022 | 12/12/2023 | 5 | 500 | |
| 5 | Paving | Paving | 12/13/2023 | 1/30/2024 | 5 | 35 | |
| 6 | Architectural Coating | Architectural Coating | 1/31/2024 | 3/19/2024 | 5 | 35 | |

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 112.5

Acres of Paving: 0

Residential Indoor: 2,025,000; Residential Outdoor: 675,000; Non-Residential Indoor: 326,400; Non-Residential Outdoor: 108,800; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

| Phase Name | Offroad Equipment Type | Amount | Usage Hours | Horse Power | Load Factor |
|-----------------------|---------------------------|--------|-------------|-------------|-------------|
| Demolition | Concrete/Industrial Saws | 1 | 8.00 | 81 | 0.73 |
| Demolition | Excavators | 3 | 8.00 | 158 | 0.38 |
| Demolition | Rubber Tired Dozers | 2 | 8.00 | 247 | 0.40 |
| Site Preparation | Rubber Tired Dozers | 3 | 8.00 | 247 | 0.40 |
| Site Preparation | Tractors/Loaders/Backhoes | 4 | 8.00 | 97 | 0.37 |
| Grading | Excavators | 2 | 8.00 | 158 | 0.38 |
| Grading | Graders | 1 | 8.00 | 187 | 0.41 |
| Grading | Rubber Tired Dozers | 1 | 8.00 | 247 | 0.40 |
| Grading | Scrapers | 2 | 8.00 | 367 | 0.48 |
| Grading | Tractors/Loaders/Backhoes | 2 | 8.00 | 97 | 0.37 |
| 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 |
| Building Construction | Tractors/Loaders/Backhoes | 3 | 7.00 | 97 | 0.37 |
| Building Construction | Welders | 1 | 8.00 | 46 | 0.45 |
| Paving | Pavers | 2 | 8.00 | 130 | 0.42 |
| Paving | Paving Equipment | 2 | 8.00 | 132 | 0.36 |
| Paving | Rollers | 2 | 8.00 | 80 | 0.38 |
| Architectural Coating | Air Compressors | 1 | 6.00 | 78 | 0.48 |

Trips and VMT

Village South Specific Plan (Proposed) - Los Angeles-South Coast 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 | 458.00 | 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 | 801.00 | 143.00 | 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 | 160.00 | 0.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |

3.1 Mitigation Measures Construction

3.2 Demolition - 2021

Unmitigated Construction On-Site

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|------------------------------|------------------------------|---------------|-----|------------------------------|
| Fugitive Dust | | | | | 3.3074 | 0.0000 | 3.3074 | 0.5008 | 0.0000 | 0.5008 | | | 0.0000 | | | 0.0000 |
| Off-Road | 3.1651 | 31.4407 | 21.5650 | 0.0388 | 1.5513 | 1.5513 | 1.5513 | 1.4411 | 1.4411 | 1.4411 | | 3,747.944 ₉ | 3,747.944 ₉ | 1.0549 | | 3,774.317 ₄ |
| Total | 3.1651 | 31.4407 | 21.5650 | 0.0388 | 3.3074 | 1.5513 | 4.8588 | 0.5008 | 1.4411 | 1.9419 | | 3,747.944₉ | 3,747.944₉ | 1.0549 | | 3,774.317₄ |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.2 Demolition - 2021

Unmitigated Construction Off-Site

| Category | lb/day | | | | | | | | | | | | | | | | |
|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|------------------------|------------------------|---------------|-----|------|------------------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| Hauling | 0.1273 | 4.0952 | 0.9602 | 0.0119 | 0.2869 | 0.0126 | 0.2795 | 0.0732 | 0.0120 | 0.0852 | | 1,292.241 3 | 1,292.241 3 | 0.0877 | | | 1,294.433 7 |
| 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 | 0.0643 | 0.0442 | 0.6042 | 1.7100e-003 | 0.1677 | 1.3500e-003 | 0.1690 | 0.0445 | 1.2500e-003 | 0.0457 | | 170.8155 | 170.8155 | 5.0300e-003 | | | 170.9413 |
| Total | 0.1916 | 4.1394 | 1.5644 | 0.0136 | 0.4346 | 0.0139 | 0.4485 | 0.1176 | 0.0133 | 0.1309 | | 1,463.056 8 | 1,463.056 8 | 0.0927 | | | 1,465.375 0 |

Mitigated Construction On-Site

| Category | lb/day | | | | | | | | | | | | | | | | |
|---------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|------------------------|------------------------|---------------|-----|------|------------------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| Fugitive Dust | | | | | 3.3074 | 0.0000 | 3.3074 | 0.5008 | 0.0000 | 0.5008 | | | 0.0000 | | | | 0.0000 |
| Off-Road | 3.1651 | 31.4407 | 21.5650 | 0.0388 | | 1.5513 | 1.5513 | 1.4411 | 1.4411 | 1.4411 | 0.0000 | 3,747.944 9 | 3,747.944 9 | 1.0549 | | | 3,774.317 4 |
| Total | 3.1651 | 31.4407 | 21.5650 | 0.0388 | 3.3074 | 1.5513 | 4.8588 | 0.5008 | 1.4411 | 1.9419 | 0.0000 | 3,747.944 9 | 3,747.944 9 | 1.0549 | | | 3,774.317 4 |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.2 Demolition - 2021

Mitigated Construction Off-Site

| Category | lb/day | | | | | | | | | | | | | | | |
|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|------------------------|------------------------|---------------|-----|------------------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
| Hauling | 0.1273 | 4.0952 | 0.9602 | 0.0119 | 0.2869 | 0.0126 | 0.2795 | 0.0732 | 0.0120 | 0.0852 | | 1,292.241 3 | 1,292.241 3 | 0.0877 | | 1,294.433 7 |
| 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 | 0.0643 | 0.0442 | 0.6042 | 1.7100e-003 | 0.1677 | 1.3500e-003 | 0.1690 | 0.0445 | 1.2500e-003 | 0.0457 | | 170.8155 | 170.8155 | 5.0300e-003 | | 170.9413 |
| Total | 0.1916 | 4.1394 | 1.5644 | 0.0136 | 0.4346 | 0.0139 | 0.4485 | 0.1176 | 0.0133 | 0.1309 | | 1,463.056 8 | 1,463.056 8 | 0.0927 | | 1,465.375 0 |

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

| Category | lb/day | | | | | | | | | | | | | | | |
|---------------|---------------|----------------|----------------|---------------|----------------|---------------|----------------|----------------|---------------|----------------|----------|------------------------|------------------------|---------------|-----|------------------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
| Fugitive Dust | | | | | 18.0663 | 0.0000 | 18.0663 | 9.9307 | 0.0000 | 9.9307 | | | 0.0000 | | | 0.0000 |
| Off-Road | 3.8882 | 40.4971 | 21.1543 | 0.0380 | | 2.0445 | 2.0445 | 1.8809 | 1.8809 | 1.8809 | | 3,685.656 9 | 3,685.656 9 | 1.1920 | | 3,715.457 3 |
| Total | 3.8882 | 40.4971 | 21.1543 | 0.0380 | 18.0663 | 2.0445 | 20.1107 | 9.9307 | 1.8809 | 11.8116 | | 3,685.656 9 | 3,685.656 9 | 1.1920 | | 3,715.457 3 |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.3 Site Preparation - 2021
Unmitigated Construction Off-Site

| Category | lb/day | | | | | | | | | | | | | | | | |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|-----------------|-----------------|-----------------|--------------------|--------|-----------------|--------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| 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 | 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 | 0.0000 |
| Worker | 0.0772 | 0.0530 | 0.7250 | 2.0600e-003 | 0.2012 | 1.6300e-003 | 0.2028 | 0.0534 | 1.5000e-003 | 0.0549 | 204.9786 | 204.9786 | 204.9786 | 6.0400e-003 | | 205.1296 | |
| Total | 0.0772 | 0.0530 | 0.7250 | 2.0600e-003 | 0.2012 | 1.6300e-003 | 0.2028 | 0.0534 | 1.5000e-003 | 0.0549 | 204.9786 | 204.9786 | 204.9786 | 6.0400e-003 | | 205.1296 | |

Mitigated Construction On-Site

| Category | lb/day | | | | | | | | | | | | | | | | |
|---------------|---------------|----------------|----------------|---------------|----------------|---------------|----------------|----------------|---------------|----------------|---------------|-------------------|-------------------|---------------|-----|-------------------|--|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| Fugitive Dust | | | | | 18.0663 | 0.0000 | 18.0663 | 9.9307 | 0.0000 | 9.9307 | 0.0000 | 0.0000 | 0.0000 | | | 0.0000 | |
| Off-Road | 3.8882 | 40.4971 | 21.1543 | 0.0380 | | 2.0445 | 2.0445 | 1.8809 | | 1.8809 | 0.0000 | 3,685.6569 | 3,685.6569 | 1.1920 | | 3,715.4573 | |
| Total | 3.8882 | 40.4971 | 21.1543 | 0.0380 | 18.0663 | 2.0445 | 20.1107 | 9.9307 | 1.8809 | 11.8116 | 0.0000 | 3,685.6569 | 3,685.6569 | 1.1920 | | 3,715.4573 | |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.3 Site Preparation - 2021
Mitigated Construction Off-Site

| Category | lb/day | | | | | | | | | | | | | | | | |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|-----------------|-----------------|-----------------|--------------------|-----------------|-----------------|-----------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| 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 | 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 | 0.0000 |
| Worker | 0.0772 | 0.0530 | 0.7250 | 2.0600e-003 | 0.2012 | 1.6300e-003 | 0.2028 | 0.0534 | 1.5000e-003 | 0.0549 | 204.9786 | 204.9786 | 204.9786 | 6.0400e-003 | 205.1296 | 205.1296 | 205.1296 |
| Total | 0.0772 | 0.0530 | 0.7250 | 2.0600e-003 | 0.2012 | 1.6300e-003 | 0.2028 | 0.0534 | 1.5000e-003 | 0.0549 | 204.9786 | 204.9786 | 204.9786 | 6.0400e-003 | 205.1296 | 205.1296 | 205.1296 |

3.4 Grading - 2021
Unmitigated Construction On-Site

| Category | lb/day | | | | | | | | | | | | | | | | |
|---------------|---------------|----------------|----------------|---------------|---------------|---------------|----------------|----------------|---------------|---------------|-------------------|-------------------|-------------------|---------------|-------------------|-------------------|-------------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| Fugitive Dust | 4.1912 | 46.3998 | 30.8785 | 0.0620 | 8.6733 | 0.0000 | 8.6733 | 3.5965 | 0.0000 | 3.5965 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 4.1912 | 46.3998 | 30.8785 | 0.0620 | 1.9853 | 1.9853 | 1.9853 | 1.8265 | 1.8265 | 1.8265 | 6,007.0434 | 6,007.0434 | 6,007.0434 | 1.9428 | 6,055.6134 | 6,055.6134 | 6,055.6134 |
| Total | 4.1912 | 46.3998 | 30.8785 | 0.0620 | 8.6733 | 1.9853 | 10.6587 | 3.5965 | 1.8265 | 5.4230 | 6,007.0434 | 6,007.0434 | 6,007.0434 | 1.9428 | 6,055.6134 | 6,055.6134 | 6,055.6134 |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.4 Grading - 2021

Unmitigated Construction Off-Site

| Category | lb/day | | | | | | | | | | | | | | | | |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|-----------------|-----------------|--------------------|--------------------|-----------------|-----------------|-----------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| 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 | 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 | 0.0000 |
| Worker | 0.0857 | 0.0589 | 0.8056 | 2.2900e-003 | 0.2236 | 1.8100e-003 | 0.2254 | 0.0593 | 1.6600e-003 | 0.0610 | 227.7540 | 227.7540 | 6.7100e-003 | 6.7100e-003 | 227.9217 | 227.9217 | 227.9217 |
| Total | 0.0857 | 0.0589 | 0.8056 | 2.2900e-003 | 0.2236 | 1.8100e-003 | 0.2254 | 0.0593 | 1.6600e-003 | 0.0610 | 227.7540 | 227.7540 | 6.7100e-003 | 6.7100e-003 | 227.9217 | 227.9217 | 227.9217 |

Mitigated Construction On-Site

| Category | lb/day | | | | | | | | | | | | | | | | |
|---------------|---------------|----------------|----------------|---------------|---------------|---------------|----------------|----------------|---------------|---------------|---------------|-------------------|-------------------|---------------|---------------|-------------------|-------------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| Fugitive Dust | 4.1912 | 46.3998 | 30.8785 | 0.0620 | 8.6733 | 0.0000 | 8.6733 | 3.5965 | 0.0000 | 3.5965 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 4.1912 | 46.3998 | 30.8785 | 0.0620 | 1.9853 | 1.9853 | 1.9853 | 1.8265 | 1.8265 | 1.8265 | 0.0000 | 6,007.0434 | 6,007.0434 | 1.9428 | 1.9428 | 6,055.6134 | 6,055.6134 |
| Total | 4.1912 | 46.3998 | 30.8785 | 0.0620 | 8.6733 | 1.9853 | 10.6587 | 3.5965 | 1.8265 | 5.4230 | 0.0000 | 6,007.0434 | 6,007.0434 | 1.9428 | 1.9428 | 6,055.6134 | 6,055.6134 |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.4 Grading - 2021

Mitigated Construction Off-Site

| Category | lb/day | | | | | | | | | | | | | | | | |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|-----------------|-----------------|--------------------|--------------------|-----------------|-----------------|-----------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| 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 | 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 | 0.0000 |
| Worker | 0.0857 | 0.0589 | 0.8056 | 2.2900e-003 | 0.2236 | 1.8100e-003 | 0.2254 | 0.0593 | 1.6600e-003 | 0.0610 | 227.7540 | 227.7540 | 6.7100e-003 | 6.7100e-003 | 227.9217 | 227.9217 | 227.9217 |
| Total | 0.0857 | 0.0589 | 0.8056 | 2.2900e-003 | 0.2236 | 1.8100e-003 | 0.2254 | 0.0593 | 1.6600e-003 | 0.0610 | 227.7540 | 227.7540 | 6.7100e-003 | 6.7100e-003 | 227.9217 | 227.9217 | 227.9217 |

3.4 Grading - 2022

Unmitigated Construction On-Site

| Category | lb/day | | | | | | | | | | | | | | | | |
|---------------|---------------|----------------|----------------|---------------|---------------|---------------|----------------|----------------|---------------|---------------|-------------------|-------------------|---------------|---------------|-------------------|-------------------|-------------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| Fugitive Dust | 3.6248 | 38.8435 | 29.0415 | 0.0621 | 8.6733 | 0.0000 | 8.6733 | 3.5965 | 0.0000 | 3.5965 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 3.6248 | 38.8435 | 29.0415 | 0.0621 | 1.6349 | 1.6349 | 1.6349 | 1.5041 | 1.5041 | 1.5041 | 6,011.4105 | 6,011.4105 | 1.9442 | 1.9442 | 6,060.0158 | 6,060.0158 | 6,060.0158 |
| Total | 3.6248 | 38.8435 | 29.0415 | 0.0621 | 8.6733 | 1.6349 | 10.3082 | 3.5965 | 1.5041 | 5.1006 | 6,011.4105 | 6,011.4105 | 1.9442 | 1.9442 | 6,060.0158 | 6,060.0158 | 6,060.0158 |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.4 Grading - 2022

Unmitigated Construction Off-Site

| Category | lb/day | | | | | | | | | | | | | | | | |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|-----------------|-----------------|-----------------|--------------------|--------|-----------------|--------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| 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 | 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 | 0.0000 |
| Worker | 0.0803 | 0.0532 | 0.7432 | 2.2100e-003 | 0.2236 | 1.7500e-003 | 0.2253 | 0.0593 | 1.6100e-003 | 0.0609 | 219.7425 | 219.7425 | 219.7425 | 6.0600e-003 | | 219.8941 | |
| Total | 0.0803 | 0.0532 | 0.7432 | 2.2100e-003 | 0.2236 | 1.7500e-003 | 0.2253 | 0.0593 | 1.6100e-003 | 0.0609 | 219.7425 | 219.7425 | 219.7425 | 6.0600e-003 | | 219.8941 | |

Mitigated Construction On-Site

| Category | lb/day | | | | | | | | | | | | | | | | |
|---------------|---------------|----------------|----------------|---------------|---------------|---------------|----------------|----------------|---------------|---------------|---------------|------------------------------|------------------------------|---------------|-----|------------------------------|--|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| Fugitive Dust | | | | | 8.6733 | 0.0000 | 8.6733 | 3.5965 | 0.0000 | 3.5965 | | | 0.0000 | | | 0.0000 | |
| Off-Road | 3.6248 | 38.8435 | 29.0415 | 0.0621 | | 1.6349 | 1.6349 | 1.5041 | | 1.5041 | 0.0000 | 6,011.410 ⁵ | 6,011.410 ⁵ | 1.9442 | | 6,060.015 ⁸ | |
| Total | 3.6248 | 38.8435 | 29.0415 | 0.0621 | 8.6733 | 1.6349 | 10.3082 | 3.5965 | 1.5041 | 5.1006 | 0.0000 | 6,011.410⁵ | 6,011.410⁵ | 1.9442 | | 6,060.015⁸ | |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.4 Grading - 2022

Mitigated Construction Off-Site

| Category | lb/day | | | | | | | | | | | | | | | | |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|-----------------|-----------------|-----------------|--------------------|--------|-----------------|-----------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| 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 | 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 | 0.0000 |
| Worker | 0.0803 | 0.0532 | 0.7432 | 2.2100e-003 | 0.2236 | 1.7500e-003 | 0.2253 | 0.0593 | 1.6100e-003 | 0.0609 | 219.7425 | 219.7425 | 219.7425 | 6.0600e-003 | | 219.8941 | 219.8941 |
| Total | 0.0803 | 0.0532 | 0.7432 | 2.2100e-003 | 0.2236 | 1.7500e-003 | 0.2253 | 0.0593 | 1.6100e-003 | 0.0609 | 219.7425 | 219.7425 | 219.7425 | 6.0600e-003 | | 219.8941 | 219.8941 |

3.5 Building Construction - 2022

Unmitigated Construction On-Site

| Category | lb/day | | | | | | | | | | | | | | | | |
|--------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|-------------------|-------------------|---------------|-----|-------------------|-------------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| Off-Road | 1.7062 | 15.6156 | 16.3634 | 0.0269 | | 0.8090 | 0.8090 | 0.7612 | 0.7612 | 0.7612 | | 2,554.3336 | 2,554.3336 | 0.6120 | | 2,569.6322 | 2,569.6322 |
| Total | 1.7062 | 15.6156 | 16.3634 | 0.0269 | | 0.8090 | 0.8090 | 0.7612 | 0.7612 | 0.7612 | | 2,554.3336 | 2,554.3336 | 0.6120 | | 2,569.6322 | 2,569.6322 |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.5 Building Construction - 2022
Unmitigated Construction Off-Site

| Category | lb/day | | | | | | | | | | | | | | | | |
|--------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|-------------------------|-------------------------|---------------|-----|------|-------------------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| 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 |
| Vendor | 0.4079 | 13.2032 | 3.4341 | 0.0364 | 0.9155 | 0.0248 | 0.9404 | 0.2636 | 0.0237 | 0.2873 | | 3,896.548 2 | 3,896.548 2 | 0.2236 | | | 3,902.138 4 |
| Worker | 3.2162 | 2.1318 | 29.7654 | 0.0883 | 8.9533 | 0.0701 | 9.0234 | 2.3745 | 0.0646 | 2.4390 | | 8,800.685 7 | 8,800.685 7 | 0.2429 | | | 8,806.758 2 |
| Total | 3.6242 | 15.3350 | 33.1995 | 0.1247 | 9.8688 | 0.0949 | 9.9637 | 2.6381 | 0.0883 | 2.7263 | | 12,697.23 39 | 12,697.23 39 | 0.4665 | | | 12,708.89 66 |

Mitigated Construction On-Site

| Category | lb/day | | | | | | | | | | | | | | | | |
|--------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|------------------------|------------------------|---------------|-----|------|------------------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| Off-Road | 1.7062 | 15.6156 | 16.3634 | 0.0269 | | 0.8090 | 0.8090 | | 0.7612 | 0.7612 | 0.0000 | 2,554.333 6 | 2,554.333 6 | 0.6120 | | | 2,569.632 2 |
| Total | 1.7062 | 15.6156 | 16.3634 | 0.0269 | | 0.8090 | 0.8090 | | 0.7612 | 0.7612 | 0.0000 | 2,554.333 6 | 2,554.333 6 | 0.6120 | | | 2,569.632 2 |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.5 Building Construction - 2022
Mitigated Construction Off-Site

| Category | lb/day | | | | | | | | | | | | | | | | |
|--------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|-------------------------|-------------------------|---------------|-----|------|-------------------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| 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 |
| Vendor | 0.4079 | 13.2032 | 3.4341 | 0.0364 | 0.9155 | 0.0248 | 0.9404 | 0.2636 | 0.0237 | 0.2873 | | 3,896.548 2 | 3,896.548 2 | 0.2236 | | | 3,902.138 4 |
| Worker | 3.2162 | 2.1318 | 29.7654 | 0.0883 | 8.9533 | 0.0701 | 9.0234 | 2.3745 | 0.0646 | 2.4390 | | 8,800.685 7 | 8,800.685 7 | 0.2429 | | | 8,806.758 2 |
| Total | 3.6242 | 15.3350 | 33.1995 | 0.1247 | 9.8688 | 0.0949 | 9.9637 | 2.6381 | 0.0883 | 2.7263 | | 12,697.23 39 | 12,697.23 39 | 0.4665 | | | 12,708.89 66 |

3.5 Building Construction - 2023
Unmitigated Construction On-Site

| Category | lb/day | | | | | | | | | | | | | | | | |
|--------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|------------------------|------------------------|---------------|-----|------|------------------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| Off-Road | 1.5728 | 14.3849 | 16.2440 | 0.0269 | | 0.6997 | 0.6997 | | 0.6584 | 0.6584 | | 2,555.209 9 | 2,555.209 9 | 0.6079 | | | 2,570.406 1 |
| Total | 1.5728 | 14.3849 | 16.2440 | 0.0269 | | 0.6997 | 0.6997 | | 0.6584 | 0.6584 | | 2,555.209 9 | 2,555.209 9 | 0.6079 | | | 2,570.406 1 |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.5 Building Construction - 2023

Unmitigated Construction Off-Site

| Category | lb/day | | | | | | | | | | | | | | | | |
|--------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|-------------------------|-------------------------|---------------|-----|------|-------------------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| 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 |
| Vendor | 0.3027 | 10.0181 | 3.1014 | 0.0352 | 0.9156 | 0.0116 | 0.9271 | 0.2636 | 0.0111 | 0.2747 | | 3,773.876 2 | 3,773.876 2 | 0.1982 | | | 3,778.830 0 |
| Worker | 3.0203 | 1.9287 | 27.4113 | 0.0851 | 8.9533 | 0.0681 | 9.0214 | 2.3745 | 0.0627 | 2.4372 | | 8,478.440 8 | 8,478.440 8 | 0.2190 | | | 8,483.916 0 |
| Total | 3.3229 | 11.9468 | 30.5127 | 0.1203 | 9.8688 | 0.0797 | 9.9485 | 2.6381 | 0.0738 | 2.7118 | | 12,252.31 70 | 12,252.31 70 | 0.4172 | | | 12,262.74 60 |

Mitigated Construction On-Site

| Category | lb/day | | | | | | | | | | | | | | | | |
|--------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|------------------------|------------------------|---------------|-----|------|------------------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| Off-Road | 1.5728 | 14.3849 | 16.2440 | 0.0269 | | 0.6997 | 0.6997 | | 0.6584 | 0.6584 | 0.0000 | 2,555.209 9 | 2,555.209 9 | 0.6079 | | | 2,570.406 1 |
| Total | 1.5728 | 14.3849 | 16.2440 | 0.0269 | | 0.6997 | 0.6997 | | 0.6584 | 0.6584 | 0.0000 | 2,555.209 9 | 2,555.209 9 | 0.6079 | | | 2,570.406 1 |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.5 Building Construction - 2023

Mitigated Construction Off-Site

| Category | lb/day | | | | | | | | | | | | | | | | |
|--------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|-------------------------|-------------------------|-------------------------|---------------|--------|-------------------------|--------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| 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 | 0.0000 |
| Vendor | 0.3027 | 10.0181 | 3.1014 | 0.0352 | 0.9156 | 0.0116 | 0.9271 | 0.2636 | 0.0111 | 0.2747 | 3,773.876 2 | 3,773.876 2 | 3,773.876 2 | 0.1982 | | 3,778.830 0 | |
| Worker | 3.0203 | 1.9287 | 27.4113 | 0.0851 | 8.9533 | 0.0681 | 9.0214 | 2.3745 | 0.0627 | 2.4372 | 8,478.440 8 | 8,478.440 8 | 8,478.440 8 | 0.2190 | | 8,483.916 0 | |
| Total | 3.3229 | 11.9468 | 30.5127 | 0.1203 | 9.8688 | 0.0797 | 9.9485 | 2.6381 | 0.0738 | 2.7118 | 12,252.31 70 | 12,252.31 70 | 12,252.31 70 | 0.4172 | | 12,262.74 60 | |

3.6 Paving - 2023

Unmitigated Construction On-Site

| Category | lb/day | | | | | | | | | | | | | | | | |
|--------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|------------------------|------------------------|------------------------|---------------|-----|------------------------|--|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| Off-Road | 1.0327 | 10.1917 | 14.5842 | 0.0228 | 0.5102 | 0.5102 | 0.5102 | 0.4694 | 0.4694 | 0.4694 | 2,207.584 1 | 2,207.584 1 | 2,207.584 1 | 0.7140 | | 2,225.433 6 | |
| Paving | 0.0000 | | | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 | |
| Total | 1.0327 | 10.1917 | 14.5842 | 0.0228 | 0.5102 | 0.5102 | 0.5102 | 0.4694 | 0.4694 | 0.4694 | 2,207.584 1 | 2,207.584 1 | 2,207.584 1 | 0.7140 | | 2,225.433 6 | |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.6 Paving - 2023

Unmitigated Construction Off-Site

| Category | lb/day | | | | | | | | | | | | | | | | |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|-----------------|-----------------|--------------------|--------------------|-----------------|-----------------|-----------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| 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 | 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 | 0.0000 |
| Worker | 0.0566 | 0.0361 | 0.5133 | 1.5900e-003 | 0.1677 | 1.2800e-003 | 0.1689 | 0.0445 | 1.1700e-003 | 0.0456 | 158.7723 | 158.7723 | 4.1000e-003 | 4.1000e-003 | 158.8748 | 158.8748 | 158.8748 |
| Total | 0.0566 | 0.0361 | 0.5133 | 1.5900e-003 | 0.1677 | 1.2800e-003 | 0.1689 | 0.0445 | 1.1700e-003 | 0.0456 | 158.7723 | 158.7723 | 4.1000e-003 | 4.1000e-003 | 158.8748 | 158.8748 | 158.8748 |

Mitigated Construction On-Site

| Category | lb/day | | | | | | | | | | | | | | | | |
|--------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|-------------------|-------------------|---------------|---------------|-------------------|-------------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| Off-Road | 1.0327 | 10.1917 | 14.5842 | 0.0228 | 0.5102 | 0.5102 | 0.5102 | 0.4694 | 0.4694 | 0.4694 | 0.0000 | 2,207.5841 | 2,207.5841 | 0.7140 | 0.7140 | 2,225.4336 | 2,225.4336 |
| Paving | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Total | 1.0327 | 10.1917 | 14.5842 | 0.0228 | 0.5102 | 0.5102 | 0.5102 | 0.4694 | 0.4694 | 0.4694 | 0.0000 | 2,207.5841 | 2,207.5841 | 0.7140 | 0.7140 | 2,225.4336 | 2,225.4336 |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.6 Paving - 2023

Mitigated Construction Off-Site

| Category | lb/day | | | | | | | | | | | | | | | | |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|-----------------|--------------------|-----------------|--------------------|-----------------|-----------------|-----------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| 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 | 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 | 0.0000 |
| Worker | 0.0566 | 0.0361 | 0.5133 | 1.5900e-003 | 0.1677 | 1.2800e-003 | 0.1689 | 0.0445 | 1.1700e-003 | 0.0456 | 158.7723 | 4.1000e-003 | 158.7723 | 4.1000e-003 | 158.8748 | 158.8748 | 158.8748 |
| Total | 0.0566 | 0.0361 | 0.5133 | 1.5900e-003 | 0.1677 | 1.2800e-003 | 0.1689 | 0.0445 | 1.1700e-003 | 0.0456 | 158.7723 | 4.1000e-003 | 158.7723 | 4.1000e-003 | 158.8748 | 158.8748 | 158.8748 |

3.6 Paving - 2024

Unmitigated Construction On-Site

| Category | lb/day | | | | | | | | | | | | | | | | |
|--------------|---------------|---------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|------------------------------|---------------|------------------------------|---------------|------------------------------|------------------------------|------------------------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| Off-Road | 0.9882 | 9.5246 | 14.6258 | 0.0228 | 0.4685 | 0.4685 | 0.4685 | 0.4310 | 0.4310 | 0.4310 | 2,207.547 ² | 0.7140 | 2,207.547 ² | 0.7140 | 2,225.396 ³ | 2,225.396 ³ | 2,225.396 ³ |
| Paving | 0.0000 | | | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 | 0.0000 |
| Total | 0.9882 | 9.5246 | 14.6258 | 0.0228 | 0.4685 | 0.4685 | 0.4685 | 0.4310 | 0.4310 | 0.4310 | 2,207.547² | 0.7140 | 2,207.547² | 0.7140 | 2,225.396³ | 2,225.396³ | 2,225.396³ |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.6 Paving - 2024

Unmitigated Construction Off-Site

| Category | lb/day | | | | | | | | | | | | | | | | |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|-----------------|-----------------|--------------------|--------------------|--------|-----------------|-----------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| 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 | 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 | 0.0000 |
| Worker | 0.0535 | 0.0329 | 0.4785 | 1.5400e-003 | 0.1677 | 1.2600e-003 | 0.1689 | 0.0445 | 1.1600e-003 | 0.0456 | 153.8517 | 153.8517 | 3.7600e-003 | 3.7600e-003 | | 153.9458 | 153.9458 |
| Total | 0.0535 | 0.0329 | 0.4785 | 1.5400e-003 | 0.1677 | 1.2600e-003 | 0.1689 | 0.0445 | 1.1600e-003 | 0.0456 | 153.8517 | 153.8517 | 3.7600e-003 | 3.7600e-003 | | 153.9458 | 153.9458 |

Mitigated Construction On-Site

| Category | lb/day | | | | | | | | | | | | | | | | |
|--------------|---------------|---------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|------------------------------|------------------------------|---------------|-----|------------------------------|------------------------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| Off-Road | 0.9882 | 9.5246 | 14.6258 | 0.0228 | | 0.4685 | 0.4685 | | 0.4310 | 0.4310 | 0.0000 | 2,207.547 ² | 2,207.547 ² | 0.7140 | | 2,225.396 ³ | 2,225.396 ³ |
| Paving | 0.0000 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | | 0.0000 |
| Total | 0.9882 | 9.5246 | 14.6258 | 0.0228 | | 0.4685 | 0.4685 | | 0.4310 | 0.4310 | 0.0000 | 2,207.547² | 2,207.547² | 0.7140 | | 2,225.396³ | 2,225.396³ |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.6 Paving - 2024

Mitigated Construction Off-Site

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|-----------------|-----------------|-----------------|--------------------|--------|-----------------|
| 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 | 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 | 0.0535 | 0.0329 | 0.4785 | 1.5400e-003 | 0.1677 | 1.2600e-003 | 0.1689 | 0.0445 | 1.1600e-003 | 0.0456 | 153.8517 | 153.8517 | 153.8517 | 3.7600e-003 | | 153.9458 |
| Total | 0.0535 | 0.0329 | 0.4785 | 1.5400e-003 | 0.1677 | 1.2600e-003 | 0.1689 | 0.0445 | 1.1600e-003 | 0.0456 | 153.8517 | 153.8517 | 153.8517 | 3.7600e-003 | | 153.9458 |

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|-----------------|-----------------|---------------|---------------|--------------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|-----------|-----------------|---------------|-----|-----------------|
| lb/day | | | | | | | | | | | | | | | | |
| Archit. Coating | 236.4115 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.1808 | 1.2188 | 1.8101 | 2.9700e-003 | | 0.0609 | 0.0609 | | 0.0609 | 0.0609 | | | 281.4481 | 0.0159 | | 281.8443 |
| Total | 236.5923 | 1.2188 | 1.8101 | 2.9700e-003 | | 0.0609 | 0.0609 | | 0.0609 | 0.0609 | | | 281.4481 | 0.0159 | | 281.8443 |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.7 Architectural Coating - 2024
Unmitigated Construction Off-Site

| Category | lb/day | | | | | | | | | | | | | | | | |
|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|------------------------------|------------------------------|------------------------------|---------------|--------|------------------------------|--------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| 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 | 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 | 0.0000 |
| Worker | 0.5707 | 0.3513 | 5.1044 | 0.0165 | 1.7884 | 0.0134 | 1.8018 | 0.4743 | 0.0123 | 0.4866 | 1,641.085 ₂ | 1,641.085 ₂ | 1,641.085 ₂ | 0.0401 | | 1,642.088 ₆ | |
| Total | 0.5707 | 0.3513 | 5.1044 | 0.0165 | 1.7884 | 0.0134 | 1.8018 | 0.4743 | 0.0123 | 0.4866 | 1,641.085₂ | 1,641.085₂ | 1,641.085₂ | 0.0401 | | 1,642.088₆ | |

Mitigated Construction On-Site

| Category | lb/day | | | | | | | | | | | | | | | | |
|-----------------|-----------------|---------------|---------------|--------------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|-----------------|-----------------|---------------|-----|-----------------|--|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| Archit. Coating | 236.4115 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 | |
| Off-Road | 0.1808 | 1.2188 | 1.8101 | 2.9700e-003 | | 0.0609 | 0.0609 | 0.0609 | 0.0609 | 0.0609 | 0.0000 | 281.4481 | 281.4481 | 0.0159 | | 281.8443 | |
| Total | 236.5923 | 1.2188 | 1.8101 | 2.9700e-003 | | 0.0609 | 0.0609 | 0.0609 | 0.0609 | 0.0609 | 0.0000 | 281.4481 | 281.4481 | 0.0159 | | 281.8443 | |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.7 Architectural Coating - 2024

Mitigated Construction Off-Site

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|------------------------------|------------------------------|------------------------------|---------------|--------|------------------------------|
| 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 | 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 | 0.5707 | 0.3513 | 5.1044 | 0.0165 | 1.7884 | 0.0134 | 1.8018 | 0.4743 | 0.0123 | 0.4866 | 1,641.085 ₂ | 1,641.085 ₂ | 1,641.085 ₂ | 0.0401 | | 1,642.088 ₆ |
| Total | 0.5707 | 0.3513 | 5.1044 | 0.0165 | 1.7884 | 0.0134 | 1.8018 | 0.4743 | 0.0123 | 0.4866 | 1,641.085₂ | 1,641.085₂ | 1,641.085₂ | 0.0401 | | 1,642.088₆ |

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

| Category | lb/day | | | | | | | | | | | | | | | |
|-------------|--------|---------|----------|--------|---------------|--------------|------------|----------------|---------------|-------------|-----------|-----------|-----------|--------|-----|-----------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
| Mitigated | 9.8489 | 45.4304 | 114.8495 | 0.4917 | 45.9592 | 0.3360 | 46.2951 | 12.2950 | 0.3119 | 12.6070 | 50,306.60 | 34 | 50,306.60 | 2.1807 | | 50,361.12 |
| Unmitigated | 9.8489 | 45.4304 | 114.8495 | 0.4917 | 45.9592 | 0.3360 | 46.2951 | 12.2950 | 0.3119 | 12.6070 | 50,306.60 | 34 | 50,306.60 | 2.1807 | | 50,361.12 |

4.2 Trip Summary Information

| Land Use | Average Daily Trip Rate | | | Unmitigated | | Mitigated | |
|-------------------------------------|-------------------------|-----------------|-----------------|-------------------|-------------------|-------------------|-------------------|
| | Weekday | Saturday | Sunday | Annual VMT | Annual VMT | Annual VMT | Annual VMT |
| Apartments Low Rise | 145.75 | 154.25 | 154.00 | 506,227 | 506,227 | 506,227 | 506,227 |
| Apartments Mid Rise | 4,026.75 | 3,773.25 | 4075.50 | 13,660,065 | 13,660,065 | 13,660,065 | 13,660,065 |
| General Office Building | 288.45 | 62.55 | 31.05 | 706,812 | 706,812 | 706,812 | 706,812 |
| High Turnover (Sit Down Restaurant) | 2,368.80 | 2,873.52 | 2817.72 | 3,413,937 | 3,413,937 | 3,413,937 | 3,413,937 |
| Hotel | 192.00 | 187.50 | 160.00 | 445,703 | 445,703 | 445,703 | 445,703 |
| Quality Restaurant | 501.12 | 511.92 | 461.20 | 707,488 | 707,488 | 707,488 | 707,488 |
| Regional Shopping Center | 528.08 | 601.44 | 357.84 | 1,112,221 | 1,112,221 | 1,112,221 | 1,112,221 |
| Total | 8,050.95 | 8,164.43 | 8,057.31 | 20,552,452 | 20,552,452 | 20,552,452 | 20,552,452 |

4.3 Trip Type Information

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

| 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 Low Rise | 14.70 | 5.90 | 8.70 | 40.20 | 19.20 | 40.60 | 86 | 11 | 3 |
| Apartments Mid Rise | 14.70 | 5.90 | 8.70 | 40.20 | 19.20 | 40.60 | 86 | 11 | 3 |
| General Office Building | 16.60 | 8.40 | 6.90 | 33.00 | 48.00 | 19.00 | 77 | 19 | 4 |
| High Turnover (Sit Down) | 16.60 | 8.40 | 6.90 | 8.50 | 72.50 | 19.00 | 37 | 20 | 43 |
| Hotel | 16.60 | 8.40 | 6.90 | 19.40 | 61.60 | 19.00 | 58 | 38 | 4 |
| Quality Restaurant | 16.60 | 8.40 | 6.90 | 12.00 | 69.00 | 19.00 | 38 | 18 | 44 |
| Regional Shopping Center | 16.60 | 8.40 | 6.90 | 16.30 | 64.70 | 19.00 | 54 | 35 | 11 |

4.4 Fleet Mix

| Land Use | LDA | LDT1 | LDT2 | MDV | LHD1 | LHD2 | MHD | HHD | OBUS | UBUS | MCY | SBUS | MH |
|-------------------------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| Apartments Low Rise | 0.543088 | 0.044216 | 0.209971 | 0.116369 | 0.014033 | 0.006332 | 0.021166 | 0.033577 | 0.002613 | 0.001817 | 0.005285 | 0.000712 | 0.000821 |
| Apartments Mid Rise | 0.543088 | 0.044216 | 0.209971 | 0.116369 | 0.014033 | 0.006332 | 0.021166 | 0.033577 | 0.002613 | 0.001817 | 0.005285 | 0.000712 | 0.000821 |
| General Office Building | 0.543088 | 0.044216 | 0.209971 | 0.116369 | 0.014033 | 0.006332 | 0.021166 | 0.033577 | 0.002613 | 0.001817 | 0.005285 | 0.000712 | 0.000821 |
| High Turnover (Sit Down Restaurant) | 0.543088 | 0.044216 | 0.209971 | 0.116369 | 0.014033 | 0.006332 | 0.021166 | 0.033577 | 0.002613 | 0.001817 | 0.005285 | 0.000712 | 0.000821 |
| Hotel | 0.543088 | 0.044216 | 0.209971 | 0.116369 | 0.014033 | 0.006332 | 0.021166 | 0.033577 | 0.002613 | 0.001817 | 0.005285 | 0.000712 | 0.000821 |
| Quality Restaurant | 0.543088 | 0.044216 | 0.209971 | 0.116369 | 0.014033 | 0.006332 | 0.021166 | 0.033577 | 0.002613 | 0.001817 | 0.005285 | 0.000712 | 0.000821 |
| Regional Shopping Center | 0.543088 | 0.044216 | 0.209971 | 0.116369 | 0.014033 | 0.006332 | 0.021166 | 0.033577 | 0.002613 | 0.001817 | 0.005285 | 0.000712 | 0.000821 |

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|-------------------------|--------|--------|--------|--------|---------------|--------------|------------|----------------|---------------|-------------|----------|------------|------------|--------|--------|------------|
| | lb/day | | | | | | | | | | | | | | | |
| Natural Gas Mitigated | 0.7660 | 6.7462 | 4.2573 | 0.0418 | | 0.5292 | 0.5292 | | 0.5292 | 0.5292 | | 8,355.9832 | 8,355.9832 | 0.1602 | 0.1532 | 8,405.6387 |
| Natural Gas Unmitigated | 0.7660 | 6.7462 | 4.2573 | 0.0418 | | 0.5292 | 0.5292 | | 0.5292 | 0.5292 | | 8,355.9832 | 8,355.9832 | 0.1602 | 0.1532 | 8,405.6387 |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

5.2 Energy by Land Use - NaturalGas

Unmitigated

| Land Use | NaturalGas Use kBTU/yr | lb/day | | | | | | | | | | lb/day | | | | | | |
|-------------------------------------|---------------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|-------------------|-------------------|-------------------|---------------|---------------|---------------|-------------------|
| | | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio-CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e | |
| Apartments Low Rise | 1119.16 | 0.0121 | 0.1031 | 0.0439 | 6.6000e-004 | 8.3400e-003 | 8.3400e-003 | 8.3400e-003 | 8.3400e-003 | 8.3400e-003 | 8.3400e-003 | 131.6662 | 131.6662 | 131.6662 | 2.5200e-003 | 2.4100e-003 | 2.4100e-003 | 132.4486 |
| Apartments Mid Rise | 35784.3 | 0.3859 | 3.2978 | 1.4033 | 0.0211 | 0.2666 | 0.2666 | 0.2666 | 0.2666 | 0.2666 | 0.2666 | 4.209.9164 | 4.209.9164 | 4.209.9164 | 0.0807 | 0.0772 | 0.0772 | 4.234.9339 |
| General Office Building | 1283.42 | 0.0138 | 0.1258 | 0.1057 | 7.5000e-004 | 9.5600e-003 | 9.5600e-003 | 9.5600e-003 | 9.5600e-003 | 9.5600e-003 | 9.5600e-003 | 150.9911 | 150.9911 | 150.9911 | 2.8900e-003 | 2.7700e-003 | 2.7700e-003 | 151.8884 |
| High Turnover (Sit Down Restaurant) | 22759.9 | 0.2455 | 2.2314 | 1.8743 | 0.0134 | 0.1696 | 0.1696 | 0.1696 | 0.1696 | 0.1696 | 0.1696 | 2.677.6342 | 2.677.6342 | 2.677.6342 | 0.0513 | 0.0491 | 0.0491 | 2.693.5460 |
| Hotel | 4769.72 | 0.0514 | 0.4676 | 0.3928 | 2.8100e-003 | 0.0355 | 0.0355 | 0.0355 | 0.0355 | 0.0355 | 0.0355 | 561.1436 | 561.1436 | 561.1436 | 0.0108 | 0.0103 | 0.0103 | 564.4782 |
| Quality Restaurant | 5057.75 | 0.0545 | 0.4959 | 0.4165 | 2.9800e-003 | 0.0377 | 0.0377 | 0.0377 | 0.0377 | 0.0377 | 0.0377 | 595.0298 | 595.0298 | 595.0298 | 0.0114 | 0.0109 | 0.0109 | 598.5658 |
| Regional Shopping Center | 251.616 | 2.7100e-003 | 0.0247 | 0.0207 | 1.5000e-004 | 1.8700e-003 | 1.8700e-003 | 1.8700e-003 | 1.8700e-003 | 1.8700e-003 | 1.8700e-003 | 29.6019 | 29.6019 | 29.6019 | 5.7000e-004 | 5.4000e-004 | 5.4000e-004 | 29.7778 |
| Total | | 0.7660 | 6.7463 | 4.2573 | 0.0418 | 0.5292 | 0.5292 | 0.5292 | 0.5292 | 0.5292 | 0.5292 | 8,355.9832 | 8,355.9832 | 8,355.9832 | 0.1602 | 0.1532 | 0.1532 | 8,405.6387 |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

5.2 Energy by Land Use - NaturalGas

Mitigated

| Land Use | NaturalGas Use kBTU/yr | lb/day | | | | | | | | | | lb/day | | | | | |
|-------------------------------------|---------------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|-------------------|-------------------|-------------------|---------------|---------------|-------------------|
| | | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio-CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
| Apartment Low Rise | 1.11916 | 0.0121 | 0.1031 | 0.0439 | 6.6000e-004 | 8.3400e-003 | 8.3400e-003 | 8.3400e-003 | 8.3400e-003 | 8.3400e-003 | 8.3400e-003 | 131.6662 | 131.6662 | 131.6662 | 2.5200e-003 | 2.4100e-003 | 132.4486 |
| Apartment Mid Rise | 35.7843 | 0.3859 | 3.2978 | 1.4033 | 0.0211 | 0.2666 | 0.2666 | 0.2666 | 0.2666 | 0.2666 | 0.2666 | 4.2099164 | 4.2099164 | 4.2099164 | 0.0807 | 0.0772 | 4.2349339 |
| General Office Building | 1.28342 | 0.0138 | 0.1258 | 0.1057 | 7.5000e-004 | 9.5600e-003 | 9.5600e-003 | 9.5600e-003 | 9.5600e-003 | 9.5600e-003 | 9.5600e-003 | 150.9911 | 150.9911 | 150.9911 | 2.8900e-003 | 2.7700e-003 | 151.8884 |
| High Turnover (Sit Down Restaurant) | 22.7599 | 0.2455 | 2.2314 | 1.8743 | 0.0134 | 0.1696 | 0.1696 | 0.1696 | 0.1696 | 0.1696 | 0.1696 | 2.677.6342 | 2.677.6342 | 2.677.6342 | 0.0513 | 0.0491 | 2.693.5460 |
| Hotel | 4.76972 | 0.0514 | 0.4676 | 0.3928 | 2.8100e-003 | 0.0355 | 0.0355 | 0.0355 | 0.0355 | 0.0355 | 0.0355 | 561.1436 | 561.1436 | 561.1436 | 0.0108 | 0.0103 | 564.4782 |
| Quality Restaurant | 5.05775 | 0.0545 | 0.4959 | 0.4165 | 2.9800e-003 | 0.0377 | 0.0377 | 0.0377 | 0.0377 | 0.0377 | 0.0377 | 595.0298 | 595.0298 | 595.0298 | 0.0114 | 0.0109 | 598.5658 |
| Regional Shopping Center | 0.251616 | 2.7100e-003 | 0.0247 | 0.0207 | 1.5000e-004 | 1.8700e-003 | 1.8700e-003 | 1.8700e-003 | 1.8700e-003 | 1.8700e-003 | 1.8700e-003 | 29.6019 | 29.6019 | 29.6019 | 5.7000e-004 | 5.4000e-004 | 29.7778 |
| Total | | 0.7660 | 6.7463 | 4.2573 | 0.0418 | 0.5292 | 0.5292 | 0.5292 | 0.5292 | 0.5292 | 0.5292 | 8,355.9832 | 8,355.9832 | 8,355.9832 | 0.1602 | 0.1532 | 8,405.6387 |

6.0 Area Detail

6.1 Mitigation Measures Area

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|-------------|---------|---------|---------|--------|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------------|-----------------|--------|--------|-----------------|
| lb/day | | | | | | | | | | | | | | | | |
| Mitigated | 30.5020 | 15.0496 | 88.4430 | 0.0944 | 1.5974 | 1.5974 | 1.5974 | 1.5974 | 1.5974 | 1.5974 | 0.0000 | 18,148.59 50 | 18,148.59 50 | 0.4874 | 0.3300 | 18,259.11 92 |
| Unmitigated | 30.5020 | 15.0496 | 88.4430 | 0.0944 | 1.5974 | 1.5974 | 1.5974 | 1.5974 | 1.5974 | 1.5974 | 0.0000 | 18,148.59 50 | 18,148.59 50 | 0.4874 | 0.3300 | 18,259.11 92 |

6.2 Area by SubCategory

Unmitigated

| SubCategory | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|-----------------------|----------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|-------------------------|-------------------------|---------------|---------------|-------------------------|
| lb/day | | | | | | | | | | | | | | | | |
| Architectural Coating | 2.2670 | | | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Consumer Products | 24.1085 | | | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Hearth | 1.6500 | 14.1000 | 6.0000 | 0.0900 | 1.1400 | 1.1400 | 1.1400 | 1.1400 | 1.1400 | 1.1400 | 0.0000 | 18,000.00 00 | 18,000.00 00 | 0.3450 | 0.3300 | 18,106.96 50 |
| Landscaping | 2.4766 | 0.9496 | 82.4430 | 4.3600e-003 | 0.4574 | 0.4574 | 0.4574 | 0.4574 | 0.4574 | 0.4574 | | 148.5950 | 148.5950 | 0.1424 | | 152.1542 |
| Total | 30.5020 | 15.0496 | 88.4430 | 0.0944 | 1.5974 | 1.5974 | 1.5974 | 1.5974 | 1.5974 | 1.5974 | 0.0000 | 18,148.59 50 | 18,148.59 50 | 0.4874 | 0.3300 | 18,259.11 92 |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

6.2 Area by SubCategory

Mitigated

| SubCategory | lb/day | | | | | | | | | | lb/day | | | | | |
|-----------------------|----------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|------------------|------------------|---------------|---------------|------------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
| Architectural Coating | 2.2670 | | | | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Consumer Products | 24.1085 | | | | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | | 0.0000 | | | | 0.0000 |
| Hearth | 1.6500 | 14.1000 | 6.0000 | 0.0900 | 1.1400 | 1.1400 | 1.1400 | 1.1400 | 1.1400 | 1.1400 | 0.0000 | 18,000.00 | 18,000.00 | 0.3450 | 0.3300 | 18,106.96 |
| Landscaping | 2.4766 | 0.9496 | 82.4430 | 4.3600e-003 | 0.4574 | 0.4574 | 0.4574 | 0.4574 | 0.4574 | 0.4574 | 148.5950 | 148.5950 | 0.1424 | | | 152.1542 |
| Total | 30.5020 | 15.0496 | 88.4430 | 0.0944 | 1.5974 | 1.5974 | 1.5974 | 1.5974 | 1.5974 | 1.5974 | 0.0000 | 18,148.59 | 18,148.59 | 0.4874 | 0.3300 | 18,259.11 |

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

| Equipment Type | Number | Hours/Day | Days/Year | Horse Power | Load Factor | Fuel Type |
|----------------|--------|-----------|-----------|-------------|-------------|-----------|
|----------------|--------|-----------|-----------|-------------|-------------|-----------|

10.0 Stationary Equipment

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

Fire Pumps and Emergency Generators

| | | | | | | |
|----------------|--------|-----------|------------|-------------|-------------|-----------|
| Equipment Type | Number | Hours/Day | Hours/Year | Horse Power | Load Factor | Fuel Type |
|----------------|--------|-----------|------------|-------------|-------------|-----------|

Boilers

| | | | | | |
|----------------|--------|----------------|-----------------|---------------|-----------|
| Equipment Type | Number | Heat Input/Day | Heat Input/Year | Boiler Rating | Fuel Type |
|----------------|--------|----------------|-----------------|---------------|-----------|

User Defined Equipment

| | |
|----------------|--------|
| Equipment Type | Number |
|----------------|--------|

11.0 Vegetation



Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

Village South Specific Plan (Proposed)
 Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|-------------------------------------|--------|---------------|-------------|--------------------|------------|
| General Office Building | 45.00 | 1000sqft | 1.03 | 45,000.00 | 0 |
| High Turnover (Sit Down Restaurant) | 36.00 | 1000sqft | 0.83 | 36,000.00 | 0 |
| Hotel | 50.00 | Room | 1.67 | 72,600.00 | 0 |
| Quality Restaurant | 8.00 | 1000sqft | 0.18 | 8,000.00 | 0 |
| Apartments Low Rise | 25.00 | Dwelling Unit | 1.56 | 25,000.00 | 72 |
| Apartments Mid Rise | 975.00 | Dwelling Unit | 25.66 | 975,000.00 | 2789 |
| Regional Shopping Center | 56.00 | 1000sqft | 1.29 | 56,000.00 | 0 |

1.2 Other Project Characteristics

| | | | | | |
|--------------|-------|------------------|-----|---------------------------|------|
| Urbanization | Urban | Wind Speed (m/s) | 2.2 | Precipitation Freq (Days) | 33 |
| Climate Zone | 9 | | | Operational Year | 2028 |

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

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

Project Characteristics - Consistent with the DEIR's model.

Land Use - See SWAPE comment regarding residential and retail land uses.

Construction Phase - See SWAPE comment regarding individual construction phase lengths.

Demolition - Consistent with the DEIR's model. See SWAPE comment regarding demolition.

Vehicle Trips - Saturday trips consistent with the DEIR's model. See SWAPE comment regarding weekday and Sunday trips.

Woodstoves - Woodstoves and wood-burning fireplaces consistent with the DEIR's model. See SWAPE comment regarding gas fireplaces.

Energy Use -

Construction Off-road Equipment Mitigation - See SWAPE comment on construction-related mitigation.

Area Mitigation - See SWAPE comment regarding operational mitigation measures.

Water Mitigation - See SWAPE comment regarding operational mitigation measures.

| Table Name | Column Name | Default Value | New Value |
|----------------|-------------------|---------------|-----------|
| tblFireplaces | FireplaceWoodMass | 1,019.20 | 0.00 |
| tblFireplaces | FireplaceWoodMass | 1,019.20 | 0.00 |
| tblFireplaces | NumberWood | 1.25 | 0.00 |
| tblFireplaces | NumberWood | 48.75 | 0.00 |
| tblVehicleTrps | ST_TR | 7.16 | 6.17 |
| tblVehicleTrps | ST_TR | 6.39 | 3.87 |
| tblVehicleTrps | ST_TR | 2.46 | 1.39 |
| tblVehicleTrps | ST_TR | 158.37 | 79.82 |
| tblVehicleTrps | ST_TR | 8.19 | 3.75 |
| tblVehicleTrps | ST_TR | 94.36 | 63.99 |
| tblVehicleTrps | ST_TR | 49.97 | 10.74 |
| tblVehicleTrps | SU_TR | 6.07 | 6.16 |
| tblVehicleTrps | SU_TR | 5.86 | 4.18 |
| tblVehicleTrps | SU_TR | 1.05 | 0.69 |
| tblVehicleTrps | SU_TR | 131.84 | 78.27 |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

| | | | |
|----------------|--------------------|--------|-------|
| tbVehicleTrips | SU_TR | 5.95 | 3.20 |
| tbVehicleTrips | SU_TR | 72.16 | 57.65 |
| tbVehicleTrips | SU_TR | 25.24 | 6.39 |
| tbVehicleTrips | WD_TR | 6.59 | 5.83 |
| tbVehicleTrips | WD_TR | 6.65 | 4.13 |
| tbVehicleTrips | WD_TR | 11.03 | 6.41 |
| tbVehicleTrips | WD_TR | 127.15 | 65.80 |
| tbVehicleTrips | WD_TR | 8.17 | 3.84 |
| tbVehicleTrips | WD_TR | 89.95 | 62.64 |
| tbVehicleTrips | WD_TR | 42.70 | 9.43 |
| tbWoodstoves | NumberCatalytic | 1.25 | 0.00 |
| tbWoodstoves | NumberCatalytic | 48.75 | 0.00 |
| tbWoodstoves | NumberNoncatalytic | 1.25 | 0.00 |
| tbWoodstoves | NumberNoncatalytic | 48.75 | 0.00 |
| tbWoodstoves | WoodstoveDayYear | 25.00 | 0.00 |
| tbWoodstoves | WoodstoveDayYear | 25.00 | 0.00 |
| tbWoodstoves | WoodstoveWoodMass | 999.60 | 0.00 |
| tbWoodstoves | WoodstoveWoodMass | 999.60 | 0.00 |

2.0 Emissions Summary

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

| Year | lb/day | | | | | | | | | | | | | | | |
|----------------|-----------------|----------------|----------------|---------------|----------------|---------------|----------------|----------------|---------------|----------------|---------------|--------------------|--------------------|---------------|---------------|--------------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
| 2021 | 4.2865 | 46.4651 | 31.6150 | 0.0642 | 18.2675 | 2.0461 | 20.3135 | 9.9840 | 1.8824 | 11.8664 | 0.0000 | 6,221.4937 | 6,221.4937 | 1.9491 | 0.0000 | 6,270.2214 |
| 2022 | 5.7218 | 38.9024 | 47.3319 | 0.1455 | 9.8688 | 1.6366 | 10.7736 | 3.6558 | 1.5057 | 5.1615 | 0.0000 | 14,630.3099 | 14,630.3099 | 1.9499 | 0.0000 | 14,657.2663 |
| 2023 | 5.2705 | 26.4914 | 44.5936 | 0.1413 | 9.8688 | 0.7800 | 10.6488 | 2.6381 | 0.7328 | 3.3708 | 0.0000 | 14,210.3424 | 14,210.3424 | 1.0230 | 0.0000 | 14,235.9160 |
| 2024 | 237.2328 | 9.5610 | 15.0611 | 0.0243 | 1.7884 | 0.4698 | 1.8628 | 0.4743 | 0.4322 | 0.5476 | 0.0000 | 2,352.4178 | 2,352.4178 | 0.7175 | 0.0000 | 2,370.3550 |
| Maximum | 237.2328 | 46.4651 | 47.3319 | 0.1455 | 18.2675 | 2.0461 | 20.3135 | 9.9840 | 1.8824 | 11.8664 | 0.0000 | 14,630.3099 | 14,630.3099 | 1.9499 | 0.0000 | 14,657.2663 |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

2.2 Overall Operational
Unmitigated Operational

| Category | lb/day | | | | | | | | | | | | | | | |
|--------------|----------------|----------------|-----------------|---------------|----------------|---------------|----------------|----------------|---------------|----------------|---------------|-------------------------------|-------------------------------|---------------|---------------|-------------------------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
| Area | 30.5020 | 15.0496 | 88.4430 | 0.0944 | 1.5974 | 1.5974 | 1.5974 | 1.5974 | 1.5974 | 1.5974 | 0.0000 | 18,148.59 50 | 18,148.59 50 | 0.4874 | 0.3300 | 18,259.11 92 |
| Energy | 0.7660 | 6.7462 | 4.2573 | 0.0418 | 0.5292 | 0.5292 | 0.5292 | 0.5292 | 0.5292 | 0.5292 | 0.0000 | 8,355.983 2 | 8,355.983 2 | 0.1602 | 0.1532 | 8,405.638 7 |
| Mobile | 9.5233 | 45.9914 | 110.0422 | 0.4681 | 45.9592 | 0.3373 | 46.2965 | 12.2950 | 0.3132 | 12.6083 | 0.0000 | 47,917.80 05 | 47,917.80 05 | 2.1953 | | 47,972.68 39 |
| Total | 40.7912 | 67.7872 | 202.7424 | 0.6043 | 45.9592 | 2.4640 | 48.4231 | 12.2950 | 2.4399 | 14.7349 | 0.0000 | 74,422.37 87 | 74,422.37 87 | 2.8429 | 0.4832 | 74,637.44 17 |

Mitigated Operational

| Category | lb/day | | | | | | | | | | | | | | | |
|--------------|----------------|----------------|-----------------|---------------|----------------|---------------|----------------|----------------|---------------|----------------|---------------|-------------------------------|-------------------------------|---------------|---------------|-------------------------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
| Area | 30.5020 | 15.0496 | 88.4430 | 0.0944 | 1.5974 | 1.5974 | 1.5974 | 1.5974 | 1.5974 | 1.5974 | 0.0000 | 18,148.59 50 | 18,148.59 50 | 0.4874 | 0.3300 | 18,259.11 92 |
| Energy | 0.7660 | 6.7462 | 4.2573 | 0.0418 | 0.5292 | 0.5292 | 0.5292 | 0.5292 | 0.5292 | 0.5292 | 0.0000 | 8,355.983 2 | 8,355.983 2 | 0.1602 | 0.1532 | 8,405.638 7 |
| Mobile | 9.5233 | 45.9914 | 110.0422 | 0.4681 | 45.9592 | 0.3373 | 46.2965 | 12.2950 | 0.3132 | 12.6083 | 0.0000 | 47,917.80 05 | 47,917.80 05 | 2.1953 | | 47,972.68 39 |
| Total | 40.7912 | 67.7872 | 202.7424 | 0.6043 | 45.9592 | 2.4640 | 48.4231 | 12.2950 | 2.4399 | 14.7349 | 0.0000 | 74,422.37 87 | 74,422.37 87 | 2.8429 | 0.4832 | 74,637.44 17 |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

| | ROG | NOx | CO | SO2 | 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 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

3.0 Construction Detail

Construction Phase

| Phase Number | Phase Name | Phase Type | Start Date | End Date | Num Days Week | Num Days | Phase Description |
|--------------|-----------------------|-----------------------|------------|------------|---------------|----------|-------------------|
| 1 | Demolition | Demolition | 9/1/2021 | 10/12/2021 | 5 | 30 | |
| 2 | Site Preparation | Site Preparation | 10/13/2021 | 11/9/2021 | 5 | 20 | |
| 3 | Grading | Grading | 11/10/2021 | 1/11/2022 | 5 | 45 | |
| 4 | Building Construction | Building Construction | 1/12/2022 | 12/12/2023 | 5 | 500 | |
| 5 | Paving | Paving | 12/13/2023 | 1/30/2024 | 5 | 35 | |
| 6 | Architectural Coating | Architectural Coating | 1/31/2024 | 3/19/2024 | 5 | 35 | |

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 112.5

Acres of Paving: 0

Residential Indoor: 2,025,000; Residential Outdoor: 675,000; Non-Residential Indoor: 326,400; Non-Residential Outdoor: 108,800; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

| Phase Name | Offroad Equipment Type | Amount | Usage Hours | Horse Power | Load Factor |
|-----------------------|---------------------------|--------|-------------|-------------|-------------|
| Demolition | Concrete/Industrial Saws | 1 | 8.00 | 81 | 0.73 |
| Demolition | Excavators | 3 | 8.00 | 158 | 0.38 |
| Demolition | Rubber Tired Dozers | 2 | 8.00 | 247 | 0.40 |
| Site Preparation | Rubber Tired Dozers | 3 | 8.00 | 247 | 0.40 |
| Site Preparation | Tractors/Loaders/Backhoes | 4 | 8.00 | 97 | 0.37 |
| Grading | Excavators | 2 | 8.00 | 158 | 0.38 |
| Grading | Graders | 1 | 8.00 | 187 | 0.41 |
| Grading | Rubber Tired Dozers | 1 | 8.00 | 247 | 0.40 |
| Grading | Scrapers | 2 | 8.00 | 367 | 0.48 |
| Grading | Tractors/Loaders/Backhoes | 2 | 8.00 | 97 | 0.37 |
| 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 |
| Building Construction | Tractors/Loaders/Backhoes | 3 | 7.00 | 97 | 0.37 |
| Building Construction | Welders | 1 | 8.00 | 46 | 0.45 |
| Paving | Pavers | 2 | 8.00 | 130 | 0.42 |
| Paving | Paving Equipment | 2 | 8.00 | 132 | 0.36 |
| Paving | Rollers | 2 | 8.00 | 80 | 0.38 |
| Architectural Coating | Air Compressors | 1 | 6.00 | 78 | 0.48 |

Trips and VMT

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

| 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 | 458.00 | 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 | 801.00 | 143.00 | 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 | 160.00 | 0.00 | 0.00 | 14.70 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |

3.1 Mitigation Measures Construction

3.2 Demolition - 2021

Unmitigated Construction On-Site

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|------------------------------|------------------------------|---------------|-----|------------------------------|
| | lb/day | | | | | | | | | | | | | | | |
| Fugitive Dust | | | | | 3.3074 | 0.0000 | 3.3074 | 0.5008 | 0.0000 | 0.5008 | | | 0.0000 | | | 0.0000 |
| Off-Road | 3.1651 | 31.4407 | 21.5650 | 0.0388 | 1.5513 | 1.5513 | 1.5513 | 1.4411 | 1.4411 | 1.4411 | | 3,747.944 ₉ | 3,747.944 ₉ | 1.0549 | | 3,774.317 ₄ |
| Total | 3.1651 | 31.4407 | 21.5650 | 0.0388 | 3.3074 | 1.5513 | 4.8588 | 0.5008 | 1.4411 | 1.9419 | | 3,747.944₉ | 3,747.944₉ | 1.0549 | | 3,774.317₄ |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.2 Demolition - 2021

Unmitigated Construction Off-Site

| Category | lb/day | | | | | | | | | | | | | | | | |
|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|------------------------|------------------------|---------------|-----|------|------------------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| Hauling | 0.1304 | 4.1454 | 1.0182 | 0.0117 | 0.2869 | 0.0128 | 0.2797 | 0.0732 | 0.0122 | 0.0854 | | 1,269.855 5 | 1,269.855 5 | 0.0908 | | | 1,272.125 2 |
| 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 | 0.0715 | 0.0489 | 0.5524 | 1.6100e-003 | 0.1677 | 1.3500e-003 | 0.1690 | 0.0445 | 1.2500e-003 | 0.0457 | | 160.8377 | 160.8377 | 4.7300e-003 | | | 160.9560 |
| Total | 0.2019 | 4.1943 | 1.5706 | 0.0133 | 0.4346 | 0.0141 | 0.4487 | 0.1176 | 0.0135 | 0.1311 | | 1,430.693 2 | 1,430.693 2 | 0.0955 | | | 1,433.081 2 |

Mitigated Construction On-Site

| Category | lb/day | | | | | | | | | | | | | | | | |
|---------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|------------------------|------------------------|---------------|-----|------|------------------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| Fugitive Dust | | | | | 3.3074 | 0.0000 | 3.3074 | 0.5008 | 0.0000 | 0.5008 | | | 0.0000 | | | | 0.0000 |
| Off-Road | 3.1651 | 31.4407 | 21.5650 | 0.0388 | | 1.5513 | 1.5513 | 1.4411 | 1.4411 | 1.4411 | 0.0000 | 3,747.944 9 | 3,747.944 9 | 1.0549 | | | 3,774.317 4 |
| Total | 3.1651 | 31.4407 | 21.5650 | 0.0388 | 3.3074 | 1.5513 | 4.8588 | 0.5008 | 1.4411 | 1.9419 | 0.0000 | 3,747.944 9 | 3,747.944 9 | 1.0549 | | | 3,774.317 4 |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.2 Demolition - 2021

Mitigated Construction Off-Site

| Category | lb/day | | | | | | | | | | | | | | | | |
|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|------------------------|------------------------|---------------|-----|------|------------------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| Hauling | 0.1304 | 4.1454 | 1.0182 | 0.0117 | 0.2869 | 0.0128 | 0.2797 | 0.0732 | 0.0122 | 0.0854 | | 1,269.855 5 | 1,269.855 5 | 0.0908 | | | 1,272.125 2 |
| 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 | 0.0715 | 0.0489 | 0.5524 | 1.6100e-003 | 0.1677 | 1.3500e-003 | 0.1690 | 0.0445 | 1.2500e-003 | 0.0457 | | 160.8377 | 160.8377 | 4.7300e-003 | | | 160.9960 |
| Total | 0.2019 | 4.1943 | 1.5706 | 0.0133 | 0.4346 | 0.0141 | 0.4487 | 0.1176 | 0.0135 | 0.1311 | | 1,430.693 2 | 1,430.693 2 | 0.0955 | | | 1,433.081 2 |

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

| Category | lb/day | | | | | | | | | | | | | | | | |
|---------------|---------------|----------------|----------------|---------------|----------------|---------------|----------------|----------------|---------------|----------------|----------|------------------------|------------------------|---------------|-----|------|------------------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| Fugitive Dust | | | | | 18.0663 | 0.0000 | 18.0663 | 9.9307 | 0.0000 | 9.9307 | | | 0.0000 | | | | 0.0000 |
| Off-Road | 3.8882 | 40.4971 | 21.1543 | 0.0380 | | 2.0445 | 2.0445 | 1.8809 | 1.8809 | 1.8809 | | 3,685.656 9 | 3,685.656 9 | 1.1920 | | | 3,715.457 3 |
| Total | 3.8882 | 40.4971 | 21.1543 | 0.0380 | 18.0663 | 2.0445 | 20.1107 | 9.9307 | 1.8809 | 11.8116 | | 3,685.656 9 | 3,685.656 9 | 1.1920 | | | 3,715.457 3 |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.3 Site Preparation - 2021
Unmitigated Construction Off-Site

| Category | lb/day | | | | | | | | | | | | | | | | |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|-----------------|-----------------|--------------------|-----------------|--------|--------|-----------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| 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 | 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 | 0.0000 |
| Worker | 0.0858 | 0.0587 | 0.6629 | 1.9400e-003 | 0.2012 | 1.6300e-003 | 0.2028 | 0.0534 | 1.5000e-003 | 0.0549 | 193.0052 | 193.0052 | 5.6800e-003 | 193.1472 | | | 193.1472 |
| Total | 0.0858 | 0.0587 | 0.6629 | 1.9400e-003 | 0.2012 | 1.6300e-003 | 0.2028 | 0.0534 | 1.5000e-003 | 0.0549 | 193.0052 | 193.0052 | 5.6800e-003 | 193.1472 | | | 193.1472 |

Mitigated Construction On-Site

| Category | lb/day | | | | | | | | | | | | | | | | |
|---------------|---------------|----------------|----------------|---------------|----------------|---------------|----------------|----------------|---------------|----------------|---------------|-------------------|-------------------|---------------|-----|--------|-------------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| Fugitive Dust | | | | | 18.0663 | 0.0000 | 18.0663 | 9.9307 | 0.0000 | 9.9307 | | | 0.0000 | | | 0.0000 | |
| Off-Road | 3.8882 | 40.4971 | 21.1543 | 0.0380 | | 2.0445 | 2.0445 | 1.8809 | | 1.8809 | 0.0000 | 3,685.6569 | 3,685.6569 | 1.1920 | | | 3,715.4573 |
| Total | 3.8882 | 40.4971 | 21.1543 | 0.0380 | 18.0663 | 2.0445 | 20.1107 | 9.9307 | 1.8809 | 11.8116 | 0.0000 | 3,685.6569 | 3,685.6569 | 1.1920 | | | 3,715.4573 |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.3 Site Preparation - 2021
Mitigated Construction Off-Site

| Category | lb/day | | | | | | | | | | | | | | | | |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|-----------------|--------------------|-----------------|--------------------|-----------------|-----------------|-----------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| 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 | 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 | 0.0000 |
| Worker | 0.0858 | 0.0587 | 0.6629 | 1.9400e-003 | 0.2012 | 1.6300e-003 | 0.2028 | 0.0534 | 1.5000e-003 | 0.0549 | 193.0052 | 5.6800e-003 | 193.0052 | 5.6800e-003 | 193.1472 | 193.1472 | 193.1472 |
| Total | 0.0858 | 0.0587 | 0.6629 | 1.9400e-003 | 0.2012 | 1.6300e-003 | 0.2028 | 0.0534 | 1.5000e-003 | 0.0549 | 193.0052 | 5.6800e-003 | 193.0052 | 5.6800e-003 | 193.1472 | 193.1472 | 193.1472 |

3.4 Grading - 2021
Unmitigated Construction On-Site

| Category | lb/day | | | | | | | | | | | | | | | |
|---------------|---------------|----------------|----------------|---------------|---------------|---------------|----------------|----------------|---------------|---------------|-------------------|-------------------|-------------------|---------------|-----|-------------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
| Fugitive Dust | | | | | 8.6733 | 0.0000 | 8.6733 | 3.5965 | 0.0000 | 3.5965 | | | 0.0000 | | | 0.0000 |
| Off-Road | 4.1912 | 46.3998 | 30.8785 | 0.0620 | 1.9853 | 1.9853 | 1.9853 | 1.8265 | 1.8265 | 1.8265 | 6,007.0434 | 6,007.0434 | 6,007.0434 | 1.9428 | | 6,055.6134 |
| Total | 4.1912 | 46.3998 | 30.8785 | 0.0620 | 8.6733 | 1.9853 | 10.6587 | 3.5965 | 1.8265 | 5.4230 | 6,007.0434 | 6,007.0434 | 6,007.0434 | 1.9428 | | 6,055.6134 |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.4 Grading - 2021

Unmitigated Construction Off-Site

| Category | lb/day | | | | | | | | | | | | | | | | |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|-----------------|-----------------|-----------------|--------------------|--------|-----------------|--------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| 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 | 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 | 0.0000 |
| Worker | 0.0954 | 0.0652 | 0.7365 | 2.1500e-003 | 0.2236 | 1.8100e-003 | 0.2254 | 0.0593 | 1.6600e-003 | 0.0610 | 214.4502 | 214.4502 | 214.4502 | 6.3100e-003 | | 214.6080 | |
| Total | 0.0954 | 0.0652 | 0.7365 | 2.1500e-003 | 0.2236 | 1.8100e-003 | 0.2254 | 0.0593 | 1.6600e-003 | 0.0610 | 214.4502 | 214.4502 | 214.4502 | 6.3100e-003 | | 214.6080 | |

Mitigated Construction On-Site

| Category | lb/day | | | | | | | | | | | | | | | | |
|---------------|---------------|----------------|----------------|---------------|---------------|---------------|----------------|----------------|---------------|---------------|---------------|-------------------|-------------------|---------------|-----|-------------------|--|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| Fugitive Dust | | | | | 8.6733 | 0.0000 | 8.6733 | 3.5965 | 0.0000 | 3.5965 | | | 0.0000 | | | 0.0000 | |
| Off-Road | 4.1912 | 46.3998 | 30.8785 | 0.0620 | 1.9853 | 1.9853 | 1.9853 | 1.8265 | 1.8265 | 1.8265 | 0.0000 | 6,007.0434 | 6,007.0434 | 1.9428 | | 6,055.6134 | |
| Total | 4.1912 | 46.3998 | 30.8785 | 0.0620 | 8.6733 | 1.9853 | 10.6587 | 3.5965 | 1.8265 | 5.4230 | 0.0000 | 6,007.0434 | 6,007.0434 | 1.9428 | | 6,055.6134 | |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.4 Grading - 2021

Mitigated Construction Off-Site

| Category | lb/day | | | | | | | | | | | | | | | | |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|-----------------|-----------------|--------------------|-----------------|--------------------|-----------------|-----------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| 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 | 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 | 0.0000 |
| Worker | 0.0954 | 0.0652 | 0.7365 | 2.1500e-003 | 0.2236 | 1.8100e-003 | 0.2254 | 0.0593 | 1.6600e-003 | 0.0610 | 214.4502 | 214.4502 | 6.3100e-003 | 214.4502 | 6.3100e-003 | 214.6080 | 214.6080 |
| Total | 0.0954 | 0.0652 | 0.7365 | 2.1500e-003 | 0.2236 | 1.8100e-003 | 0.2254 | 0.0593 | 1.6600e-003 | 0.0610 | 214.4502 | 214.4502 | 6.3100e-003 | 214.4502 | 6.3100e-003 | 214.6080 | 214.6080 |

3.4 Grading - 2022

Unmitigated Construction On-Site

| Category | lb/day | | | | | | | | | | | | | | | | |
|---------------|---------------|----------------|----------------|---------------|---------------|---------------|----------------|----------------|---------------|---------------|-------------------|-------------------|-------------------|---------------|-----|-------------------|-------------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| Fugitive Dust | | | | | 8.6733 | 0.0000 | 8.6733 | 3.5965 | 0.0000 | 3.5965 | | | 0.0000 | | | 0.0000 | 0.0000 |
| Off-Road | 3.6248 | 38.8435 | 29.0415 | 0.0621 | 1.6349 | 1.6349 | 1.6349 | 1.5041 | 1.5041 | 1.5041 | 6,011.4105 | 6,011.4105 | 6,011.4105 | 1.9442 | | 6,060.0158 | 6,060.0158 |
| Total | 3.6248 | 38.8435 | 29.0415 | 0.0621 | 8.6733 | 1.6349 | 10.3082 | 3.5965 | 1.5041 | 5.1006 | 6,011.4105 | 6,011.4105 | 6,011.4105 | 1.9442 | | 6,060.0158 | 6,060.0158 |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.4 Grading - 2022

Unmitigated Construction Off-Site

| Category | lb/day | | | | | | | | | | | | | | | | |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|-----------------|-----------------|--------------------|--------------------|-----------------|-----------------|-----------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| 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 | 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 | 0.0000 |
| Worker | 0.0896 | 0.0589 | 0.6784 | 2.0800e-003 | 0.2236 | 1.7500e-003 | 0.2253 | 0.0593 | 1.6100e-003 | 0.0609 | 206.9139 | 206.9139 | 5.7000e-003 | 5.7000e-003 | 207.0563 | 207.0563 | 207.0563 |
| Total | 0.0896 | 0.0589 | 0.6784 | 2.0800e-003 | 0.2236 | 1.7500e-003 | 0.2253 | 0.0593 | 1.6100e-003 | 0.0609 | 206.9139 | 206.9139 | 5.7000e-003 | 5.7000e-003 | 207.0563 | 207.0563 | 207.0563 |

Mitigated Construction On-Site

| Category | lb/day | | | | | | | | | | | | | | | | |
|---------------|---------------|----------------|----------------|---------------|---------------|---------------|----------------|----------------|---------------|---------------|---------------|-------------------|-------------------|---------------|-------------------|-------------------|-------------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| Fugitive Dust | 3.6248 | 38.8435 | 29.0415 | 0.0621 | 8.6733 | 0.0000 | 8.6733 | 3.5965 | 0.0000 | 3.5965 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 3.6248 | 38.8435 | 29.0415 | 0.0621 | 1.6349 | 1.6349 | 1.6349 | 1.5041 | 1.5041 | 1.5041 | 0.0000 | 6,011.4105 | 6,011.4105 | 1.9442 | 6,060.0158 | 6,060.0158 | 6,060.0158 |
| Total | 3.6248 | 38.8435 | 29.0415 | 0.0621 | 8.6733 | 1.6349 | 10.3082 | 3.5965 | 1.5041 | 5.1006 | 0.0000 | 6,011.4105 | 6,011.4105 | 1.9442 | 6,060.0158 | 6,060.0158 | 6,060.0158 |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.4 Grading - 2022

Mitigated Construction Off-Site

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|-----------------|-----------------|--------------------|--------------------|-----------------|-----------------|
| 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 | 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 | 0.0896 | 0.0589 | 0.6784 | 2.0800e-003 | 0.2236 | 1.7500e-003 | 0.2253 | 0.0593 | 1.6100e-003 | 0.0609 | 206.9139 | 206.9139 | 5.7000e-003 | 5.7000e-003 | 207.0563 | 207.0563 |
| Total | 0.0896 | 0.0589 | 0.6784 | 2.0800e-003 | 0.2236 | 1.7500e-003 | 0.2253 | 0.0593 | 1.6100e-003 | 0.0609 | 206.9139 | 206.9139 | 5.7000e-003 | 5.7000e-003 | 207.0563 | 207.0563 |

3.5 Building Construction - 2022

Unmitigated Construction On-Site

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|-------------------|-------------------|---------------|---------------|-------------------|-------------------|
| lb/day | | | | | | | | | | | | | | | | |
| Off-Road | 1.7062 | 15.6156 | 16.3634 | 0.0269 | 0.8090 | 0.8090 | 0.8090 | 0.7612 | 0.7612 | 0.7612 | 2,554.3336 | 2,554.3336 | 0.6120 | 0.6120 | 2,569.6322 | 2,569.6322 |
| Total | 1.7062 | 15.6156 | 16.3634 | 0.0269 | 0.8090 | 0.8090 | 0.8090 | 0.7612 | 0.7612 | 0.7612 | 2,554.3336 | 2,554.3336 | 0.6120 | 0.6120 | 2,569.6322 | 2,569.6322 |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.5 Building Construction - 2022
Unmitigated Construction Off-Site

| Category | lb/day | | | | | | | | | | | | | | | | |
|--------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|------------------|-----------|------------------|---------------|-----|------|------------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| 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 |
| Vendor | 0.4284 | 13.1673 | 3.8005 | 0.0354 | 0.9155 | 0.0256 | 0.9412 | 0.2636 | 0.0245 | 0.2881 | 3,789.075 | 0 | 3,789.075 | 0.2381 | | | 3,795.028 |
| Worker | 3.5872 | 2.3593 | 27.1680 | 0.0832 | 8.9533 | 0.0701 | 9.0234 | 2.3745 | 0.0646 | 2.4390 | 8,286.901 | 3 | 8,286.901 | 0.2282 | | | 8,292.605 |
| Total | 4.0156 | 15.5266 | 30.9685 | 0.1186 | 9.8688 | 0.0957 | 9.9645 | 2.6381 | 0.0891 | 2.7271 | 12,075.97 | 63 | 12,075.97 | 0.4663 | | | 12,087.63 |

Mitigated Construction On-Site

| Category | lb/day | | | | | | | | | | | | | | | | |
|--------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|------------------|------------------|---------------|-----|------|------------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| Off-Road | 1.7062 | 15.6156 | 16.3634 | 0.0269 | | 0.8090 | 0.8090 | | 0.7612 | 0.7612 | 0.0000 | 2,554.333 | 2,554.333 | 0.6120 | | | 2,569.632 |
| Total | 1.7062 | 15.6156 | 16.3634 | 0.0269 | | 0.8090 | 0.8090 | | 0.7612 | 0.7612 | 0.0000 | 2,554.333 | 2,554.333 | 0.6120 | | | 2,569.632 |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.5 Building Construction - 2022

Mitigated Construction Off-Site

| Category | lb/day | | | | | | | | | | | | | | | | |
|--------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|-------------------------|-------------------------|---------------|-----|------|-------------------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| 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 |
| Vendor | 0.4284 | 13.1673 | 3.8005 | 0.0354 | 0.9155 | 0.0256 | 0.9412 | 0.2636 | 0.0245 | 0.2881 | | 3,789.075 0 | 3,789.075 0 | 0.2381 | | | 3,795.028 3 |
| Worker | 3.5872 | 2.3593 | 27.1680 | 0.0832 | 8.9533 | 0.0701 | 9.0234 | 2.3745 | 0.0646 | 2.4390 | | 8,286.901 3 | 8,286.901 3 | 0.2282 | | | 8,292.605 8 |
| Total | 4.0156 | 15.5266 | 30.9685 | 0.1186 | 9.8688 | 0.0957 | 9.9645 | 2.6381 | 0.0891 | 2.7271 | | 12,075.97 63 | 12,075.97 63 | 0.4663 | | | 12,087.63 41 |

3.5 Building Construction - 2023

Unmitigated Construction On-Site

| Category | lb/day | | | | | | | | | | | | | | | | |
|--------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|------------------------|------------------------|---------------|-----|------|------------------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| Off-Road | 1.5728 | 14.3849 | 16.2440 | 0.0269 | | 0.6997 | 0.6997 | | 0.6584 | 0.6584 | | 2,555.209 9 | 2,555.209 9 | 0.6079 | | | 2,570.406 1 |
| Total | 1.5728 | 14.3849 | 16.2440 | 0.0269 | | 0.6997 | 0.6997 | | 0.6584 | 0.6584 | | 2,555.209 9 | 2,555.209 9 | 0.6079 | | | 2,570.406 1 |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.5 Building Construction - 2023

Unmitigated Construction Off-Site

| Category | lb/day | | | | | | | | | | | | | | | | |
|--------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|-------------------------|-------------------------|---------------|-----|------|-------------------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| 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 |
| Vendor | 0.3183 | 9.9726 | 3.3771 | 0.0343 | 0.9156 | 0.0122 | 0.9277 | 0.2636 | 0.0116 | 0.2752 | | 3,671.400 7 | 3,671.400 7 | 0.2096 | | | 3,676.641 7 |
| Worker | 3.3795 | 2.1338 | 24.9725 | 0.0801 | 8.9533 | 0.0681 | 9.0214 | 2.3745 | 0.0627 | 2.4372 | | 7,983.731 8 | 7,983.731 8 | 0.2055 | | | 7,988.868 3 |
| Total | 3.6978 | 12.1065 | 28.3496 | 0.1144 | 9.8688 | 0.0803 | 9.9491 | 2.6381 | 0.0743 | 2.7124 | | 11,655.13 25 | 11,655.13 25 | 0.4151 | | | 11,665.50 99 |

Mitigated Construction On-Site

| Category | lb/day | | | | | | | | | | | | | | | | |
|--------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|------------------------|------------------------|---------------|-----|------|------------------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| Off-Road | 1.5728 | 14.3849 | 16.2440 | 0.0269 | | 0.6997 | 0.6997 | | 0.6584 | 0.6584 | 0.0000 | 2,555.209 9 | 2,555.209 9 | 0.6079 | | | 2,570.406 1 |
| Total | 1.5728 | 14.3849 | 16.2440 | 0.0269 | | 0.6997 | 0.6997 | | 0.6584 | 0.6584 | 0.0000 | 2,555.209 9 | 2,555.209 9 | 0.6079 | | | 2,570.406 1 |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.5 Building Construction - 2023

Mitigated Construction Off-Site

| Category | lb/day | | | | | | | | | | | | | | | | |
|--------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|-------------------------------|-------------------------------|---------------|-----|------|-------------------------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| 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 |
| Vendor | 0.3183 | 9.9726 | 3.3771 | 0.0343 | 0.9156 | 0.0122 | 0.9277 | 0.2636 | 0.0116 | 0.2752 | | 3,671.400 ⁷ | 3,671.400 ⁷ | 0.2096 | | | 3,676.641 ⁷ |
| Worker | 3.3795 | 2.1338 | 24.9725 | 0.0801 | 8.9533 | 0.0681 | 9.0214 | 2.3745 | 0.0627 | 2.4372 | | 7,983.731 ⁸ | 7,983.731 ⁸ | 0.2055 | | | 7,988.868 ³ |
| Total | 3.6978 | 12.1065 | 28.3496 | 0.1144 | 9.8688 | 0.0803 | 9.9491 | 2.6381 | 0.0743 | 2.7124 | | 11,655.13²⁵ | 11,655.13²⁵ | 0.4151 | | | 11,665.50⁹⁹ |

3.6 Paving - 2023

Unmitigated Construction On-Site

| Category | lb/day | | | | | | | | | | | | | | | | |
|--------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|------------------------------|------------------------------|---------------|-----|------|------------------------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| Off-Road | 1.0327 | 10.1917 | 14.5842 | 0.0228 | | 0.5102 | 0.5102 | | 0.4694 | 0.4694 | | 2,207.584 ¹ | 2,207.584 ¹ | 0.7140 | | | 2,225.433 ⁶ |
| Paving | 0.0000 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | | 0.0000 |
| Total | 1.0327 | 10.1917 | 14.5842 | 0.0228 | | 0.5102 | 0.5102 | | 0.4694 | 0.4694 | | 2,207.584¹ | 2,207.584¹ | 0.7140 | | | 2,225.433⁶ |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.6 Paving - 2023

Unmitigated Construction Off-Site

| Category | lb/day | | | | | | | | | | | | | | | | |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|-----------------|-----------------|-----------------|--------------------|--------|-----------------|--------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| 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 | 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 | 0.0000 |
| Worker | 0.0633 | 0.0400 | 0.4677 | 1.5000e-003 | 0.1677 | 1.2800e-003 | 0.1689 | 0.0445 | 1.1700e-003 | 0.0456 | 149.5081 | 149.5081 | 149.5081 | 3.8500e-003 | | 149.6043 | |
| Total | 0.0633 | 0.0400 | 0.4677 | 1.5000e-003 | 0.1677 | 1.2800e-003 | 0.1689 | 0.0445 | 1.1700e-003 | 0.0456 | 149.5081 | 149.5081 | 149.5081 | 3.8500e-003 | | 149.6043 | |

Mitigated Construction On-Site

| Category | lb/day | | | | | | | | | | | | | | | | |
|--------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|-------------------|-------------------|---------------|-----|-------------------|--|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| Off-Road | 1.0327 | 10.1917 | 14.5842 | 0.0228 | | 0.5102 | 0.5102 | | 0.4694 | 0.4694 | 0.0000 | 2,207.5841 | 2,207.5841 | 0.7140 | | 2,225.4336 | |
| Paving | 0.0000 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 | |
| Total | 1.0327 | 10.1917 | 14.5842 | 0.0228 | | 0.5102 | 0.5102 | | 0.4694 | 0.4694 | 0.0000 | 2,207.5841 | 2,207.5841 | 0.7140 | | 2,225.4336 | |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.6 Paving - 2023

Mitigated Construction Off-Site

| Category | lb/day | | | | | | | | | | | | | | | | |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|-----------------|-----------------|-----------------|--------------------|-----------------|-----------------|-----------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| 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 | 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 | 0.0000 |
| Worker | 0.0633 | 0.0400 | 0.4677 | 1.5000e-003 | 0.1677 | 1.2800e-003 | 0.1689 | 0.0445 | 1.1700e-003 | 0.0456 | 149.5081 | 149.5081 | 149.5081 | 3.8500e-003 | 149.6043 | 149.6043 | 149.6043 |
| Total | 0.0633 | 0.0400 | 0.4677 | 1.5000e-003 | 0.1677 | 1.2800e-003 | 0.1689 | 0.0445 | 1.1700e-003 | 0.0456 | 149.5081 | 149.5081 | 149.5081 | 3.8500e-003 | 149.6043 | 149.6043 | 149.6043 |

3.6 Paving - 2024

Unmitigated Construction On-Site

| Category | lb/day | | | | | | | | | | | | | | | | |
|--------------|---------------|---------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|------------------------------|------------------------------|------------------------------|---------------|------------------------------|------------------------------|------------------------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| Off-Road | 0.9882 | 9.5246 | 14.6258 | 0.0228 | 0.4685 | 0.4685 | 0.4685 | 0.4310 | 0.4310 | 0.4310 | 2,207.547 ² | 2,207.547 ² | 2,207.547 ² | 0.7140 | 2,225.396 ³ | 2,225.396 ³ | 2,225.396 ³ |
| Paving | 0.0000 | | | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 | 0.0000 |
| Total | 0.9882 | 9.5246 | 14.6258 | 0.0228 | 0.4685 | 0.4685 | 0.4685 | 0.4310 | 0.4310 | 0.4310 | 2,207.547² | 2,207.547² | 2,207.547² | 0.7140 | 2,225.396³ | 2,225.396³ | 2,225.396³ |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.6 Paving - 2024

Unmitigated Construction Off-Site

| Category | lb/day | | | | | | | | | | | | | | | | |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|-----------------|-----------------|-----------------|--------------------|--------|-----------------|--------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| 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 | 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 | 0.0000 |
| Worker | 0.0601 | 0.0364 | 0.4354 | 1.4500e-003 | 0.1677 | 1.2600e-003 | 0.1689 | 0.0445 | 1.1600e-003 | 0.0456 | 144.8706 | 144.8706 | 144.8706 | 3.5300e-003 | | 144.9587 | |
| Total | 0.0601 | 0.0364 | 0.4354 | 1.4500e-003 | 0.1677 | 1.2600e-003 | 0.1689 | 0.0445 | 1.1600e-003 | 0.0456 | 144.8706 | 144.8706 | 144.8706 | 3.5300e-003 | | 144.9587 | |

Mitigated Construction On-Site

| Category | lb/day | | | | | | | | | | | | | | | | |
|--------------|---------------|---------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|------------------------------|------------------------------|---------------|-----|------------------------------|--|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| Off-Road | 0.9882 | 9.5246 | 14.6258 | 0.0228 | | 0.4685 | 0.4685 | 0.4310 | 0.4310 | 0.4310 | 0.0000 | 2,207.547 ² | 2,207.547 ² | 0.7140 | | 2,225.396 ³ | |
| Paving | 0.0000 | | | | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 | |
| Total | 0.9882 | 9.5246 | 14.6258 | 0.0228 | | 0.4685 | 0.4685 | 0.4310 | 0.4310 | 0.4310 | 0.0000 | 2,207.547² | 2,207.547² | 0.7140 | | 2,225.396³ | |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.6 Paving - 2024

Mitigated Construction Off-Site

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|-----------------|-----------------|-----------------|--------------------|--------|-----------------|
| 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 | 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 | 0.0601 | 0.0364 | 0.4354 | 1.4500e-003 | 0.1677 | 1.2600e-003 | 0.1689 | 0.0445 | 1.1600e-003 | 0.0456 | 144.8706 | 144.8706 | 144.8706 | 3.5300e-003 | | 144.9587 |
| Total | 0.0601 | 0.0364 | 0.4354 | 1.4500e-003 | 0.1677 | 1.2600e-003 | 0.1689 | 0.0445 | 1.1600e-003 | 0.0456 | 144.8706 | 144.8706 | 144.8706 | 3.5300e-003 | | 144.9587 |

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|-----------------|-----------------|---------------|---------------|--------------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|-----------|-----------------|---------------|-----|-----------------|
| lb/day | | | | | | | | | | | | | | | | |
| Archit. Coating | 236.4115 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.1808 | 1.2188 | 1.8101 | 2.9700e-003 | | 0.0609 | 0.0609 | | 0.0609 | 0.0609 | | | 281.4481 | 0.0159 | | 281.8443 |
| Total | 236.5923 | 1.2188 | 1.8101 | 2.9700e-003 | | 0.0609 | 0.0609 | | 0.0609 | 0.0609 | | | 281.4481 | 0.0159 | | 281.8443 |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.7 Architectural Coating - 2024
Unmitigated Construction Off-Site

| Category | lb/day | | | | | | | | | | | | | | | | |
|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|------------------------|------------------------|------------------------|---------------|--------|------------------------|--------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| 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 | 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 | 0.0000 |
| Worker | 0.6406 | 0.3886 | 4.6439 | 0.0155 | 1.7884 | 0.0134 | 1.8018 | 0.4743 | 0.0123 | 0.4866 | 1,545.286 0 | 1,545.286 0 | 1,545.286 0 | 0.0376 | | 1,546.226 2 | |
| Total | 0.6406 | 0.3886 | 4.6439 | 0.0155 | 1.7884 | 0.0134 | 1.8018 | 0.4743 | 0.0123 | 0.4866 | 1,545.286 0 | 1,545.286 0 | 1,545.286 0 | 0.0376 | | 1,546.226 2 | |

Mitigated Construction On-Site

| Category | lb/day | | | | | | | | | | | | | | | | |
|-----------------|-----------------|---------------|---------------|--------------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|-----------------|-----------------|---------------|-----|-----------------|--|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| Archit. Coating | 236.4115 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 | |
| Off-Road | 0.1808 | 1.2188 | 1.8101 | 2.9700e-003 | | 0.0609 | 0.0609 | | 0.0609 | 0.0609 | 0.0000 | 281.4481 | 281.4481 | 0.0159 | | 281.8443 | |
| Total | 236.5923 | 1.2188 | 1.8101 | 2.9700e-003 | | 0.0609 | 0.0609 | | 0.0609 | 0.0609 | 0.0000 | 281.4481 | 281.4481 | 0.0159 | | 281.8443 | |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.7 Architectural Coating - 2024

Mitigated Construction Off-Site

| Category | lb/day | | | | | | | | | | lb/day | | | | | | |
|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|------------------------|------------------------|------------------------|---------------|-----|------|------------------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| 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 |
| 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 |
| Worker | 0.6406 | 0.3886 | 4.6439 | 0.0155 | 1.7884 | 0.0134 | 1.8018 | 0.4743 | 0.0123 | 0.4866 | 1,545.286 0 | 1,545.286 0 | 1,545.286 0 | 0.0376 | | | 1,546.226 2 |
| Total | 0.6406 | 0.3886 | 4.6439 | 0.0155 | 1.7884 | 0.0134 | 1.8018 | 0.4743 | 0.0123 | 0.4866 | 1,545.286 0 | 1,545.286 0 | 1,545.286 0 | 0.0376 | | | 1,546.226 2 |

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

| Category | lb/day | | | | | | | | | | | | | | | |
|-------------|--------|---------|----------|--------|---------------|--------------|------------|----------------|---------------|-------------|-----------------|-----------------|-----------------|--------|-----|-----------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
| Mitigated | 9.5233 | 45.9914 | 110.0422 | 0.4681 | 45.9592 | 0.3373 | 46.2965 | 12.2950 | 0.3132 | 12.6083 | 47,917.80 05 | 47,917.80 05 | 47,917.80 05 | 2.1953 | | 47,972.68 39 |
| Unmitigated | 9.5233 | 45.9914 | 110.0422 | 0.4681 | 45.9592 | 0.3373 | 46.2965 | 12.2950 | 0.3132 | 12.6083 | 47,917.80 05 | 47,917.80 05 | 47,917.80 05 | 2.1953 | | 47,972.68 39 |

4.2 Trip Summary Information

| Land Use | Average Daily Trip Rate | | | Unmitigated | | Mitigated | |
|-------------------------------------|-------------------------|-----------------|-----------------|-------------------|-------------------|-------------------|-------------------|
| | Weekday | Saturday | Sunday | Annual VMT | Annual VMT | Annual VMT | Annual VMT |
| Apartments Low Rise | 145.75 | 154.25 | 154.00 | 506,227 | 506,227 | 506,227 | 506,227 |
| Apartments Mid Rise | 4,026.75 | 3,773.25 | 4075.50 | 13,660,065 | 13,660,065 | 13,660,065 | 13,660,065 |
| General Office Building | 288.45 | 62.55 | 31.05 | 706,812 | 706,812 | 706,812 | 706,812 |
| High Turnover (Sit Down Restaurant) | 2,368.80 | 2,873.52 | 2817.72 | 3,413,937 | 3,413,937 | 3,413,937 | 3,413,937 |
| Hotel | 192.00 | 187.50 | 160.00 | 445,703 | 445,703 | 445,703 | 445,703 |
| Quality Restaurant | 501.12 | 511.92 | 461.20 | 707,488 | 707,488 | 707,488 | 707,488 |
| Regional Shopping Center | 528.08 | 601.44 | 357.84 | 1,112,221 | 1,112,221 | 1,112,221 | 1,112,221 |
| Total | 8,050.95 | 8,164.43 | 8,057.31 | 20,552,452 | 20,552,452 | 20,552,452 | 20,552,452 |

4.3 Trip Type Information

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

| 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 | H-W or C-W | H-S or C-C | H-O or C-NW | Primary | Diverted | Pass-by |
| Apartments Low Rise | 14.70 | 5.90 | 8.70 | 40.20 | 19.20 | 40.60 | 40.20 | 19.20 | 40.60 | 86 | 11 | 3 |
| Apartments Mid Rise | 14.70 | 5.90 | 8.70 | 40.20 | 19.20 | 40.60 | 40.20 | 19.20 | 40.60 | 86 | 11 | 3 |
| General Office Building | 16.60 | 8.40 | 6.90 | 33.00 | 48.00 | 19.00 | 33.00 | 48.00 | 19.00 | 77 | 19 | 4 |
| High Turnover (Sit Down) | 16.60 | 8.40 | 6.90 | 8.50 | 72.50 | 19.00 | 8.50 | 72.50 | 19.00 | 37 | 20 | 43 |
| Hotel | 16.60 | 8.40 | 6.90 | 19.40 | 61.60 | 19.00 | 19.40 | 61.60 | 19.00 | 58 | 38 | 4 |
| Quality Restaurant | 16.60 | 8.40 | 6.90 | 12.00 | 69.00 | 19.00 | 12.00 | 69.00 | 19.00 | 38 | 18 | 44 |
| Regional Shopping Center | 16.60 | 8.40 | 6.90 | 16.30 | 64.70 | 19.00 | 16.30 | 64.70 | 19.00 | 54 | 35 | 11 |

4.4 Fleet Mix

| Land Use | LDA | LDT1 | LDT2 | MDV | LHD1 | LHD2 | MHD | HHD | OBUS | UBUS | MCY | SBUS | MH |
|-------------------------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| Apartments Low Rise | 0.543088 | 0.044216 | 0.209971 | 0.116369 | 0.014033 | 0.006332 | 0.021166 | 0.033577 | 0.002613 | 0.001817 | 0.005285 | 0.000712 | 0.000821 |
| Apartments Mid Rise | 0.543088 | 0.044216 | 0.209971 | 0.116369 | 0.014033 | 0.006332 | 0.021166 | 0.033577 | 0.002613 | 0.001817 | 0.005285 | 0.000712 | 0.000821 |
| General Office Building | 0.543088 | 0.044216 | 0.209971 | 0.116369 | 0.014033 | 0.006332 | 0.021166 | 0.033577 | 0.002613 | 0.001817 | 0.005285 | 0.000712 | 0.000821 |
| High Turnover (Sit Down Restaurant) | 0.543088 | 0.044216 | 0.209971 | 0.116369 | 0.014033 | 0.006332 | 0.021166 | 0.033577 | 0.002613 | 0.001817 | 0.005285 | 0.000712 | 0.000821 |
| Hotel | 0.543088 | 0.044216 | 0.209971 | 0.116369 | 0.014033 | 0.006332 | 0.021166 | 0.033577 | 0.002613 | 0.001817 | 0.005285 | 0.000712 | 0.000821 |
| Quality Restaurant | 0.543088 | 0.044216 | 0.209971 | 0.116369 | 0.014033 | 0.006332 | 0.021166 | 0.033577 | 0.002613 | 0.001817 | 0.005285 | 0.000712 | 0.000821 |
| Regional Shopping Center | 0.543088 | 0.044216 | 0.209971 | 0.116369 | 0.014033 | 0.006332 | 0.021166 | 0.033577 | 0.002613 | 0.001817 | 0.005285 | 0.000712 | 0.000821 |

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|-------------------------|--------|--------|--------|--------|---------------|--------------|------------|----------------|---------------|-------------|----------|------------|------------|--------|--------|------------|
| | lb/day | | | | | | | | | | | | | | | |
| Natural Gas Mitigated | 0.7660 | 6.7462 | 4.2573 | 0.0418 | 0.5292 | 0.5292 | 0.5292 | 0.5292 | 0.5292 | 0.5292 | | 8,355.9832 | 8,355.9832 | 0.1602 | 0.1532 | 8,405.6387 |
| Natural Gas Unmitigated | 0.7660 | 6.7462 | 4.2573 | 0.0418 | 0.5292 | 0.5292 | 0.5292 | 0.5292 | 0.5292 | 0.5292 | | 8,355.9832 | 8,355.9832 | 0.1602 | 0.1532 | 8,405.6387 |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

5.2 Energy by Land Use - NaturalGas

Unmitigated

| Land Use | NaturalGas Use kBTU/yr | lb/day | | | | | | | | | | lb/day | | | | | |
|-------------------------------------|---------------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|------------------------------|------------------------------|------------------------------|---------------|---------------|---------------|------------------------------|
| | | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
| Apartments Low Rise | 1119.16 | 0.0121 | 0.1031 | 0.0439 | 6.6000e-004 | 8.3400e-003 | 8.3400e-003 | 8.3400e-003 | 8.3400e-003 | 8.3400e-003 | 131.6662 | 131.6662 | 131.6662 | 2.5200e-003 | 2.4100e-003 | 2.4100e-003 | 132.4486 |
| Apartments Mid Rise | 35784.3 | 0.3859 | 3.2978 | 1.4033 | 0.0211 | 0.2666 | 0.2666 | 0.2666 | 0.2666 | 0.2666 | 4.209.916 ₄ | 4.209.916 ₄ | 4.209.916 ₄ | 0.0807 | 0.0772 | 0.0772 | 4.234.933 ₉ |
| General Office Building | 1283.42 | 0.0138 | 0.1258 | 0.1057 | 7.5000e-004 | 9.5600e-003 | 9.5600e-003 | 9.5600e-003 | 9.5600e-003 | 9.5600e-003 | 150.9911 | 150.9911 | 150.9911 | 2.8900e-003 | 2.7700e-003 | 2.7700e-003 | 151.8884 |
| High Turnover (Sit Down Restaurant) | 22759.9 | 0.2455 | 2.2314 | 1.8743 | 0.0134 | 0.1696 | 0.1696 | 0.1696 | 0.1696 | 0.1696 | 2.677.634 ₂ | 2.677.634 ₂ | 2.677.634 ₂ | 0.0513 | 0.0491 | 0.0491 | 2.693.546 ₀ |
| Hotel | 4769.72 | 0.0514 | 0.4676 | 0.3928 | 2.8100e-003 | 0.0355 | 0.0355 | 0.0355 | 0.0355 | 0.0355 | 561.1436 | 561.1436 | 561.1436 | 0.0108 | 0.0103 | 0.0103 | 564.4782 |
| Quality Restaurant | 5057.75 | 0.0545 | 0.4959 | 0.4165 | 2.9800e-003 | 0.0377 | 0.0377 | 0.0377 | 0.0377 | 0.0377 | 595.0298 | 595.0298 | 595.0298 | 0.0114 | 0.0109 | 0.0109 | 598.5658 |
| Regional Shopping Center | 251.616 | 2.7100e-003 | 0.0247 | 0.0207 | 1.5000e-004 | 1.8700e-003 | 1.8700e-003 | 1.8700e-003 | 1.8700e-003 | 1.8700e-003 | 29.6019 | 29.6019 | 29.6019 | 5.7000e-004 | 5.4000e-004 | 5.4000e-004 | 29.7778 |
| Total | | 0.7660 | 6.7463 | 4.2573 | 0.0418 | 0.5292 | 0.5292 | 0.5292 | 0.5292 | 0.5292 | 8,355.983₂ | 8,355.983₂ | 8,355.983₂ | 0.1602 | 0.1532 | 0.1532 | 8,405.638₇ |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

5.2 Energy by Land Use - NaturalGas

Mitigated

| Land Use | NaturalGas Use kBTU/yr | lb/day | | | | | | | | | | lb/day | | | | | |
|-------------------------------------|---------------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|-------------|---------------|-----------|------------------------------|---------------|---------------|------------------------------|
| | | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
| Apartment Low Rise | 1.11916 | 0.0121 | 0.1031 | 0.0439 | 6.6000e-004 | | 8.3400e-003 | 8.3400e-003 | | 8.3400e-003 | | 8.3400e-003 | | 131.6662 | 2.5200e-003 | 2.4100e-003 | 132.4486 |
| Apartment Mid Rise | 35.7843 | 0.3859 | 3.2978 | 1.4033 | 0.0211 | | 0.2666 | 0.2666 | | 0.2666 | | 0.2666 | | 4.209.916 ₄ | 0.0807 | 0.0772 | 4.234.933 ₉ |
| General Office Building | 1.28342 | 0.0138 | 0.1258 | 0.1057 | 7.5000e-004 | | 9.5600e-003 | 9.5600e-003 | | 9.5600e-003 | | 9.5600e-003 | | 150.9911 | 2.8900e-003 | 2.7700e-003 | 151.8884 |
| High Turnover (Sit Down Restaurant) | 22.7599 | 0.2455 | 2.2314 | 1.8743 | 0.0134 | | 0.1696 | 0.1696 | | 0.1696 | | 0.1696 | | 2.677.634 ₂ | 0.0513 | 0.0491 | 2.693.546 ₀ |
| Hotel | 4.76972 | 0.0514 | 0.4676 | 0.3928 | 2.8100e-003 | | 0.0355 | 0.0355 | | 0.0355 | | 0.0355 | | 561.1436 | 0.0108 | 0.0103 | 564.4782 |
| Quality Restaurant | 5.05775 | 0.0545 | 0.4959 | 0.4165 | 2.9800e-003 | | 0.0377 | 0.0377 | | 0.0377 | | 0.0377 | | 595.0298 | 0.0114 | 0.0109 | 598.5658 |
| Regional Shopping Center | 0.251616 | 2.7100e-003 | 0.0247 | 0.0207 | 1.5000e-004 | | 1.8700e-003 | 1.8700e-003 | | 1.8700e-003 | | 1.8700e-003 | | 29.6019 | 5.7000e-004 | 5.4000e-004 | 29.7778 |
| Total | | 0.7660 | 6.7463 | 4.2573 | 0.0418 | | 0.5292 | 0.5292 | | 0.5292 | | 0.5292 | | 8,355.983₂ | 0.1602 | 0.1532 | 8,405.638₇ |

6.0 Area Detail

6.1 Mitigation Measures Area

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|-------------|---------|---------|---------|--------|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------------|-----------------|--------|--------|-----------------|
| lb/day | | | | | | | | | | | | | | | | |
| Mitigated | 30.5020 | 15.0496 | 88.4430 | 0.0944 | 1.5974 | 1.5974 | 1.5974 | 1.5974 | 1.5974 | 1.5974 | 0.0000 | 18,148.59 50 | 18,148.59 50 | 0.4874 | 0.3300 | 18,259.11 92 |
| Unmitigated | 30.5020 | 15.0496 | 88.4430 | 0.0944 | 1.5974 | 1.5974 | 1.5974 | 1.5974 | 1.5974 | 1.5974 | 0.0000 | 18,148.59 50 | 18,148.59 50 | 0.4874 | 0.3300 | 18,259.11 92 |

6.2 Area by SubCategory

Unmitigated

| SubCategory | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|-----------------------|----------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|-------------------------|-------------------------|---------------|---------------|-------------------------|
| lb/day | | | | | | | | | | | | | | | | |
| Architectural Coating | 2.2670 | | | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Consumer Products | 24.1085 | | | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Hearth | 1.6500 | 14.1000 | 6.0000 | 0.0900 | 1.1400 | 1.1400 | 1.1400 | 1.1400 | 1.1400 | 1.1400 | 0.0000 | 18,000.00 00 | 18,000.00 00 | 0.3450 | 0.3300 | 18,106.96 50 |
| Landscaping | 2.4766 | 0.9496 | 82.4430 | 4.3600e-003 | 0.4574 | 0.4574 | 0.4574 | 0.4574 | 0.4574 | 0.4574 | | 148.5950 | 148.5950 | 0.1424 | | 152.1542 |
| Total | 30.5020 | 15.0496 | 88.4430 | 0.0944 | 1.5974 | 1.5974 | 1.5974 | 1.5974 | 1.5974 | 1.5974 | 0.0000 | 18,148.59 50 | 18,148.59 50 | 0.4874 | 0.3300 | 18,259.11 92 |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

6.2 Area by SubCategory

Mitigated

| SubCategory | lb/day | | | | | | | | | | lb/day | | | | | |
|-----------------------|----------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|------------------|------------------|---------------|---------------|------------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
| Architectural Coating | 2.2670 | | | | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Consumer Products | 24.1085 | | | | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | | | 0.0000 | | | 0.0000 |
| Hearth | 1.6500 | 14.1000 | 6.0000 | 0.0900 | | 1.1400 | 1.1400 | 1.1400 | 1.1400 | 1.1400 | 0.0000 | 18,000.00 | 18,000.00 | 0.3450 | 0.3300 | 18,106.96 |
| Landscaping | 2.4766 | 0.9496 | 82.4430 | 4.3600e-003 | | 0.4574 | 0.4574 | 0.4574 | 0.4574 | 0.4574 | 148.5950 | 148.5950 | 148.5950 | 0.1424 | | 152.1542 |
| Total | 30.5020 | 15.0496 | 88.4430 | 0.0944 | | 1.5974 | 1.5974 | 1.5974 | 1.5974 | 1.5974 | 0.0000 | 18,148.59 | 18,148.59 | 0.4874 | 0.3300 | 18,259.11 |

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

| Equipment Type | Number | Hours/Day | Days/Year | Horse Power | Load Factor | Fuel Type |
|----------------|--------|-----------|-----------|-------------|-------------|-----------|
|----------------|--------|-----------|-----------|-------------|-------------|-----------|

10.0 Stationary Equipment

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

Fire Pumps and Emergency Generators

| | | | | | | |
|----------------|--------|-----------|------------|-------------|-------------|-----------|
| Equipment Type | Number | Hours/Day | Hours/Year | Horse Power | Load Factor | Fuel Type |
|----------------|--------|-----------|------------|-------------|-------------|-----------|

Boilers

| | | | | | |
|----------------|--------|----------------|-----------------|---------------|-----------|
| Equipment Type | Number | Heat Input/Day | Heat Input/Year | Boiler Rating | Fuel Type |
|----------------|--------|----------------|-----------------|---------------|-----------|

User Defined Equipment

| | |
|----------------|--------|
| Equipment Type | Number |
|----------------|--------|

11.0 Vegetation



Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

Village South Specific Plan (Proposed)
Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|-------------------------------------|--------|---------------|-------------|--------------------|------------|
| General Office Building | 45.00 | 1000sqft | 1.03 | 45,000.00 | 0 |
| High Turnover (Sit Down Restaurant) | 36.00 | 1000sqft | 0.83 | 36,000.00 | 0 |
| Hotel | 50.00 | Room | 1.67 | 72,600.00 | 0 |
| Quality Restaurant | 8.00 | 1000sqft | 0.18 | 8,000.00 | 0 |
| Apartments Low Rise | 25.00 | Dwelling Unit | 1.56 | 25,000.00 | 72 |
| Apartments Mid Rise | 975.00 | Dwelling Unit | 25.66 | 975,000.00 | 2789 |
| Regional Shopping Center | 56.00 | 1000sqft | 1.29 | 56,000.00 | 0 |

1.2 Other Project Characteristics

| | | | | | |
|--------------|-------|------------------|-----|---------------------------|------|
| Urbanization | Urban | Wind Speed (m/s) | 2.2 | Precipitation Freq (Days) | 33 |
| Climate Zone | 9 | | | Operational Year | 2028 |

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

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

Project Characteristics - Consistent with the DEIR's model.

Land Use - See SWAPE comment regarding residential and retail land uses.

Construction Phase - See SWAPE comment regarding individual construction phase lengths.

Demolition - Consistent with the DEIR's model. See SWAPE comment regarding demolition.

Vehicle Trips - Saturday trips consistent with the DEIR's model. See SWAPE comment regarding weekday and Sunday trips.

Woodstoves - Woodstoves and wood-burning fireplaces consistent with the DEIR's model. See SWAPE comment regarding gas fireplaces.

Energy Use -

Construction Off-road Equipment Mitigation - See SWAPE comment on construction-related mitigation.

Area Mitigation - See SWAPE comment regarding operational mitigation measures.

Water Mitigation - See SWAPE comment regarding operational mitigation measures.

Trips and VMT - Local hire provision

| Table Name | Column Name | Default Value | New Value |
|-----------------|-------------------|---------------|-----------|
| tblFireplaces | FireplaceWoodMass | 1,019.20 | 0.00 |
| tblFireplaces | FireplaceWoodMass | 1,019.20 | 0.00 |
| tblFireplaces | NumberWood | 1.25 | 0.00 |
| tblFireplaces | NumberWood | 48.75 | 0.00 |
| tblTripsAndVMT | WorkerTripLength | 14.70 | 10.00 |
| tblTripsAndVMT | WorkerTripLength | 14.70 | 10.00 |
| tblTripsAndVMT | WorkerTripLength | 14.70 | 10.00 |
| tblTripsAndVMT | WorkerTripLength | 14.70 | 10.00 |
| tblTripsAndVMT | WorkerTripLength | 14.70 | 10.00 |
| tblTripsAndVMT | WorkerTripLength | 14.70 | 10.00 |
| tblVehicleTrips | ST_TR | 7.16 | 6.17 |
| tblVehicleTrips | ST_TR | 6.39 | 3.87 |
| tblVehicleTrips | ST_TR | 2.46 | 1.39 |
| tblVehicleTrips | ST_TR | 158.37 | 79.82 |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

| | | | |
|----------------|--------------------|--------|-------|
| tbVehicleTrips | ST_TR | 8.19 | 3.75 |
| tbVehicleTrips | ST_TR | 94.36 | 63.99 |
| tbVehicleTrips | ST_TR | 49.97 | 10.74 |
| tbVehicleTrips | SU_TR | 6.07 | 6.16 |
| tbVehicleTrips | SU_TR | 5.86 | 4.18 |
| tbVehicleTrips | SU_TR | 1.05 | 0.69 |
| tbVehicleTrips | SU_TR | 131.84 | 78.27 |
| tbVehicleTrips | SU_TR | 5.95 | 3.20 |
| tbVehicleTrips | SU_TR | 72.16 | 57.65 |
| tbVehicleTrips | SU_TR | 25.24 | 6.39 |
| tbVehicleTrips | WD_TR | 6.59 | 5.83 |
| tbVehicleTrips | WD_TR | 6.65 | 4.13 |
| tbVehicleTrips | WD_TR | 11.03 | 6.41 |
| tbVehicleTrips | WD_TR | 127.15 | 65.80 |
| tbVehicleTrips | WD_TR | 8.17 | 3.84 |
| tbVehicleTrips | WD_TR | 89.95 | 62.64 |
| tbVehicleTrips | WD_TR | 42.70 | 9.43 |
| tbWoodstoves | NumberCatalytic | 1.25 | 0.00 |
| tbWoodstoves | NumberCatalytic | 48.75 | 0.00 |
| tbWoodstoves | NumberNoncatalytic | 1.25 | 0.00 |
| tbWoodstoves | NumberNoncatalytic | 48.75 | 0.00 |
| tbWoodstoves | WoodstoveDayYear | 25.00 | 0.00 |
| tbWoodstoves | WoodstoveDayYear | 25.00 | 0.00 |
| tbWoodstoves | WoodstoveWoodMass | 999.60 | 0.00 |
| tbWoodstoves | WoodstoveWoodMass | 999.60 | 0.00 |

2.0 Emissions Summary

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

2.1 Overall Construction
Unmitigated Construction

| Year | tons/yr | | | | | | | | | | MT/yr | | | | | |
|----------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|-------------------|-------------------|---------------|---------------|-------------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
| 2021 | 0.1704 | 1.8234 | 1.1577 | 2.3800e-003 | 0.4141 | 0.0817 | 0.4958 | 0.1788 | 0.0754 | 0.2542 | 0.0000 | 210.7654 | 210.7654 | 0.0600 | 0.0000 | 212.2861 |
| 2022 | 0.5865 | 4.0240 | 5.1546 | 0.0155 | 0.9509 | 0.1175 | 1.0683 | 0.2518 | 0.1103 | 0.3621 | 0.0000 | 1,418.6554 | 1,418.6554 | 0.1215 | 0.0000 | 1,421.6925 |
| 2023 | 0.5190 | 3.2850 | 4.7678 | 0.0147 | 0.8497 | 0.0971 | 0.9468 | 0.2283 | 0.0912 | 0.3195 | 0.0000 | 1,342.4412 | 1,342.4412 | 0.1115 | 0.0000 | 1,345.2291 |
| 2024 | 4.1592 | 0.1313 | 0.2557 | 5.0000e-004 | 0.0221 | 6.3900e-003 | 0.0285 | 5.8700e-003 | 5.9700e-003 | 0.0118 | 0.0000 | 44.6355 | 44.6355 | 7.8300e-003 | 0.0000 | 44.8311 |
| Maximum | 4.1592 | 4.0240 | 5.1546 | 0.0155 | 0.9509 | 0.1175 | 1.0683 | 0.2518 | 0.1103 | 0.3621 | 0.0000 | 1,418.6554 | 1,418.6554 | 0.1215 | 0.0000 | 1,421.6925 |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

2.1 Overall Construction Mitigated Construction

| Year | tons/yr | | | | | | | | | | MT/yr | | | | | |
|---------|---------|--------|--------|-------------|---------------|--------------|------------|----------------|---------------|-------------|----------|------------|------------|-------------|--------|------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
| 2021 | 0.1704 | 1.8234 | 1.1577 | 2.3800e-003 | 0.4141 | 0.0817 | 0.4958 | 0.1788 | 0.0754 | 0.2542 | 0.0000 | 210.7651 | 210.7651 | 0.0600 | 0.0000 | 212.2658 |
| 2022 | 0.5865 | 4.0240 | 5.1546 | 0.0155 | 0.9509 | 0.1175 | 1.0683 | 0.2518 | 0.1103 | 0.3621 | 0.0000 | 1,418.6550 | 1,418.6550 | 0.1215 | 0.0000 | 1,421.6921 |
| 2023 | 0.5190 | 3.2850 | 4.7678 | 0.0147 | 0.8497 | 0.0971 | 0.9468 | 0.2283 | 0.0912 | 0.3195 | 0.0000 | 1,342.4409 | 1,342.4409 | 0.1115 | 0.0000 | 1,345.2287 |
| 2024 | 4.1592 | 0.1313 | 0.2557 | 5.0000e-004 | 0.0221 | 6.3900e-003 | 0.0285 | 5.8700e-003 | 5.9700e-003 | 0.0118 | 0.0000 | 44.6354 | 44.6354 | 7.8300e-003 | 0.0000 | 44.8311 |
| Maximum | 4.1592 | 4.0240 | 5.1546 | 0.0155 | 0.9509 | 0.1175 | 1.0683 | 0.2518 | 0.1103 | 0.3621 | 0.0000 | 1,418.6550 | 1,418.6550 | 0.1215 | 0.0000 | 1,421.6921 |

| Percent Reduction | tons/quarter | | | | | | | | | | tons/quarter | | | | | |
|-------------------|--------------|------|------|------|---------------|--------------|------------|----------------|---------------|-------------|--------------|-----------|-----------|------|------|------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

| Quarter | Start Date | End Date | Maximum Unmitigated ROG + NOx (tons/quarter) | Maximum Mitigated ROG + NOx (tons/quarter) |
|---------|------------|------------|--|--|
| 1 | 9-1-2021 | 11-30-2021 | 1.4091 | 1.4091 |
| 2 | 12-1-2021 | 2-28-2022 | 1.3329 | 1.3329 |
| 3 | 3-1-2022 | 5-31-2022 | 1.1499 | 1.1499 |
| 4 | 6-1-2022 | 8-31-2022 | 1.1457 | 1.1457 |
| 5 | 9-1-2022 | 11-30-2022 | 1.1415 | 1.1415 |
| 6 | 12-1-2022 | 2-28-2023 | 1.0278 | 1.0278 |
| 7 | 3-1-2023 | 5-31-2023 | 0.9868 | 0.9868 |
| 8 | 6-1-2023 | 8-31-2023 | 0.9831 | 0.9831 |

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| | | | | |
|----|-----------|------------|--------|--------|
| 9 | 9-1-2023 | 11-30-2023 | 0.9798 | 0.9798 |
| 10 | 12-1-2023 | 2-29-2024 | 2.8757 | 2.8757 |
| 11 | 3-1-2024 | 5-31-2024 | 1.6188 | 1.6188 |
| | | Highest | 2.8757 | 2.8757 |

**2.2 Overall Operational
Unmitigated Operational**

| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
|--------------|---------------|---------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|-----------------|--------------------|--------------------|----------------|---------------|--------------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
| Area | 5.1437 | 0.2950 | 10.3804 | 1.6700e-003 | 0.0714 | 0.0714 | 0.0714 | 0.0714 | 0.0714 | 0.0714 | 0.0000 | 220.9670 | 220.9670 | 0.0201 | 3.7400e-003 | 222.5835 |
| Energy | 0.1398 | 1.2312 | 0.7770 | 7.6200e-003 | 0.0966 | 0.0966 | 0.0966 | 0.0966 | 0.0966 | 0.0966 | 0.0000 | 3.896.0732 | 3.896.0732 | 0.1303 | 0.0468 | 3,913.2833 |
| Mobile | 1.5857 | 7.9962 | 19.1834 | 0.0821 | 7.7979 | 0.0580 | 7.8559 | 2.0895 | 0.0539 | 2.1434 | 0.0000 | 7.620.4986 | 7.620.4986 | 0.3407 | 0.0000 | 7,629.0162 |
| Waste | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 207.8079 | 0.0000 | 207.8079 | 12.2811 | 0.0000 | 514.8954 |
| Water | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 29.1632 | 556.6420 | 585.8052 | 3.0183 | 0.0755 | 683.7567 |
| Total | 6.8692 | 9.5223 | 30.3407 | 0.0914 | 7.7979 | 0.2260 | 8.0240 | 2.0895 | 0.2219 | 2.3114 | 236.9712 | 12,294.1807 | 12,531.1519 | 15.7904 | 0.1260 | 12,963.4751 |

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2.2 Overall Operational

Mitigated Operational

| Category | tons/yr | | | | | | | | | | | MT/yr | | | | |
|--------------|---------------|---------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|-----------------|--------------------|--------------------|----------------|---------------|--------------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
| Area | 5.1437 | 0.2950 | 10.3804 | 1.6700e-003 | | 0.0714 | 0.0714 | 0.0714 | 0.0714 | 0.0714 | 0.0000 | 220.9670 | 220.9670 | 0.0201 | 3.7400e-003 | 222.5835 |
| Energy | 0.1398 | 1.2312 | 0.7770 | 7.6200e-003 | | 0.0966 | 0.0966 | 0.0966 | 0.0966 | 0.0966 | 0.0000 | 3.896.0732 | 3.896.0732 | 0.1303 | 0.0468 | 3.913.2833 |
| Mobile | 1.5857 | 7.9962 | 19.1834 | 0.0821 | 7.7979 | 0.0580 | 7.8559 | 2.0895 | 0.0539 | 2.1434 | 0.0000 | 7.620.4986 | 7.620.4986 | 0.3407 | 0.0000 | 7.629.0162 |
| Waste | | | | | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 207.8079 | 0.0000 | 207.8079 | 12.2811 | 0.0000 | 514.8354 |
| Water | | | | | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 29.1632 | 586.6420 | 585.8052 | 3.0183 | 0.0755 | 683.7567 |
| Total | 6.8692 | 9.5223 | 30.3407 | 0.0914 | 7.7979 | 0.2260 | 8.0240 | 2.0895 | 0.2219 | 2.3114 | 236.9712 | 12,294.1807 | 12,531.1519 | 15.7904 | 0.1260 | 12,963.4751 |

| Percent Reduction | tons/yr | | | | | | | | | | | MT/yr | | | | |
|-------------------|---------|------|------|------|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|------|------|------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
| 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

3.0 Construction Detail

Construction Phase

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

| Phase Number | Phase Name | Phase Type | Start Date | End Date | Num Days Week | Num Days | Phase Description |
|--------------|-----------------------|-----------------------|------------|------------|---------------|----------|-------------------|
| 1 | Demolition | Demolition | 9/1/2021 | 10/12/2021 | 5 | 30 | |
| 2 | Site Preparation | Site Preparation | 10/13/2021 | 11/9/2021 | 5 | 20 | |
| 3 | Grading | Grading | 11/10/2021 | 1/11/2022 | 5 | 45 | |
| 4 | Building Construction | Building Construction | 1/12/2022 | 12/12/2023 | 5 | 500 | |
| 5 | Paving | Paving | 12/13/2023 | 1/30/2024 | 5 | 35 | |
| 6 | Architectural Coating | Architectural Coating | 1/31/2024 | 3/19/2024 | 5 | 35 | |

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 112.5

Acres of Paving: 0

Residential Indoor: 2,025,000; Residential Outdoor: 675,000; Non-Residential Indoor: 326,400; Non-Residential Outdoor: 108,800; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

| Phase Name | Offroad Equipment Type | Amount | Usage Hours | Horse Power | Load Factor |
|-----------------------|---------------------------|--------|-------------|-------------|-------------|
| Demolition | Concrete/Industrial Saws | 1 | 8.00 | 81 | 0.73 |
| Demolition | Excavators | 3 | 8.00 | 158 | 0.38 |
| Demolition | Rubber Tired Dozers | 2 | 8.00 | 247 | 0.40 |
| Site Preparation | Rubber Tired Dozers | 3 | 8.00 | 247 | 0.40 |
| Site Preparation | Tractors/Loaders/Backhoes | 4 | 8.00 | 97 | 0.37 |
| Grading | Excavators | 2 | 8.00 | 158 | 0.38 |
| Grading | Graders | 1 | 8.00 | 187 | 0.41 |
| Grading | Rubber Tired Dozers | 1 | 8.00 | 247 | 0.40 |
| Grading | Scrapers | 2 | 8.00 | 367 | 0.48 |
| Grading | Tractors/Loaders/Backhoes | 2 | 8.00 | 97 | 0.37 |
| 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 |
| Building Construction | Tractors/Loaders/Backhoes | 3 | 7.00 | 97 | 0.37 |
| Building Construction | Welders | 1 | 8.00 | 46 | 0.45 |
| Paving | Pavers | 2 | 8.00 | 130 | 0.42 |
| Paving | Paving Equipment | 2 | 8.00 | 132 | 0.36 |
| Paving | Rollers | 2 | 8.00 | 80 | 0.38 |
| Architectural Coating | Air Compressors | 1 | 6.00 | 78 | 0.48 |

Trips and VMT

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

| 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 | 458.00 | 10.00 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Site Preparation | 7 | 18.00 | 0.00 | 0.00 | 10.00 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Grading | 8 | 20.00 | 0.00 | 0.00 | 10.00 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Building Construction | 9 | 801.00 | 143.00 | 0.00 | 10.00 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Paving | 6 | 15.00 | 0.00 | 0.00 | 10.00 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Architectural Coating | 1 | 160.00 | 0.00 | 0.00 | 10.00 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |

3.1 Mitigation Measures Construction

3.2 Demolition - 2021

Unmitigated Construction On-Site

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---------------|---------------|---------------|---------------|--------------------|---------------|---------------|---------------|--------------------|---------------|---------------|---------------|----------------|----------------|---------------|---------------|----------------|
| | tons/yr | | | | | | | | | | | | | | | |
| | MT/yr | | | | | | | | | | | | | | | |
| Fugitive Dust | | | | | 0.0496 | 0.0000 | 0.0496 | 7.5100e-003 | 0.0000 | 7.5100e-003 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0475 | 0.4716 | 0.3235 | 5.8000e-004 | 0.0233 | 0.0233 | 0.0233 | 0.0216 | 0.0216 | 0.0216 | 0.0000 | 51.0012 | 51.0012 | 0.0144 | 0.0000 | 51.3601 |
| Total | 0.0475 | 0.4716 | 0.3235 | 5.8000e-004 | 0.0496 | 0.0233 | 0.0729 | 7.5100e-003 | 0.0216 | 0.0291 | 0.0000 | 51.0012 | 51.0012 | 0.0144 | 0.0000 | 51.3601 |

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3.2 Demolition - 2021

Unmitigated Construction Off-Site

| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
|--------------|--------------------|---------------|---------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|---------------|----------------|----------------|--------------------|---------------|----------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
| Hauling | 1.9300e-003 | 0.0634 | 0.0148 | 1.8000e-004 | 3.9400e-003 | 1.9000e-004 | 4.1300e-003 | 1.0800e-003 | 1.8000e-004 | 1.2600e-003 | 0.0000 | 17.4566 | 17.4566 | 1.2100e-003 | 0.0000 | 17.4869 |
| 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 | 7.2000e-004 | 5.3000e-004 | 6.0900e-003 | 2.0000e-005 | 1.6800e-003 | 1.0000e-005 | 1.6900e-003 | 4.5000e-004 | 1.0000e-005 | 4.6000e-004 | 0.0000 | 1.5281 | 1.5281 | 5.0000e-005 | 0.0000 | 1.5293 |
| Total | 2.6500e-003 | 0.0639 | 0.0209 | 2.0000e-004 | 5.6200e-003 | 2.0000e-004 | 5.8200e-003 | 1.5300e-003 | 1.9000e-004 | 1.7200e-003 | 0.0000 | 18.9847 | 18.9847 | 1.2600e-003 | 0.0000 | 19.0161 |

Mitigated Construction On-Site

| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
|---------------|---------------|---------------|---------------|--------------------|---------------|---------------|---------------|--------------------|---------------|---------------|---------------|----------------|----------------|---------------|---------------|----------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
| Fugitive Dust | 0.0475 | 0.4716 | 0.3235 | 5.8000e-004 | 0.0496 | 0.0000 | 0.0496 | 7.5100e-003 | 0.0000 | 7.5100e-003 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0475 | 0.4716 | 0.3235 | 5.8000e-004 | 0.0496 | 0.0233 | 0.0233 | 0.0216 | 0.0216 | 0.0216 | 0.0000 | 51.0011 | 51.0011 | 0.0144 | 0.0000 | 51.3600 |
| Total | 0.0475 | 0.4716 | 0.3235 | 5.8000e-004 | 0.0496 | 0.0233 | 0.0729 | 7.5100e-003 | 0.0216 | 0.0291 | 0.0000 | 51.0011 | 51.0011 | 0.0144 | 0.0000 | 51.3600 |

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3.2 Demolition - 2021

Mitigated Construction Off-Site

| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
|--------------|--------------------|---------------|---------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|---------------|----------------|----------------|--------------------|---------------|----------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
| Hauling | 1.9300e-003 | 0.0634 | 0.0148 | 1.8000e-004 | 3.9400e-003 | 1.9000e-004 | 4.1300e-003 | 1.0800e-003 | 1.8000e-004 | 1.2600e-003 | 0.0000 | 17.4566 | 17.4566 | 1.2100e-003 | 0.0000 | 17.4869 |
| 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 | 7.2000e-004 | 5.3000e-004 | 6.0900e-003 | 2.0000e-005 | 1.6800e-003 | 1.0000e-005 | 1.6900e-003 | 4.5000e-004 | 1.0000e-005 | 4.6000e-004 | 0.0000 | 1.5281 | 1.5281 | 5.0000e-005 | 0.0000 | 1.5293 |
| Total | 2.6500e-003 | 0.0639 | 0.0209 | 2.0000e-004 | 5.6200e-003 | 2.0000e-004 | 5.8200e-003 | 1.5300e-003 | 1.9000e-004 | 1.7200e-003 | 0.0000 | 18.9847 | 18.9847 | 1.2600e-003 | 0.0000 | 19.0161 |

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
|---------------|---------------|---------------|---------------|--------------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|----------------|----------------|---------------|---------------|----------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
| Fugitive Dust | | | | | 0.1807 | 0.0000 | 0.1807 | 0.0993 | 0.0000 | 0.0993 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0389 | 0.4050 | 0.2115 | 3.8000e-004 | | 0.0204 | 0.0204 | | 0.0188 | 0.0188 | 0.0000 | 33.4357 | 33.4357 | 0.0108 | 0.0000 | 33.7061 |
| Total | 0.0389 | 0.4050 | 0.2115 | 3.8000e-004 | 0.1807 | 0.0204 | 0.2011 | 0.0993 | 0.0188 | 0.1181 | 0.0000 | 33.4357 | 33.4357 | 0.0108 | 0.0000 | 33.7061 |

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3.3 Site Preparation - 2021
Unmitigated Construction Off-Site

| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
|--------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|---------------|---------------|---------------|--------------------|---------------|---------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
| 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 | 5.8000e-004 | 4.3000e-004 | 4.8700e-003 | 1.0000e-005 | 1.3400e-003 | 1.0000e-005 | 1.3500e-003 | 3.6000e-004 | 1.0000e-005 | 3.7000e-004 | 0.0000 | 1.2225 | 1.2225 | 4.0000e-005 | 0.0000 | 1.2234 |
| Total | 5.8000e-004 | 4.3000e-004 | 4.8700e-003 | 1.0000e-005 | 1.3400e-003 | 1.0000e-005 | 1.3500e-003 | 3.6000e-004 | 1.0000e-005 | 3.7000e-004 | 0.0000 | 1.2225 | 1.2225 | 4.0000e-005 | 0.0000 | 1.2234 |

Mitigated Construction On-Site

| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
|---------------|---------------|---------------|---------------|--------------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|----------------|----------------|---------------|---------------|----------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
| Fugitive Dust | | | | | 0.1807 | 0.0000 | 0.1807 | 0.0993 | 0.0000 | 0.0993 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0389 | 0.4050 | 0.2115 | 3.8000e-004 | | 0.0204 | 0.0204 | 0.0188 | 0.0188 | 0.0188 | 0.0000 | 33.4357 | 33.4357 | 0.0108 | 0.0000 | 33.7060 |
| Total | 0.0389 | 0.4050 | 0.2115 | 3.8000e-004 | 0.1807 | 0.0204 | 0.2011 | 0.0993 | 0.0188 | 0.1181 | 0.0000 | 33.4357 | 33.4357 | 0.0108 | 0.0000 | 33.7060 |

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3.3 Site Preparation - 2021
Mitigated Construction Off-Site

| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
|--------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|---------------|---------------|---------------|--------------------|---------------|---------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
| 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 | 5.8000e-004 | 4.3000e-004 | 4.8700e-003 | 1.0000e-005 | 1.3400e-003 | 1.0000e-005 | 1.3500e-003 | 3.6000e-004 | 1.0000e-005 | 3.7000e-004 | 0.0000 | 1.2225 | 1.2225 | 4.0000e-005 | 0.0000 | 1.2234 |
| Total | 5.8000e-004 | 4.3000e-004 | 4.8700e-003 | 1.0000e-005 | 1.3400e-003 | 1.0000e-005 | 1.3500e-003 | 3.6000e-004 | 1.0000e-005 | 3.7000e-004 | 0.0000 | 1.2225 | 1.2225 | 4.0000e-005 | 0.0000 | 1.2234 |

3.4 Grading - 2021
Unmitigated Construction On-Site

| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
|---------------|---------------|---------------|---------------|--------------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|-----------------|-----------------|---------------|---------------|-----------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
| Fugitive Dust | | | | | 0.1741 | 0.0000 | 0.1741 | 0.0693 | 0.0000 | 0.0693 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0796 | 0.8816 | 0.5867 | 1.1800e-003 | 0.0377 | 0.0377 | 0.0377 | 0.0347 | 0.0347 | 0.0347 | 0.0000 | 103.5405 | 103.5405 | 0.0335 | 0.0000 | 104.3776 |
| Total | 0.0796 | 0.8816 | 0.5867 | 1.1800e-003 | 0.1741 | 0.0377 | 0.2118 | 0.0693 | 0.0347 | 0.1040 | 0.0000 | 103.5405 | 103.5405 | 0.0335 | 0.0000 | 104.3776 |

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3.4 Grading - 2021

Unmitigated Construction Off-Site

| Category | tons/yr | | | | | | | | | | MT/yr | | | | | | |
|--------------|--------------------|--------------------|---------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|---------------|---------------|---------------|--------------------|---------------|---------------|---------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| 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 | 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 | 0.0000 |
| Worker | 1.2200e-003 | 9.0000e-004 | 0.0103 | 3.0000e-005 | 2.8300e-003 | 2.0000e-005 | 2.8600e-003 | 7.5000e-004 | 2.0000e-005 | 7.8000e-004 | 0.0000 | 2.5808 | 2.5808 | 8.0000e-005 | 0.0000 | 0.0000 | 2.5828 |
| Total | 1.2200e-003 | 9.0000e-004 | 0.0103 | 3.0000e-005 | 2.8300e-003 | 2.0000e-005 | 2.8600e-003 | 7.5000e-004 | 2.0000e-005 | 7.8000e-004 | 0.0000 | 2.5808 | 2.5808 | 8.0000e-005 | 0.0000 | 0.0000 | 2.5828 |

Mitigated Construction On-Site

| Category | tons/yr | | | | | | | | | | MT/yr | | | | | | |
|---------------|---------------|---------------|---------------|--------------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|-----------------|-----------------|---------------|---------------|---------------|-----------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| Fugitive Dust | | | | | 0.1741 | 0.0000 | 0.1741 | 0.0693 | 0.0000 | 0.0693 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0796 | 0.8816 | 0.5867 | 1.1800e-003 | | 0.0377 | 0.0377 | 0.0347 | 0.0347 | 0.0347 | 0.0000 | 103.5403 | 103.5403 | 0.0335 | 0.0000 | 0.0000 | 104.3775 |
| Total | 0.0796 | 0.8816 | 0.5867 | 1.1800e-003 | 0.1741 | 0.0377 | 0.2118 | 0.0693 | 0.0347 | 0.1040 | 0.0000 | 103.5403 | 103.5403 | 0.0335 | 0.0000 | 0.0000 | 104.3775 |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

3.4 Grading - 2021

Mitigated Construction Off-Site

| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
|--------------|--------------------|--------------------|---------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|---------------|---------------|---------------|--------------------|---------------|---------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
| 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 | 1.2200e-003 | 9.0000e-004 | 0.0103 | 3.0000e-005 | 2.8300e-003 | 2.0000e-005 | 2.8600e-003 | 7.5000e-004 | 2.0000e-005 | 7.8000e-004 | 0.0000 | 2.5808 | 2.5808 | 8.0000e-005 | 0.0000 | 2.5828 |
| Total | 1.2200e-003 | 9.0000e-004 | 0.0103 | 3.0000e-005 | 2.8300e-003 | 2.0000e-005 | 2.8600e-003 | 7.5000e-004 | 2.0000e-005 | 7.8000e-004 | 0.0000 | 2.5808 | 2.5808 | 8.0000e-005 | 0.0000 | 2.5828 |

3.4 Grading - 2022

Unmitigated Construction On-Site

| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
|---------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|---------------|----------------|----------------|--------------------|---------------|----------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
| Fugitive Dust | | | | | 0.0807 | 0.0000 | 0.0807 | 0.0180 | 0.0000 | 0.0180 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0127 | 0.1360 | 0.1017 | 2.2000e-004 | 5.7200e-003 | 5.7200e-003 | 5.7200e-003 | 5.2600e-003 | 5.2600e-003 | 5.2600e-003 | 0.0000 | 19.0871 | 19.0871 | 6.1700e-003 | 0.0000 | 19.2414 |
| Total | 0.0127 | 0.1360 | 0.1017 | 2.2000e-004 | 0.0807 | 5.7200e-003 | 0.0865 | 0.0180 | 5.2600e-003 | 0.0233 | 0.0000 | 19.0871 | 19.0871 | 6.1700e-003 | 0.0000 | 19.2414 |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

3.4 Grading - 2022

Unmitigated Construction Off-Site

| Category | tons/yr | | | | | | | | | | MT/yr | | | | | | |
|--------------|--------------------|--------------------|--------------------|--------------------|--------------------|---------------|--------------------|--------------------|---------------|--------------------|---------------|---------------|---------------|--------------------|---------------|---------------|---------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| 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 | 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 | 0.0000 |
| Worker | 2.1000e-004 | 1.5000e-004 | 1.7400e-003 | 1.0000e-005 | 5.2000e-004 | 0.0000 | 5.3000e-004 | 1.4000e-004 | 0.0000 | 1.4000e-004 | 0.0000 | 0.4587 | 0.4587 | 1.0000e-005 | 0.0000 | 0.0000 | 0.4590 |
| Total | 2.1000e-004 | 1.5000e-004 | 1.7400e-003 | 1.0000e-005 | 5.2000e-004 | 0.0000 | 5.3000e-004 | 1.4000e-004 | 0.0000 | 1.4000e-004 | 0.0000 | 0.4587 | 0.4587 | 1.0000e-005 | 0.0000 | 0.0000 | 0.4590 |

Mitigated Construction On-Site

| Category | tons/yr | | | | | | | | | | MT/yr | | | | | | |
|---------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|---------------|----------------|----------------|--------------------|---------------|---------------|----------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| Fugitive Dust | | | | | 0.0807 | 0.0000 | 0.0807 | 0.0180 | 0.0000 | 0.0180 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 0.0127 | 0.1360 | 0.1017 | 2.2000e-004 | 5.7200e-003 | 5.7200e-003 | 5.7200e-003 | 5.2600e-003 | 0.0000 | 5.2600e-003 | 0.0000 | 19.0871 | 19.0871 | 6.1700e-003 | 0.0000 | 0.0000 | 19.2414 |
| Total | 0.0127 | 0.1360 | 0.1017 | 2.2000e-004 | 0.0807 | 5.7200e-003 | 0.0865 | 0.0180 | 5.2600e-003 | 0.0233 | 0.0000 | 19.0871 | 19.0871 | 6.1700e-003 | 0.0000 | 0.0000 | 19.2414 |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

3.4 Grading - 2022

Mitigated Construction Off-Site

| Category | tons/yr | | | | | | | | | | MT/yr | | | | | | |
|--------------|--------------------|--------------------|--------------------|--------------------|--------------------|---------------|--------------------|--------------------|---------------|--------------------|---------------|---------------|---------------|--------------------|---------------|---------------|---------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| 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 | 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 | 0.0000 |
| Worker | 2.1000e-004 | 1.5000e-004 | 1.7400e-003 | 1.0000e-005 | 5.2000e-004 | 0.0000 | 5.3000e-004 | 1.4000e-004 | 0.0000 | 1.4000e-004 | 0.0000 | 0.4587 | 0.4587 | 1.0000e-005 | 0.0000 | 0.0000 | 0.4590 |
| Total | 2.1000e-004 | 1.5000e-004 | 1.7400e-003 | 1.0000e-005 | 5.2000e-004 | 0.0000 | 5.3000e-004 | 1.4000e-004 | 0.0000 | 1.4000e-004 | 0.0000 | 0.4587 | 0.4587 | 1.0000e-005 | 0.0000 | 0.0000 | 0.4590 |

3.5 Building Construction - 2022

Unmitigated Construction On-Site

| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
|--------------|---------------|---------------|---------------|--------------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|-----------------|-----------------|---------------|---------------|-----------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
| Off-Road | 0.2158 | 1.9754 | 2.0700 | 3.4100e-003 | 0.1023 | 0.1023 | 0.1023 | 0.0963 | 0.0963 | 0.0963 | 0.0000 | 293.1324 | 293.1324 | 0.0702 | 0.0000 | 294.8881 |
| Total | 0.2158 | 1.9754 | 2.0700 | 3.4100e-003 | 0.1023 | 0.1023 | 0.1023 | 0.0963 | 0.0963 | 0.0963 | 0.0000 | 293.1324 | 293.1324 | 0.0702 | 0.0000 | 294.8881 |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

3.5 Building Construction - 2022
Unmitigated Construction Off-Site

| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
|--------------|---------------|---------------|---------------|---------------|---------------|--------------------|---------------|----------------|--------------------|---------------|---------------|-------------------|-------------------|---------------|---------------|-------------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
| 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 | 0.0527 | 1.6961 | 0.4580 | 4.5500e-003 | 0.1140 | 3.1800e-003 | 0.1171 | 0.0329 | 3.0400e-003 | 0.0359 | 0.0000 | 441.9835 | 441.9835 | 0.0264 | 0.0000 | 442.6435 |
| Worker | 0.3051 | 0.2164 | 2.5233 | 7.3500e-003 | 0.7557 | 6.2300e-003 | 0.7619 | 0.2007 | 5.7400e-003 | 0.2065 | 0.0000 | 663.9936 | 663.9936 | 0.0187 | 0.0000 | 664.4604 |
| Total | 0.3578 | 1.9125 | 2.9812 | 0.0119 | 0.8696 | 9.4100e-003 | 0.8790 | 0.2336 | 8.7800e-003 | 0.2424 | 0.0000 | 1,105.9771 | 1,105.9771 | 0.0451 | 0.0000 | 1,107.1039 |

Mitigated Construction On-Site

| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
|--------------|---------------|---------------|---------------|--------------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|-----------------|-----------------|---------------|---------------|-----------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
| Off-Road | 0.2158 | 1.9754 | 2.0700 | 3.4100e-003 | | 0.1023 | 0.1023 | | 0.0963 | 0.0963 | 0.0000 | 293.1321 | 293.1321 | 0.0702 | 0.0000 | 294.8877 |
| Total | 0.2158 | 1.9754 | 2.0700 | 3.4100e-003 | | 0.1023 | 0.1023 | | 0.0963 | 0.0963 | 0.0000 | 293.1321 | 293.1321 | 0.0702 | 0.0000 | 294.8877 |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

3.5 Building Construction - 2022
Mitigated Construction Off-Site

| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
|--------------|---------------|---------------|---------------|---------------|---------------|--------------------|---------------|----------------|--------------------|---------------|---------------|-------------------|-------------------|---------------|---------------|-------------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
| 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 | 0.0527 | 1.6961 | 0.4580 | 4.5500e-003 | 0.1140 | 3.1800e-003 | 0.1171 | 0.0329 | 3.0400e-003 | 0.0359 | 0.0000 | 441.9835 | 441.9835 | 0.0264 | 0.0000 | 442.6435 |
| Worker | 0.3051 | 0.2164 | 2.5233 | 7.3500e-003 | 0.7557 | 6.2300e-003 | 0.7619 | 0.2007 | 5.7400e-003 | 0.2065 | 0.0000 | 663.9936 | 663.9936 | 0.0187 | 0.0000 | 664.4604 |
| Total | 0.3578 | 1.9125 | 2.9812 | 0.0119 | 0.8696 | 9.4100e-003 | 0.8790 | 0.2336 | 8.7800e-003 | 0.2424 | 0.0000 | 1,105.9771 | 1,105.9771 | 0.0451 | 0.0000 | 1,107.1039 |

3.5 Building Construction - 2023
Unmitigated Construction On-Site

| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
|--------------|---------------|---------------|---------------|--------------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|-----------------|-----------------|---------------|---------------|-----------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
| Off-Road | 0.1942 | 1.7765 | 2.0061 | 3.3300e-003 | | 0.0864 | 0.0864 | | 0.0813 | 0.0813 | 0.0000 | 286.2789 | 286.2789 | 0.0681 | 0.0000 | 287.9814 |
| Total | 0.1942 | 1.7765 | 2.0061 | 3.3300e-003 | | 0.0864 | 0.0864 | | 0.0813 | 0.0813 | 0.0000 | 286.2789 | 286.2789 | 0.0681 | 0.0000 | 287.9814 |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

3.5 Building Construction - 2023
Unmitigated Construction Off-Site

| Category | tons/yr | | | | | | | | | | MT/yr | | | | | | |
|--------------|---------------|---------------|---------------|---------------|---------------|--------------------|---------------|----------------|--------------------|---------------|---------------|-------------------|-------------------|---------------|---------------|---------------|-------------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| 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 | 0.0000 |
| Vendor | 0.0382 | 1.2511 | 0.4011 | 4.3000e-003 | 0.1113 | 1.4600e-003 | 0.1127 | 0.0321 | 1.4000e-003 | 0.0335 | 0.0000 | 417.9930 | 417.9930 | 0.0228 | 0.0000 | 0.0000 | 418.5624 |
| Worker | 0.2795 | 0.1910 | 2.2635 | 6.9100e-003 | 0.7377 | 5.9100e-003 | 0.7436 | 0.1960 | 5.4500e-003 | 0.2014 | 0.0000 | 624.5363 | 624.5363 | 0.0164 | 0.0000 | 0.0000 | 624.9466 |
| Total | 0.3177 | 1.4420 | 2.6646 | 0.0112 | 0.8490 | 7.3700e-003 | 0.8564 | 0.2281 | 6.8500e-003 | 0.2349 | 0.0000 | 1,042.5294 | 1,042.5294 | 0.0392 | 0.0000 | 0.0000 | 1,043.5090 |

Mitigated Construction On-Site

| Category | tons/yr | | | | | | | | | | MT/yr | | | | | | |
|--------------|---------------|---------------|---------------|--------------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|-----------------|-----------------|---------------|---------------|---------------|-----------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| Off-Road | 0.1942 | 1.7765 | 2.0061 | 3.3300e-003 | | 0.0864 | 0.0864 | | 0.0813 | 0.0813 | 0.0000 | 286.2785 | 286.2785 | 0.0681 | 0.0000 | 0.0000 | 287.9811 |
| Total | 0.1942 | 1.7765 | 2.0061 | 3.3300e-003 | | 0.0864 | 0.0864 | | 0.0813 | 0.0813 | 0.0000 | 286.2785 | 286.2785 | 0.0681 | 0.0000 | 0.0000 | 287.9811 |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

3.5 Building Construction - 2023
Mitigated Construction Off-Site

| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
|--------------|---------------|---------------|---------------|---------------|---------------|--------------------|---------------|----------------|--------------------|---------------|---------------|-------------------|-------------------|---------------|---------------|-------------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
| 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 | 0.0382 | 1.2511 | 0.4011 | 4.3000e-003 | 0.1113 | 1.4600e-003 | 0.1127 | 0.0321 | 1.4000e-003 | 0.0335 | 0.0000 | 417.9930 | 417.9930 | 0.0228 | 0.0000 | 418.5624 |
| Worker | 0.2795 | 0.1910 | 2.2635 | 6.9100e-003 | 0.7377 | 5.9100e-003 | 0.7436 | 0.1960 | 5.4500e-003 | 0.2014 | 0.0000 | 624.5363 | 624.5363 | 0.0164 | 0.0000 | 624.9466 |
| Total | 0.3177 | 1.4420 | 2.6646 | 0.0112 | 0.8490 | 7.3700e-003 | 0.8564 | 0.2281 | 6.8500e-003 | 0.2349 | 0.0000 | 1,042.5294 | 1,042.5294 | 0.0392 | 0.0000 | 1,043.5090 |

3.6 Paving - 2023
Unmitigated Construction On-Site

| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
|--------------|--------------------|---------------|---------------|--------------------|---------------|--------------------|--------------------|----------------|--------------------|--------------------|---------------|----------------|----------------|--------------------|---------------|----------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
| Off-Road | 6.7100e-003 | 0.0663 | 0.0948 | 1.5000e-004 | | 3.3200e-003 | 3.3200e-003 | | 3.0500e-003 | 3.0500e-003 | 0.0000 | 13.0175 | 13.0175 | 4.2100e-003 | 0.0000 | 13.1227 |
| Paving | 0.0000 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Total | 6.7100e-003 | 0.0663 | 0.0948 | 1.5000e-004 | | 3.3200e-003 | 3.3200e-003 | | 3.0500e-003 | 3.0500e-003 | 0.0000 | 13.0175 | 13.0175 | 4.2100e-003 | 0.0000 | 13.1227 |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

3.6 Paving - 2023

Unmitigated Construction Off-Site

| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
|--------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|---------------|---------------|---------------|--------------------|---------------|---------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 2.8000e-004 | 1.9000e-004 | 2.2300e-003 | 1.0000e-005 | 7.3000e-004 | 1.0000e-005 | 7.3000e-004 | 1.9000e-004 | 1.0000e-005 | 2.0000e-004 | 0.0000 | 0.6156 | 0.6156 | 2.0000e-005 | 0.0000 | 0.6160 |
| Total | 2.8000e-004 | 1.9000e-004 | 2.2300e-003 | 1.0000e-005 | 7.3000e-004 | 1.0000e-005 | 7.3000e-004 | 1.9000e-004 | 1.0000e-005 | 2.0000e-004 | 0.0000 | 0.6156 | 0.6156 | 2.0000e-005 | 0.0000 | 0.6160 |

Mitigated Construction On-Site

| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
|--------------|--------------------|---------------|---------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|---------------|----------------|----------------|--------------------|---------------|----------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
| Off-Road | 6.7100e-003 | 0.0663 | 0.0948 | 1.5000e-004 | 3.3200e-003 | 3.3200e-003 | 3.3200e-003 | 3.0500e-003 | 3.0500e-003 | 3.0500e-003 | 0.0000 | 13.0175 | 13.0175 | 4.2100e-003 | 0.0000 | 13.1227 |
| Paving | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 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 | 6.7100e-003 | 0.0663 | 0.0948 | 1.5000e-004 | 3.3200e-003 | 3.3200e-003 | 3.3200e-003 | 3.0500e-003 | 3.0500e-003 | 3.0500e-003 | 0.0000 | 13.0175 | 13.0175 | 4.2100e-003 | 0.0000 | 13.1227 |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

3.6 Paving - 2023

Mitigated Construction Off-Site

| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
|--------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|---------------|---------------|---------------|--------------------|---------------|---------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 2.8000e-004 | 1.9000e-004 | 2.2300e-003 | 1.0000e-005 | 7.3000e-004 | 1.0000e-005 | 7.3000e-004 | 1.9000e-004 | 1.0000e-005 | 2.0000e-004 | 0.0000 | 0.6156 | 0.6156 | 2.0000e-005 | 0.0000 | 0.6160 |
| Total | 2.8000e-004 | 1.9000e-004 | 2.2300e-003 | 1.0000e-005 | 7.3000e-004 | 1.0000e-005 | 7.3000e-004 | 1.9000e-004 | 1.0000e-005 | 2.0000e-004 | 0.0000 | 0.6156 | 0.6156 | 2.0000e-005 | 0.0000 | 0.6160 |

3.6 Paving - 2024

Unmitigated Construction On-Site

| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
|--------------|---------------|---------------|---------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|---------------|----------------|----------------|--------------------|---------------|----------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
| Off-Road | 0.0109 | 0.1048 | 0.1609 | 2.5000e-004 | 5.1500e-003 | 5.1500e-003 | 5.1500e-003 | 4.7400e-003 | 4.7400e-003 | 4.7400e-003 | 0.0000 | 22.0292 | 22.0292 | 7.1200e-003 | 0.0000 | 22.2073 |
| Paving | 0.0000 | | | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Total | 0.0109 | 0.1048 | 0.1609 | 2.5000e-004 | 5.1500e-003 | 5.1500e-003 | 5.1500e-003 | 4.7400e-003 | 4.7400e-003 | 4.7400e-003 | 0.0000 | 22.0292 | 22.0292 | 7.1200e-003 | 0.0000 | 22.2073 |

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3.6 Paving - 2024

Unmitigated Construction Off-Site

| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
|--------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|---------------|---------------|---------------|--------------------|---------------|---------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 4.4000e-004 | 2.9000e-004 | 3.5100e-003 | 1.0000e-005 | 1.2300e-003 | 1.0000e-005 | 1.2400e-003 | 3.3000e-004 | 1.0000e-005 | 3.4000e-004 | 0.0000 | 1.0094 | 1.0094 | 3.0000e-005 | 0.0000 | 1.0100 |
| Total | 4.4000e-004 | 2.9000e-004 | 3.5100e-003 | 1.0000e-005 | 1.2300e-003 | 1.0000e-005 | 1.2400e-003 | 3.3000e-004 | 1.0000e-005 | 3.4000e-004 | 0.0000 | 1.0094 | 1.0094 | 3.0000e-005 | 0.0000 | 1.0100 |

Mitigated Construction On-Site

| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
|--------------|---------------|---------------|---------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|---------------|----------------|----------------|--------------------|---------------|----------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
| Off-Road | 0.0109 | 0.1048 | 0.1609 | 2.5000e-004 | 5.1500e-003 | 5.1500e-003 | 5.1500e-003 | 4.7400e-003 | 4.7400e-003 | 4.7400e-003 | 0.0000 | 22.0292 | 22.0292 | 7.1200e-003 | 0.0000 | 22.2073 |
| Paving | 0.0000 | | | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Total | 0.0109 | 0.1048 | 0.1609 | 2.5000e-004 | 5.1500e-003 | 5.1500e-003 | 5.1500e-003 | 4.7400e-003 | 4.7400e-003 | 4.7400e-003 | 0.0000 | 22.0292 | 22.0292 | 7.1200e-003 | 0.0000 | 22.2073 |

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3.6 Paving - 2024

Mitigated Construction Off-Site

| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
|--------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|---------------|---------------|---------------|--------------------|---------------|---------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
| Hauling | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Vendor | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Worker | 4.4000e-004 | 2.9000e-004 | 3.5100e-003 | 1.0000e-005 | 1.2300e-003 | 1.0000e-005 | 1.2400e-003 | 3.3000e-004 | 1.0000e-005 | 3.4000e-004 | 0.0000 | 1.0094 | 1.0094 | 3.0000e-005 | 0.0000 | 1.0100 |
| Total | 4.4000e-004 | 2.9000e-004 | 3.5100e-003 | 1.0000e-005 | 1.2300e-003 | 1.0000e-005 | 1.2400e-003 | 3.3000e-004 | 1.0000e-005 | 3.4000e-004 | 0.0000 | 1.0094 | 1.0094 | 3.0000e-005 | 0.0000 | 1.0100 |

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
|-----------------|---------------|---------------|---------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|---------------|---------------|---------------|--------------------|---------------|---------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
| Archit. Coating | 4.1372 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 3.1600e-003 | 0.0213 | 0.0317 | 5.0000e-005 | 1.0700e-003 | 1.0700e-003 | 1.0700e-003 | 1.0700e-003 | 1.0700e-003 | 1.0700e-003 | 0.0000 | 4.4682 | 4.4682 | 2.5000e-004 | 0.0000 | 4.4745 |
| Total | 4.1404 | 0.0213 | 0.0317 | 5.0000e-005 | 1.0700e-003 | 1.0700e-003 | 1.0700e-003 | 1.0700e-003 | 1.0700e-003 | 1.0700e-003 | 0.0000 | 4.4682 | 4.4682 | 2.5000e-004 | 0.0000 | 4.4745 |

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3.7 Architectural Coating - 2024
Unmitigated Construction Off-Site

| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
|--------------|--------------------|--------------------|---------------|--------------------|---------------|--------------------|---------------|--------------------|--------------------|--------------------|---------------|----------------|----------------|--------------------|---------------|----------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
| 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 | 7.4800e-003 | 4.9300e-003 | 0.0596 | 1.9000e-004 | 0.0209 | 1.6000e-004 | 0.0211 | 5.5500e-003 | 1.5000e-004 | 5.7000e-003 | 0.0000 | 17.1287 | 17.1287 | 4.3000e-004 | 0.0000 | 17.1394 |
| Total | 7.4800e-003 | 4.9300e-003 | 0.0596 | 1.9000e-004 | 0.0209 | 1.6000e-004 | 0.0211 | 5.5500e-003 | 1.5000e-004 | 5.7000e-003 | 0.0000 | 17.1287 | 17.1287 | 4.3000e-004 | 0.0000 | 17.1394 |

Mitigated Construction On-Site

| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
|-----------------|---------------|---------------|---------------|--------------------|---------------|--------------------|--------------------|--------------------|--------------------|--------------------|---------------|---------------|---------------|--------------------|---------------|---------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
| Archit. Coating | 4.1372 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 3.1600e-003 | 0.0213 | 0.0317 | 5.0000e-005 | | 1.0700e-003 | 1.0700e-003 | 1.0700e-003 | 1.0700e-003 | 1.0700e-003 | 0.0000 | 4.4682 | 4.4682 | 2.5000e-004 | 0.0000 | 4.4745 |
| Total | 4.1404 | 0.0213 | 0.0317 | 5.0000e-005 | | 1.0700e-003 | 1.0700e-003 | 1.0700e-003 | 1.0700e-003 | 1.0700e-003 | 0.0000 | 4.4682 | 4.4682 | 2.5000e-004 | 0.0000 | 4.4745 |

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3.7 Architectural Coating - 2024

Mitigated Construction Off-Site

| Category | tons/yr | | | | | | | | | | MT/yr | | | | | |
|--------------|--------------------|--------------------|---------------|--------------------|---------------|--------------------|---------------|--------------------|--------------------|--------------------|---------------|----------------|----------------|--------------------|---------------|----------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
| 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 | 7.4800e-003 | 4.9300e-003 | 0.0596 | 1.9000e-004 | 0.0209 | 1.6000e-004 | 0.0211 | 5.5500e-003 | 1.5000e-004 | 5.7000e-003 | 0.0000 | 17.1287 | 17.1287 | 4.3000e-004 | 0.0000 | 17.1394 |
| Total | 7.4800e-003 | 4.9300e-003 | 0.0596 | 1.9000e-004 | 0.0209 | 1.6000e-004 | 0.0211 | 5.5500e-003 | 1.5000e-004 | 5.7000e-003 | 0.0000 | 17.1287 | 17.1287 | 4.3000e-004 | 0.0000 | 17.1394 |

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

| Category | tons/yr | | | | | | | | | | | | | MT/yr | | | |
|-------------|---------|--------|---------|--------|---------------|--------------|------------|----------------|---------------|-------------|----------|----------------|----------------|--------|--------|----------------|--|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| Mitigated | 1.5857 | 7.9962 | 19.1834 | 0.0821 | 7.7979 | 0.0580 | 7.8559 | 2.0895 | 0.0539 | 2.1434 | 0.0000 | 7,620,498 6 | 7,620,498 6 | 0.3407 | 0.0000 | 7,629,016 2 | |
| Unmitigated | 1.5857 | 7.9962 | 19.1834 | 0.0821 | 7.7979 | 0.0580 | 7.8559 | 2.0895 | 0.0539 | 2.1434 | 0.0000 | 7,620,498 6 | 7,620,498 6 | 0.3407 | 0.0000 | 7,629,016 2 | |

4.2 Trip Summary Information

| Land Use | Average Daily Trip Rate | | | Unmitigated | | Mitigated | |
|-------------------------------------|-------------------------|-----------------|-----------------|-------------------|-------------------|-----------|--|
| | Weekday | Saturday | Sunday | Annual VMT | Annual VMT | | |
| Apartments Low Rise | 145.75 | 154.25 | 154.00 | 506,227 | 506,227 | | |
| Apartments Mid Rise | 4,026.75 | 3,773.25 | 4075.50 | 13,660,065 | 13,660,065 | | |
| General Office Building | 288.45 | 62.55 | 31.05 | 706,812 | 706,812 | | |
| High Turnover (Sit Down Restaurant) | 2,368.80 | 2,873.52 | 2817.72 | 3,413,937 | 3,413,937 | | |
| Hotel | 192.00 | 187.50 | 160.00 | 445,703 | 445,703 | | |
| Quality Restaurant | 501.12 | 511.92 | 461.20 | 707,488 | 707,488 | | |
| Regional Shopping Center | 528.08 | 601.44 | 357.84 | 1,112,221 | 1,112,221 | | |
| Total | 8,050.95 | 8,164.43 | 8,057.31 | 20,552,452 | 20,552,452 | | |

4.3 Trip Type Information

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

| 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 | H-W or C-W | H-S or C-C | H-O or C-NW | Primary | Diverted | Pass-by |
| Apartments Low Rise | 14.70 | 5.90 | 8.70 | 40.20 | 19.20 | 40.60 | 40.20 | 19.20 | 40.60 | 86 | 11 | 3 |
| Apartments Mid Rise | 14.70 | 5.90 | 8.70 | 40.20 | 19.20 | 40.60 | 40.20 | 19.20 | 40.60 | 86 | 11 | 3 |
| General Office Building | 16.60 | 8.40 | 6.90 | 33.00 | 48.00 | 19.00 | 33.00 | 48.00 | 19.00 | 77 | 19 | 4 |
| High Turnover (Sit Down) | 16.60 | 8.40 | 6.90 | 8.50 | 72.50 | 19.00 | 8.50 | 72.50 | 19.00 | 37 | 20 | 43 |
| Hotel | 16.60 | 8.40 | 6.90 | 19.40 | 61.60 | 19.00 | 19.40 | 61.60 | 19.00 | 58 | 38 | 4 |
| Quality Restaurant | 16.60 | 8.40 | 6.90 | 12.00 | 69.00 | 19.00 | 12.00 | 69.00 | 19.00 | 38 | 18 | 44 |
| Regional Shopping Center | 16.60 | 8.40 | 6.90 | 16.30 | 64.70 | 19.00 | 16.30 | 64.70 | 19.00 | 54 | 35 | 11 |

4.4 Fleet Mix

| Land Use | LDA | LDT1 | LDT2 | MDV | LHD1 | LHD2 | MHD | HHD | OBUS | UBUS | MCY | SBUS | MH |
|-------------------------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| Apartments Low Rise | 0.543088 | 0.044216 | 0.209971 | 0.116369 | 0.014033 | 0.006332 | 0.021166 | 0.033577 | 0.002613 | 0.001817 | 0.005285 | 0.000712 | 0.000821 |
| Apartments Mid Rise | 0.543088 | 0.044216 | 0.209971 | 0.116369 | 0.014033 | 0.006332 | 0.021166 | 0.033577 | 0.002613 | 0.001817 | 0.005285 | 0.000712 | 0.000821 |
| General Office Building | 0.543088 | 0.044216 | 0.209971 | 0.116369 | 0.014033 | 0.006332 | 0.021166 | 0.033577 | 0.002613 | 0.001817 | 0.005285 | 0.000712 | 0.000821 |
| High Turnover (Sit Down Restaurant) | 0.543088 | 0.044216 | 0.209971 | 0.116369 | 0.014033 | 0.006332 | 0.021166 | 0.033577 | 0.002613 | 0.001817 | 0.005285 | 0.000712 | 0.000821 |
| Hotel | 0.543088 | 0.044216 | 0.209971 | 0.116369 | 0.014033 | 0.006332 | 0.021166 | 0.033577 | 0.002613 | 0.001817 | 0.005285 | 0.000712 | 0.000821 |
| Quality Restaurant | 0.543088 | 0.044216 | 0.209971 | 0.116369 | 0.014033 | 0.006332 | 0.021166 | 0.033577 | 0.002613 | 0.001817 | 0.005285 | 0.000712 | 0.000821 |
| Regional Shopping Center | 0.543088 | 0.044216 | 0.209971 | 0.116369 | 0.014033 | 0.006332 | 0.021166 | 0.033577 | 0.002613 | 0.001817 | 0.005285 | 0.000712 | 0.000821 |

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|-------------------------|---------|--------|--------|-------------|---------------|--------------|------------|----------------|---------------|-------------|----------|------------|------------|--------|--------|------------|
| | tons/yr | | | | | | | | | | MT/yr | | | | | |
| Electricity Mitigated | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 2,512.6465 | 2,512.6465 | 0.1037 | 0.0215 | 2,521.6356 |
| Electricity Unmitigated | | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | 0.0000 | 2,512.6465 | 2,512.6465 | 0.1037 | 0.0215 | 2,521.6356 |
| Natural Gas Mitigated | 0.1398 | 1.2312 | 0.7770 | 7.6200e-003 | | 0.0966 | 0.0966 | | 0.0966 | 0.0966 | 0.0000 | 1,383.4267 | 1,383.4267 | 0.0265 | 0.0254 | 1,391.6478 |
| Natural Gas Unmitigated | 0.1398 | 1.2312 | 0.7770 | 7.6200e-003 | | 0.0966 | 0.0966 | | 0.0966 | 0.0966 | 0.0000 | 1,383.4267 | 1,383.4267 | 0.0265 | 0.0254 | 1,391.6478 |

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5.2 Energy by Land Use - NaturalGas

Unmitigated

| Land Use | NaturalGas Use kBTU/yr | tons/yr | | | | | | | | | | MT/yr | | | | | |
|-------------------------------------|---------------------------|---------------|---------------|---------------|--------------------|---------------|---------------|---------------|----------------|---------------|---------------|-------------------|-------------------|---------------|---------------|-------------------|----------|
| | | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
| Apartments Low Rise | 408494 | 2.2000e-003 | 0.0188 | 8.0100e-003 | 1.2000e-004 | 1.5200e-003 | 1.5200e-003 | 1.5200e-003 | 1.5200e-003 | 1.5200e-003 | 1.5200e-003 | 0.0000 | 21.7988 | 21.7988 | 4.2000e-004 | 4.0000e-004 | 21.9284 |
| Apartments Mid Rise | 1.30613e+007 | 0.0704 | 0.6018 | 0.2561 | 3.8400e-003 | 0.0487 | 0.0487 | 0.0487 | 0.0487 | 0.0487 | 0.0487 | 0.0000 | 696.9989 | 696.9989 | 0.0134 | 0.0128 | 701.1408 |
| General Office Building | 468450 | 2.5300e-003 | 0.0230 | 0.0193 | 1.4000e-004 | 1.7500e-003 | 1.7500e-003 | 1.7500e-003 | 1.7500e-003 | 1.7500e-003 | 0.0000 | 24.9983 | 24.9983 | 4.8000e-004 | 4.6000e-004 | 25.1468 | |
| High Turnover (Sit Down Restaurant) | 8.30736e+006 | 0.0448 | 0.4072 | 0.3421 | 2.4400e-003 | 0.0310 | 0.0310 | 0.0310 | 0.0310 | 0.0310 | 0.0000 | 443.3124 | 443.3124 | 8.5000e-003 | 8.1300e-003 | 445.9468 | |
| Hotel | 1.74095e+006 | 9.3900e-003 | 0.0853 | 0.0717 | 5.1000e-004 | 6.4900e-003 | 6.4900e-003 | 6.4900e-003 | 6.4900e-003 | 6.4900e-003 | 0.0000 | 92.9036 | 92.9036 | 1.7800e-003 | 1.7000e-003 | 93.4557 | |
| Quality Restaurant | 1.84608e+006 | 9.9500e-003 | 0.0905 | 0.0760 | 5.4000e-004 | 6.8800e-003 | 6.8800e-003 | 6.8800e-003 | 6.8800e-003 | 6.8800e-003 | 0.0000 | 98.5139 | 98.5139 | 1.8900e-003 | 1.8100e-003 | 99.0993 | |
| Regional Shopping Center | 91840 | 5.0000e-004 | 4.5000e-003 | 3.7800e-003 | 3.0000e-005 | 3.4000e-004 | 3.4000e-004 | 3.4000e-004 | 3.4000e-004 | 3.4000e-004 | 0.0000 | 4.9009 | 4.9009 | 9.0000e-005 | 9.0000e-005 | 4.9301 | |
| Total | | 0.1398 | 1.2312 | 0.7770 | 7.6200e-003 | 0.0966 | 0.0966 | 0.0966 | 0.0966 | 0.0966 | 0.0000 | 1,383.4268 | 1,383.4268 | 0.0265 | 0.0254 | 1,391.6478 | |

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5.2 Energy by Land Use - NaturalGas

Mitigated

| Land Use | NaturalGas Use kBtu/yr | tons/yr | | | | | | | | | | MT/yr | | | | |
|-------------------------------------|---------------------------|---------------|---------------|---------------|--------------------|---------------|---------------|---------------|----------------|---------------|---------------|-------------------|-------------------|---------------|---------------|-------------------|
| | | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O |
| Apartments Low Rise | 408494 | 2.2000e-003 | 0.0188 | 8.0100e-003 | 1.2000e-004 | 1.5200e-003 | 1.5200e-003 | 1.5200e-003 | 1.5200e-003 | 1.5200e-003 | 0.0000 | 21.7988 | 21.7988 | 4.2000e-004 | 4.0000e-004 | 21.9284 |
| Apartments Mid Rise | 1.30613e+007 | 0.0704 | 0.6018 | 0.2561 | 3.8400e-003 | 0.0487 | 0.0487 | 0.0487 | 0.0487 | 0.0487 | 0.0000 | 696.9989 | 696.9989 | 0.0134 | 0.0128 | 701.1408 |
| General Office Building | 468450 | 2.5300e-003 | 0.0230 | 0.0193 | 1.4000e-004 | 1.7500e-003 | 1.7500e-003 | 1.7500e-003 | 1.7500e-003 | 1.7500e-003 | 0.0000 | 24.9983 | 24.9983 | 4.8000e-004 | 4.6000e-004 | 25.1468 |
| High Turnover (Sit Down Restaurant) | 8.30736e+006 | 0.0448 | 0.4072 | 0.3421 | 2.4400e-003 | 0.0310 | 0.0310 | 0.0310 | 0.0310 | 0.0310 | 0.0000 | 443.3124 | 443.3124 | 8.5000e-003 | 8.1300e-003 | 445.9468 |
| Hotel | 1.74095e+006 | 9.3900e-003 | 0.0853 | 0.0717 | 5.1000e-004 | 6.4900e-003 | 6.4900e-003 | 6.4900e-003 | 6.4900e-003 | 6.4900e-003 | 0.0000 | 92.9036 | 92.9036 | 1.7800e-003 | 1.7000e-003 | 93.4557 |
| Quality Restaurant | 1.84608e+006 | 9.9500e-003 | 0.0905 | 0.0760 | 5.4000e-004 | 6.8800e-003 | 6.8800e-003 | 6.8800e-003 | 6.8800e-003 | 6.8800e-003 | 0.0000 | 98.5139 | 98.5139 | 1.8900e-003 | 1.8100e-003 | 99.0993 |
| Regional Shopping Center | 91840 | 5.0000e-004 | 4.5000e-003 | 3.7800e-003 | 3.0000e-005 | 3.4000e-004 | 3.4000e-004 | 3.4000e-004 | 3.4000e-004 | 3.4000e-004 | 0.0000 | 4.9009 | 4.9009 | 9.0000e-005 | 9.0000e-005 | 4.9301 |
| Total | | 0.1398 | 1.2312 | 0.7770 | 7.6200e-003 | 0.0966 | 0.0966 | 0.0966 | 0.0966 | 0.0966 | 0.0000 | 1,383.4268 | 1,383.4268 | 0.0265 | 0.0254 | 1,391.6478 |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

5.3 Energy by Land Use - Electricity

Unmitigated

| Land Use | Electricity Use | Total CO2 | CH4 | N2O | CO2e |
|-------------------------------------|-----------------|-------------------|---------------|---------------|-------------------|
| | kWh/yr | MT/yr | | | |
| Apartments Low Rise | 106010 | 33.7770 | 1.3900e-003 | 2.9000e-004 | 33.8978 |
| Apartments Mid Rise | 3.94697e+006 | 1,257.5879 | 0.0519 | 0.0107 | 1,262.0869 |
| General Office Building | 584550 | 186.2502 | 7.6900e-003 | 1.5900e-003 | 186.9165 |
| High Turnover (Sit Down Restaurant) | 1.58904e+006 | 506.3022 | 0.0209 | 4.3200e-003 | 508.1135 |
| Hotel | 550308 | 175.3399 | 7.2400e-003 | 1.5000e-003 | 175.9672 |
| Quality Restaurant | 353120 | 112.5116 | 4.6500e-003 | 9.6000e-004 | 112.9141 |
| Regional Shopping Center | 756000 | 240.8778 | 9.9400e-003 | 2.0600e-003 | 241.7395 |
| Total | | 2,512.6465 | 0.1037 | 0.0215 | 2,521.6356 |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

5.3 Energy by Land Use - Electricity

Mitigated

| Land Use | Electricity Use | Total CO2 | CH4 | N2O | CO2e |
|-------------------------------------|-----------------|-------------------|---------------|---------------|-------------------|
| | kWh/yr | MT/yr | | | |
| Apartments Low Rise | 106010 | 33.7770 | 1.3900e-003 | 2.9000e-004 | 33.8978 |
| Apartments Mid Rise | 3.94697e+006 | 1,257.5879 | 0.0519 | 0.0107 | 1,262.0869 |
| General Office Building | 584550 | 186.2502 | 7.6900e-003 | 1.5900e-003 | 186.9165 |
| High Turnover (Sit Down Restaurant) | 1.58904e+006 | 506.3022 | 0.0209 | 4.3200e-003 | 508.1135 |
| Hotel | 550308 | 175.3399 | 7.2400e-003 | 1.5000e-003 | 175.9672 |
| Quality Restaurant | 353120 | 112.5116 | 4.6500e-003 | 9.6000e-004 | 112.9141 |
| Regional Shopping Center | 756000 | 240.8778 | 9.9400e-003 | 2.0600e-003 | 241.7395 |
| Total | | 2,512.6465 | 0.1037 | 0.0215 | 2,521.6356 |

6.0 Area Detail

6.1 Mitigation Measures Area

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|-------------|--------|--------|---------|-------------|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|--------|-------------|----------|
| tons/yr | | | | | | | | | | | | | | | | |
| MT/yr | | | | | | | | | | | | | | | | |
| Mitigated | 5.1437 | 0.2950 | 10.3804 | 1.6700e-003 | 0.0714 | 0.0714 | 0.0714 | 0.0714 | 0.0714 | 0.0714 | 0.0000 | 220.9670 | 220.9670 | 0.0201 | 3.7400e-003 | 222.5835 |
| Unmitigated | 5.1437 | 0.2950 | 10.3804 | 1.6700e-003 | 0.0714 | 0.0714 | 0.0714 | 0.0714 | 0.0714 | 0.0714 | 0.0000 | 220.9670 | 220.9670 | 0.0201 | 3.7400e-003 | 222.5835 |

6.2 Area by SubCategory

Unmitigated

| SubCategory | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|-----------------------|---------------|---------------|----------------|--------------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|-----------------|-----------------|---------------|--------------------|-----------------|
| tons/yr | | | | | | | | | | | | | | | | |
| MT/yr | | | | | | | | | | | | | | | | |
| Architectural Coating | 0.4137 | | | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Consumer Products | 4.3998 | | | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Hearth | 0.0206 | 0.1763 | 0.0750 | 1.1200e-003 | 0.0143 | 0.0143 | 0.0143 | 0.0143 | 0.0143 | 0.0143 | 0.0000 | 204.1166 | 204.1166 | 3.9100e-003 | 3.7400e-003 | 205.3295 |
| Landscaping | 0.3096 | 0.1187 | 10.3054 | 5.4000e-004 | 0.0572 | 0.0572 | 0.0572 | 0.0572 | 0.0572 | 0.0572 | 0.0000 | 16.8504 | 16.8504 | 0.0161 | 0.0000 | 17.2540 |
| Total | 5.1437 | 0.2950 | 10.3804 | 1.6600e-003 | 0.0714 | 0.0714 | 0.0714 | 0.0714 | 0.0714 | 0.0714 | 0.0000 | 220.9670 | 220.9670 | 0.0201 | 3.7400e-003 | 222.5835 |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

6.2 Area by SubCategory

Mitigated

| SubCategory | tons/yr | | | | | | | | | | MT/yr | | | | | |
|-----------------------|---------------|---------------|----------------|--------------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|-----------------|-----------------|---------------|--------------------|-----------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
| Architectural Coating | 0.4137 | | | | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Consumer Products | 4.3998 | | | | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Hearth | 0.0206 | 0.1763 | 0.0750 | 1.1200e-003 | 0.0143 | 0.0143 | 0.0143 | 0.0143 | 0.0143 | 0.0143 | 0.0000 | 204.1166 | 204.1166 | 3.9700e-003 | 3.7400e-003 | 205.3295 |
| Landscaping | 0.3096 | 0.1187 | 10.3054 | 5.4000e-004 | 0.0572 | 0.0572 | 0.0572 | 0.0572 | 0.0572 | 0.0572 | 0.0000 | 16.8504 | 16.8504 | 0.0161 | 0.0000 | 17.2540 |
| Total | 5.1437 | 0.2950 | 10.3804 | 1.6600e-003 | | 0.0714 | 0.0714 | 0.0714 | 0.0714 | 0.0714 | 0.0000 | 220.9670 | 220.9670 | 0.0201 | 3.7400e-003 | 222.5835 |

7.0 Water Detail

7.1 Mitigation Measures Water

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

| | Total CO2 | CH4 | N2O | CO2e |
|-------------|-----------|--------|--------|----------|
| Category | MT/yr | | | |
| Mitigated | 585.8052 | 3.0183 | 0.0755 | 683.7567 |
| Unmitigated | 585.8052 | 3.0183 | 0.0755 | 683.7567 |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

7.2 Water by Land Use

Unmitigated

| Land Use | Indoor/Outdoor Use | Total CO2 | CH4 | N2O | CO2e |
|-------------------------------------|--------------------|-----------------|---------------|---------------|-----------------|
| | Mgal | MT/yr | | | |
| Apartments Low Rise | 1.62885 / 1.02688 | 10.9095 | 0.0535 | 1.3400e-003 | 12.6471 |
| Apartments Mid Rise | 63.5252 / 40.0485 | 425.4719 | 2.0867 | 0.0523 | 493.2363 |
| General Office Building | 7.99802 / 4.90201 | 53.0719 | 0.2627 | 6.5900e-003 | 61.6019 |
| High Turnover (Sit Down Restaurant) | 10.9272 / 0.697482 | 51.2702 | 0.3580 | 8.8200e-003 | 62.8482 |
| Hotel | 1.26834 / 0.140927 | 6.1633 | 0.0416 | 1.0300e-003 | 7.5079 |
| Quality Restaurant | 2.42827 / 0.154996 | 11.3934 | 0.0796 | 1.9600e-003 | 13.9663 |
| Regional Shopping Center | 4.14806 / 2.54236 | 27.5250 | 0.1363 | 3.4200e-003 | 31.9490 |
| Total | | 585.8052 | 3.0183 | 0.0755 | 683.7567 |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

7.2 Water by Land Use

Mitigated

| Land Use | Indoor/Outdoor Use | Total CO2 | CH4 | N2O | CO2e |
|-------------------------------------|--------------------|-----------------|---------------|---------------|-----------------|
| | Mgal | MT/yr | | | |
| Apartments Low Rise | 1.62885 / 1.02688 | 10.9095 | 0.0535 | 1.3400e-003 | 12.6471 |
| Apartments Mid Rise | 63.5252 / 40.0485 | 425.4719 | 2.0867 | 0.0523 | 493.2363 |
| General Office Building | 7.99802 / 4.90201 | 53.0719 | 0.2627 | 6.5900e-003 | 61.6019 |
| High Turnover (Sit Down Restaurant) | 10.9272 / 0.697482 | 51.2702 | 0.3580 | 8.8200e-003 | 62.8482 |
| Hotel | 1.26834 / 0.140927 | 6.1633 | 0.0416 | 1.0300e-003 | 7.5079 |
| Quality Restaurant | 2.42827 / 0.154996 | 11.3934 | 0.0796 | 1.9600e-003 | 13.9663 |
| Regional Shopping Center | 4.14806 / 2.54236 | 27.5250 | 0.1363 | 3.4200e-003 | 31.9490 |
| Total | | 585.8052 | 3.0183 | 0.0755 | 683.7567 |

8.0 Waste Detail

8.1 Mitigation Measures Waste

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

Category/Year

| | Total CO2 | CH4 | N2O | CO2e |
|-------------|-----------|---------|--------|----------|
| | MT/yr | | | |
| Mitigated | 207.8079 | 12.2811 | 0.0000 | 514.8354 |
| Unmitigated | 207.8079 | 12.2811 | 0.0000 | 514.8354 |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

8.2 Waste by Land Use

Unmitigated

| Land Use | Waste Disposed tons | Total CO2 | CH4 | N2O | CO2e |
|-------------------------------------|------------------------|-----------------|----------------|---------------|-----------------|
| | | MT/yr | | | |
| Apartments Low Rise | 11.5 | 2.3344 | 0.1380 | 0.0000 | 5.7834 |
| Apartments Mid Rise | 448.5 | 91.0415 | 5.3804 | 0.0000 | 225.5513 |
| General Office Building | 41.85 | 8.4952 | 0.5021 | 0.0000 | 21.0464 |
| High Turnover (Sit Down Restaurant) | 428.4 | 86.9613 | 5.1393 | 0.0000 | 215.4430 |
| Hotel | 27.38 | 5.5579 | 0.3285 | 0.0000 | 13.7694 |
| Quality Restaurant | 7.3 | 1.4818 | 0.0876 | 0.0000 | 3.6712 |
| Regional Shopping Center | 58.8 | 11.9359 | 0.7054 | 0.0000 | 29.5706 |
| Total | | 207.8079 | 12.2811 | 0.0000 | 514.8354 |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

8.2 Waste by Land Use

Mitigated

| Land Use | Waste Disposed tons | Total CO2 | | | | MT/yr | | | |
|-------------------------------------|------------------------|-----------------|----------------|---------------|-----------------|-------|--|--|--|
| | | CH4 | N2O | CO2e | CO2e | | | | |
| Apartments Low Rise | 11.5 | 2.3344 | 0.1380 | 0.0000 | 5.7834 | | | | |
| ----- | ----- | ----- | ----- | ----- | ----- | | | | |
| Apartments Mid Rise | 448.5 | 91.0415 | 5.3804 | 0.0000 | 225.5513 | | | | |
| ----- | ----- | ----- | ----- | ----- | ----- | | | | |
| General Office Building | 41.85 | 8.4952 | 0.5021 | 0.0000 | 21.0464 | | | | |
| ----- | ----- | ----- | ----- | ----- | ----- | | | | |
| High Turnover (Sit Down Restaurant) | 428.4 | 86.9613 | 5.1393 | 0.0000 | 215.4430 | | | | |
| ----- | ----- | ----- | ----- | ----- | ----- | | | | |
| Hotel | 27.38 | 5.5579 | 0.3285 | 0.0000 | 13.7694 | | | | |
| ----- | ----- | ----- | ----- | ----- | ----- | | | | |
| Quality Restaurant | 7.3 | 1.4818 | 0.0876 | 0.0000 | 3.6712 | | | | |
| ----- | ----- | ----- | ----- | ----- | ----- | | | | |
| Regional Shopping Center | 58.8 | 11.9359 | 0.7054 | 0.0000 | 29.5706 | | | | |
| ----- | ----- | ----- | ----- | ----- | ----- | | | | |
| Total | | 207.8079 | 12.2811 | 0.0000 | 514.8354 | | | | |

9.0 Operational Offroad

| Equipment Type | Number | Hours/Day | Days/Year | Horse Power | Load Factor | Fuel Type |
|----------------|--------|-----------|-----------|-------------|-------------|-----------|
|----------------|--------|-----------|-----------|-------------|-------------|-----------|

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

| Equipment Type | Number | Hours/Day | Hours/Year | Horse Power | Load Factor | Fuel Type |
|----------------|--------|-----------|------------|-------------|-------------|-----------|
|----------------|--------|-----------|------------|-------------|-------------|-----------|

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Annual

Boilers

| Equipment Type | Number | Heat Input/Day | Heat Input/Year | Boiler Rating | Fuel Type |
|----------------|--------|----------------|-----------------|---------------|-----------|
|----------------|--------|----------------|-----------------|---------------|-----------|

User Defined Equipment

| Equipment Type | Number |
|----------------|--------|
|----------------|--------|

11.0 Vegetation



Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

Village South Specific Plan (Proposed)
 Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|-------------------------------------|--------|---------------|-------------|--------------------|------------|
| General Office Building | 45.00 | 1000sqft | 1.03 | 45,000.00 | 0 |
| High Turnover (Sit Down Restaurant) | 36.00 | 1000sqft | 0.83 | 36,000.00 | 0 |
| Hotel | 50.00 | Room | 1.67 | 72,600.00 | 0 |
| Quality Restaurant | 8.00 | 1000sqft | 0.18 | 8,000.00 | 0 |
| Apartments Low Rise | 25.00 | Dwelling Unit | 1.56 | 25,000.00 | 72 |
| Apartments Mid Rise | 975.00 | Dwelling Unit | 25.66 | 975,000.00 | 2789 |
| Regional Shopping Center | 56.00 | 1000sqft | 1.29 | 56,000.00 | 0 |

1.2 Other Project Characteristics

| | | | | | |
|--------------|-------|------------------|-----|---------------------------|------|
| Urbanization | Urban | Wind Speed (m/s) | 2.2 | Precipitation Freq (Days) | 33 |
| Climate Zone | 9 | | | Operational Year | 2028 |

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

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

Project Characteristics - Consistent with the DEIR's model.

Land Use - See SWAPE comment regarding residential and retail land uses.

Construction Phase - See SWAPE comment regarding individual construction phase lengths.

Demolition - Consistent with the DEIR's model. See SWAPE comment regarding demolition.

Vehicle Trips - Saturday trips consistent with the DEIR's model. See SWAPE comment regarding weekday and Sunday trips.

Woodstoves - Woodstoves and wood-burning fireplaces consistent with the DEIR's model. See SWAPE comment regarding gas fireplaces.

Energy Use -

Construction Off-road Equipment Mitigation - See SWAPE comment on construction-related mitigation.

Area Mitigation - See SWAPE comment regarding operational mitigation measures.

Water Mitigation - See SWAPE comment regarding operational mitigation measures.

Trips and VMT - Local hire provision

| Table Name | Column Name | Default Value | New Value |
|-----------------|-------------------|---------------|-----------|
| tblFireplaces | FireplaceWoodMass | 1,019.20 | 0.00 |
| tblFireplaces | FireplaceWoodMass | 1,019.20 | 0.00 |
| tblFireplaces | NumberWood | 1.25 | 0.00 |
| tblFireplaces | NumberWood | 48.75 | 0.00 |
| tblTripsAndVMT | WorkerTripLength | 14.70 | 10.00 |
| tblTripsAndVMT | WorkerTripLength | 14.70 | 10.00 |
| tblTripsAndVMT | WorkerTripLength | 14.70 | 10.00 |
| tblTripsAndVMT | WorkerTripLength | 14.70 | 10.00 |
| tblTripsAndVMT | WorkerTripLength | 14.70 | 10.00 |
| tblTripsAndVMT | WorkerTripLength | 14.70 | 10.00 |
| tblVehicleTrips | ST_TR | 7.16 | 6.17 |
| tblVehicleTrips | ST_TR | 6.39 | 3.87 |
| tblVehicleTrips | ST_TR | 2.46 | 1.39 |
| tblVehicleTrips | ST_TR | 158.37 | 79.82 |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

| | | | |
|----------------|--------------------|--------|-------|
| tbVehicleTrips | ST_TR | 8.19 | 3.75 |
| tbVehicleTrips | ST_TR | 94.36 | 63.99 |
| tbVehicleTrips | ST_TR | 49.97 | 10.74 |
| tbVehicleTrips | SU_TR | 6.07 | 6.16 |
| tbVehicleTrips | SU_TR | 5.86 | 4.18 |
| tbVehicleTrips | SU_TR | 1.05 | 0.69 |
| tbVehicleTrips | SU_TR | 131.84 | 78.27 |
| tbVehicleTrips | SU_TR | 5.95 | 3.20 |
| tbVehicleTrips | SU_TR | 72.16 | 57.65 |
| tbVehicleTrips | SU_TR | 25.24 | 6.39 |
| tbVehicleTrips | WD_TR | 6.59 | 5.83 |
| tbVehicleTrips | WD_TR | 6.65 | 4.13 |
| tbVehicleTrips | WD_TR | 11.03 | 6.41 |
| tbVehicleTrips | WD_TR | 127.15 | 65.80 |
| tbVehicleTrips | WD_TR | 8.17 | 3.84 |
| tbVehicleTrips | WD_TR | 89.95 | 62.64 |
| tbVehicleTrips | WD_TR | 42.70 | 9.43 |
| tbWoodstoves | NumberCatalytic | 1.25 | 0.00 |
| tbWoodstoves | NumberCatalytic | 48.75 | 0.00 |
| tbWoodstoves | NumberNoncatalytic | 1.25 | 0.00 |
| tbWoodstoves | NumberNoncatalytic | 48.75 | 0.00 |
| tbWoodstoves | WoodstoveDayYear | 25.00 | 0.00 |
| tbWoodstoves | WoodstoveDayYear | 25.00 | 0.00 |
| tbWoodstoves | WoodstoveWoodMass | 999.60 | 0.00 |
| tbWoodstoves | WoodstoveWoodMass | 999.60 | 0.00 |

2.0 Emissions Summary

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

| Year | lb/day | | | | | | | | | | | | | | | |
|----------------|-----------------|----------------|----------------|---------------|----------------|---------------|----------------|----------------|---------------|----------------|---------------|--------------------|--------------------|---------------|---------------|--------------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
| 2021 | 4.2561 | 46.4415 | 31.4494 | 0.0636 | 18.2032 | 2.0456 | 20.2488 | 9.9670 | 1.8820 | 11.8490 | 0.0000 | 6,163.4166 | 6,163.4166 | 1.9475 | 0.0000 | 6,212.1039 |
| 2022 | 4.5441 | 38.8811 | 40.8776 | 0.1240 | 8.8255 | 1.6361 | 10.4616 | 3.6369 | 1.5052 | 5.1421 | 0.0000 | 12,493.4403 | 12,493.4403 | 1.9485 | 0.0000 | 12,518.5707 |
| 2023 | 4.1534 | 25.7658 | 38.7457 | 0.1206 | 7.0088 | 0.7592 | 7.7679 | 1.8799 | 0.7136 | 2.5935 | 0.0000 | 12,150.4890 | 12,150.4890 | 0.9589 | 0.0000 | 12,174.4615 |
| 2024 | 237.0219 | 9.5478 | 14.9642 | 0.0239 | 1.2171 | 0.4694 | 1.2875 | 0.3229 | 0.4319 | 0.4621 | 0.0000 | 2,313.1808 | 2,313.1808 | 0.7166 | 0.0000 | 2,331.0956 |
| Maximum | 237.0219 | 46.4415 | 40.8776 | 0.1240 | 18.2032 | 2.0456 | 20.2488 | 9.9670 | 1.8820 | 11.8490 | 0.0000 | 12,493.4403 | 12,493.4403 | 1.9485 | 0.0000 | 12,518.5707 |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

2.2 Overall Operational
Unmitigated Operational

| Category | lb/day | | | | | | | | | | | | | | | |
|--------------|----------------|----------------|-----------------|---------------|----------------|---------------|----------------|----------------|---------------|----------------|---------------|-------------------------------|-------------------------------|---------------|---------------|-------------------------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
| Area | 30.5020 | 15.0496 | 88.4430 | 0.0944 | 1.5974 | 1.5974 | 1.5974 | 1.5974 | 1.5974 | 1.5974 | 0.0000 | 18,148.59 50 | 18,148.59 50 | 0.4874 | 0.3300 | 18,259.11 92 |
| Energy | 0.7660 | 6.7462 | 4.2573 | 0.0418 | 0.5292 | 0.5292 | 0.5292 | 0.5292 | 0.5292 | 0.5292 | | 8,355.983 2 | 8,355.983 2 | 0.1602 | 0.1532 | 8,405.638 7 |
| Mobile | 9.8489 | 45.4304 | 114.8495 | 0.4917 | 45.9592 | 0.3360 | 46.2951 | 12.2950 | 0.3119 | 12.6070 | | 50,306.60 34 | 50,306.60 34 | 2.1807 | | 50,361.12 08 |
| Total | 41.1168 | 67.2262 | 207.5497 | 0.6278 | 45.9592 | 2.4626 | 48.4217 | 12.2950 | 2.4385 | 14.7336 | 0.0000 | 76,811.18 16 | 76,811.18 16 | 2.8282 | 0.4832 | 77,025.87 86 |

Mitigated Operational

| Category | lb/day | | | | | | | | | | | | | | | |
|--------------|----------------|----------------|-----------------|---------------|----------------|---------------|----------------|----------------|---------------|----------------|---------------|-------------------------------|-------------------------------|---------------|---------------|-------------------------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
| Area | 30.5020 | 15.0496 | 88.4430 | 0.0944 | 1.5974 | 1.5974 | 1.5974 | 1.5974 | 1.5974 | 1.5974 | 0.0000 | 18,148.59 50 | 18,148.59 50 | 0.4874 | 0.3300 | 18,259.11 92 |
| Energy | 0.7660 | 6.7462 | 4.2573 | 0.0418 | 0.5292 | 0.5292 | 0.5292 | 0.5292 | 0.5292 | 0.5292 | | 8,355.983 2 | 8,355.983 2 | 0.1602 | 0.1532 | 8,405.638 7 |
| Mobile | 9.8489 | 45.4304 | 114.8495 | 0.4917 | 45.9592 | 0.3360 | 46.2951 | 12.2950 | 0.3119 | 12.6070 | | 50,306.60 34 | 50,306.60 34 | 2.1807 | | 50,361.12 08 |
| Total | 41.1168 | 67.2262 | 207.5497 | 0.6278 | 45.9592 | 2.4626 | 48.4217 | 12.2950 | 2.4385 | 14.7336 | 0.0000 | 76,811.18 16 | 76,811.18 16 | 2.8282 | 0.4832 | 77,025.87 86 |

Village South Specific Plan (Proposed) - Los Angeles-South Coast 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 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

3.0 Construction Detail

Construction Phase

| Phase Number | Phase Name | Phase Type | Start Date | End Date | Num Days Week | Num Days | Phase Description |
|--------------|-----------------------|-----------------------|------------|------------|---------------|----------|-------------------|
| 1 | Demolition | Demolition | 9/1/2021 | 10/12/2021 | 5 | 30 | |
| 2 | Site Preparation | Site Preparation | 10/13/2021 | 11/9/2021 | 5 | 20 | |
| 3 | Grading | Grading | 11/10/2021 | 1/11/2022 | 5 | 45 | |
| 4 | Building Construction | Building Construction | 1/12/2022 | 12/12/2023 | 5 | 500 | |
| 5 | Paving | Paving | 12/13/2023 | 1/30/2024 | 5 | 35 | |
| 6 | Architectural Coating | Architectural Coating | 1/31/2024 | 3/19/2024 | 5 | 35 | |

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 112.5

Acres of Paving: 0

Residential Indoor: 2,025,000; Residential Outdoor: 675,000; Non-Residential Indoor: 326,400; Non-Residential Outdoor: 108,800; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

| Phase Name | Offroad Equipment Type | Amount | Usage Hours | Horse Power | Load Factor |
|-----------------------|---------------------------|--------|-------------|-------------|-------------|
| Demolition | Concrete/Industrial Saws | 1 | 8.00 | 81 | 0.73 |
| Demolition | Excavators | 3 | 8.00 | 158 | 0.38 |
| Demolition | Rubber Tired Dozers | 2 | 8.00 | 247 | 0.40 |
| Site Preparation | Rubber Tired Dozers | 3 | 8.00 | 247 | 0.40 |
| Site Preparation | Tractors/Loaders/Backhoes | 4 | 8.00 | 97 | 0.37 |
| Grading | Excavators | 2 | 8.00 | 158 | 0.38 |
| Grading | Graders | 1 | 8.00 | 187 | 0.41 |
| Grading | Rubber Tired Dozers | 1 | 8.00 | 247 | 0.40 |
| Grading | Scrapers | 2 | 8.00 | 367 | 0.48 |
| Grading | Tractors/Loaders/Backhoes | 2 | 8.00 | 97 | 0.37 |
| 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 |
| Building Construction | Tractors/Loaders/Backhoes | 3 | 7.00 | 97 | 0.37 |
| Building Construction | Welders | 1 | 8.00 | 46 | 0.45 |
| Paving | Pavers | 2 | 8.00 | 130 | 0.42 |
| Paving | Paving Equipment | 2 | 8.00 | 132 | 0.36 |
| Paving | Rollers | 2 | 8.00 | 80 | 0.38 |
| Architectural Coating | Air Compressors | 1 | 6.00 | 78 | 0.48 |

Trips and VMT

Village South Specific Plan (Proposed) - Los Angeles-South Coast 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 | 458.00 | 10.00 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Site Preparation | 7 | 18.00 | 0.00 | 0.00 | 10.00 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Grading | 8 | 20.00 | 0.00 | 0.00 | 10.00 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Building Construction | 9 | 801.00 | 143.00 | 0.00 | 10.00 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Paving | 6 | 15.00 | 0.00 | 0.00 | 10.00 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Architectural Coating | 1 | 160.00 | 0.00 | 0.00 | 10.00 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |

3.1 Mitigation Measures Construction

3.2 Demolition - 2021

Unmitigated Construction On-Site

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|------------------------------|------------------------------|---------------|-----|------------------------------|
| Fugitive Dust | | | | | 3.3074 | 0.0000 | 3.3074 | 0.5008 | 0.0000 | 0.5008 | | | 0.0000 | | | 0.0000 |
| Off-Road | 3.1651 | 31.4407 | 21.5650 | 0.0388 | 1.5513 | 1.5513 | 1.5513 | 1.4411 | 1.4411 | 1.4411 | | 3,747.944 ₉ | 3,747.944 ₉ | 1.0549 | | 3,774.317 ₄ |
| Total | 3.1651 | 31.4407 | 21.5650 | 0.0388 | 3.3074 | 1.5513 | 4.8588 | 0.5008 | 1.4411 | 1.9419 | | 3,747.944₉ | 3,747.944₉ | 1.0549 | | 3,774.317₄ |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.2 Demolition - 2021

Unmitigated Construction Off-Site

| Category | lb/day | | | | | | | | | | | | | | | | |
|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|------------------------|------------------------|---------------|-----|------|------------------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| Hauling | 0.1273 | 4.0952 | 0.9602 | 0.0119 | 0.2869 | 0.0126 | 0.2795 | 0.0732 | 0.0120 | 0.0852 | | 1,292.241 3 | 1,292.241 3 | 0.0877 | | | 1,294.433 7 |
| 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 | 0.0487 | 0.0313 | 0.4282 | 1.1800e-003 | 0.1141 | 9.5000e-004 | 0.1151 | 0.0303 | 8.8000e-004 | 0.0311 | | 117.2799 | 117.2799 | 3.5200e-003 | | | 117.3678 |
| Total | 0.1760 | 4.1265 | 1.3884 | 0.0131 | 0.3810 | 0.0135 | 0.3946 | 0.1034 | 0.0129 | 0.1163 | | 1,409.521 2 | 1,409.521 2 | 0.0912 | | | 1,411.801 5 |

Mitigated Construction On-Site

| Category | lb/day | | | | | | | | | | | | | | | | |
|---------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|------------------------|------------------------|---------------|-----|------|------------------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| Fugitive Dust | | | | | 3.3074 | 0.0000 | 3.3074 | 0.5008 | 0.0000 | 0.5008 | | | 0.0000 | | | | 0.0000 |
| Off-Road | 3.1651 | 31.4407 | 21.5650 | 0.0388 | | 1.5513 | 1.5513 | 1.4411 | 1.4411 | 1.4411 | 0.0000 | 3,747.944 9 | 3,747.944 9 | 1.0549 | | | 3,774.317 4 |
| Total | 3.1651 | 31.4407 | 21.5650 | 0.0388 | 3.3074 | 1.5513 | 4.8588 | 0.5008 | 1.4411 | 1.9419 | 0.0000 | 3,747.944 9 | 3,747.944 9 | 1.0549 | | | 3,774.317 4 |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.2 Demolition - 2021

Mitigated Construction Off-Site

| Category | lb/day | | | | | | | | | | | | | | | | |
|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|------------------------|------------------------|---------------|-----|------|------------------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| Hauling | 0.1273 | 4.0952 | 0.9602 | 0.0119 | 0.2869 | 0.0126 | 0.2795 | 0.0732 | 0.0120 | 0.0852 | | 1,292.241 3 | 1,292.241 3 | 0.0877 | | | 1,294.433 7 |
| 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 | 0.0487 | 0.0313 | 0.4282 | 1.1800e-003 | 0.1141 | 9.5000e-004 | 0.1151 | 0.0303 | 8.8000e-004 | 0.0311 | | 117.2799 | 117.2799 | 3.5200e-003 | | | 117.3678 |
| Total | 0.1760 | 4.1265 | 1.3884 | 0.0131 | 0.3810 | 0.0135 | 0.3946 | 0.1034 | 0.0129 | 0.1163 | | 1,409.521 2 | 1,409.521 2 | 0.0912 | | | 1,411.801 5 |

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

| Category | lb/day | | | | | | | | | | | | | | | | |
|---------------|---------------|----------------|----------------|---------------|----------------|---------------|----------------|----------------|---------------|----------------|----------|------------------------|------------------------|---------------|-----|------|------------------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| Fugitive Dust | | | | | 18.0663 | 0.0000 | 18.0663 | 9.9307 | 0.0000 | 9.9307 | | | 0.0000 | | | | 0.0000 |
| Off-Road | 3.8882 | 40.4971 | 21.1543 | 0.0380 | | 2.0445 | 2.0445 | 1.8809 | 1.8809 | 1.8809 | | 3,685.656 9 | 3,685.656 9 | 1.1920 | | | 3,715.457 3 |
| Total | 3.8882 | 40.4971 | 21.1543 | 0.0380 | 18.0663 | 2.0445 | 20.1107 | 9.9307 | 1.8809 | 11.8116 | | 3,685.656 9 | 3,685.656 9 | 1.1920 | | | 3,715.457 3 |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.3 Site Preparation - 2021
Unmitigated Construction Off-Site

| Category | lb/day | | | | | | | | | | | | | | | | |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|-----------------|-----------------|--------------------|-----------------|--------|--------|-----------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| 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 | 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 | 0.0000 |
| Worker | 0.0584 | 0.0375 | 0.5139 | 1.4100e-003 | 0.1369 | 1.1400e-003 | 0.1381 | 0.0363 | 1.0500e-003 | 0.0374 | 140.7359 | 140.7359 | 4.2200e-003 | 140.8414 | | | 140.8414 |
| Total | 0.0584 | 0.0375 | 0.5139 | 1.4100e-003 | 0.1369 | 1.1400e-003 | 0.1381 | 0.0363 | 1.0500e-003 | 0.0374 | 140.7359 | 140.7359 | 4.2200e-003 | 140.8414 | | | 140.8414 |

Mitigated Construction On-Site

| Category | lb/day | | | | | | | | | | | | | | | | |
|---------------|---------------|----------------|----------------|---------------|----------------|---------------|----------------|----------------|---------------|----------------|---------------|-------------------|-------------------|---------------|-----|--------|-------------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| Fugitive Dust | | | | | 18.0663 | 0.0000 | 18.0663 | 9.9307 | 0.0000 | 9.9307 | 0.0000 | 0.0000 | 0.0000 | | | 0.0000 | 0.0000 |
| Off-Road | 3.8882 | 40.4971 | 21.1543 | 0.0380 | | 2.0445 | 2.0445 | 1.8809 | 1.8809 | 1.8809 | 0.0000 | 3,685.6569 | 3,685.6569 | 1.1920 | | | 3,715.4573 |
| Total | 3.8882 | 40.4971 | 21.1543 | 0.0380 | 18.0663 | 2.0445 | 20.1107 | 9.9307 | 1.8809 | 11.8116 | 0.0000 | 3,685.6569 | 3,685.6569 | 1.1920 | | | 3,715.4573 |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.3 Site Preparation - 2021
Mitigated Construction Off-Site

| Category | lb/day | | | | | | | | | | | | | | | | |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|-----------------|--------------------|-----------------|--------------------|-----|------|-----------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| 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 |
| 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 |
| Worker | 0.0584 | 0.0375 | 0.5139 | 1.4100e-003 | 0.1369 | 1.1400e-003 | 0.1381 | 0.0363 | 1.0500e-003 | 0.0374 | 140.7359 | 4.2200e-003 | 140.7359 | 4.2200e-003 | | | 140.8414 |
| Total | 0.0584 | 0.0375 | 0.5139 | 1.4100e-003 | 0.1369 | 1.1400e-003 | 0.1381 | 0.0363 | 1.0500e-003 | 0.0374 | 140.7359 | 4.2200e-003 | 140.7359 | 4.2200e-003 | | | 140.8414 |

3.4 Grading - 2021
Unmitigated Construction On-Site

| Category | lb/day | | | | | | | | | | | | | | | | |
|---------------|---------------|----------------|----------------|---------------|---------------|---------------|----------------|----------------|---------------|---------------|----------|-----------|-------------------|---------------|-----|------|-------------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| Fugitive Dust | | | | | 8.6733 | 0.0000 | 8.6733 | 3.5965 | 0.0000 | 3.5965 | | | 0.0000 | | | | 0.0000 |
| Off-Road | 4.1912 | 46.3998 | 30.8785 | 0.0620 | 1.9853 | 1.9853 | 1.9853 | 1.8265 | 1.8265 | 1.8265 | | | 6,007.0434 | 1.9428 | | | 6,055.6134 |
| Total | 4.1912 | 46.3998 | 30.8785 | 0.0620 | 8.6733 | 1.9853 | 10.6587 | 3.5965 | 1.8265 | 5.4230 | | | 6,007.0434 | 1.9428 | | | 6,055.6134 |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.4 Grading - 2021

Unmitigated Construction Off-Site

| Category | lb/day | | | | | | | | | | | | | | | | |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|-----------------|-----------------|--------------------|-----------------|--------|--------|-----------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| 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 | 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 | 0.0000 |
| Worker | 0.0649 | 0.0417 | 0.5710 | 1.5700e-003 | 0.1521 | 1.2700e-003 | 0.1534 | 0.0404 | 1.1700e-003 | 0.0415 | 156.3732 | 156.3732 | 4.6900e-003 | 156.4904 | | | 156.4904 |
| Total | 0.0649 | 0.0417 | 0.5710 | 1.5700e-003 | 0.1521 | 1.2700e-003 | 0.1534 | 0.0404 | 1.1700e-003 | 0.0415 | 156.3732 | 156.3732 | 4.6900e-003 | 156.4904 | | | 156.4904 |

Mitigated Construction On-Site

| Category | lb/day | | | | | | | | | | | | | | | |
|---------------|---------------|----------------|----------------|---------------|---------------|---------------|----------------|----------------|---------------|---------------|---------------|-------------------|-------------------|---------------|-----|-------------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
| Fugitive Dust | | | | | 8.6733 | 0.0000 | 8.6733 | 3.5965 | 0.0000 | 3.5965 | | | 0.0000 | | | 0.0000 |
| Off-Road | 4.1912 | 46.3998 | 30.8785 | 0.0620 | 1.9853 | 1.9853 | 1.9853 | 1.8265 | 1.8265 | 1.8265 | 0.0000 | 6,007.0434 | 6,007.0434 | 1.9428 | | 6,055.6134 |
| Total | 4.1912 | 46.3998 | 30.8785 | 0.0620 | 8.6733 | 1.9853 | 10.6587 | 3.5965 | 1.8265 | 5.4230 | 0.0000 | 6,007.0434 | 6,007.0434 | 1.9428 | | 6,055.6134 |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.4 Grading - 2021

Mitigated Construction Off-Site

| Category | lb/day | | | | | | | | | | | | | | | | |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|-----------------|--------------------|-----------------|--------------------|--------|-----------------|--------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| 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 | 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 | 0.0000 |
| Worker | 0.0649 | 0.0417 | 0.5710 | 1.5700e-003 | 0.1521 | 1.2700e-003 | 0.1534 | 0.0404 | 1.1700e-003 | 0.0415 | 156.3732 | 4.6900e-003 | 156.3732 | 4.6900e-003 | | 156.4904 | |
| Total | 0.0649 | 0.0417 | 0.5710 | 1.5700e-003 | 0.1521 | 1.2700e-003 | 0.1534 | 0.0404 | 1.1700e-003 | 0.0415 | 156.3732 | 4.6900e-003 | 156.3732 | 4.6900e-003 | | 156.4904 | |

3.4 Grading - 2022

Unmitigated Construction On-Site

| Category | lb/day | | | | | | | | | | | | | | | | |
|---------------|---------------|----------------|----------------|---------------|---------------|---------------|----------------|----------------|---------------|---------------|------------------|-----------|------------------|---------------|-----|------------------|----------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| Fugitive Dust | | | | | 8.6733 | 0.0000 | 8.6733 | 3.5965 | 0.0000 | 3.5965 | | | 0.0000 | | | 0.0000 | |
| Off-Road | 3.6248 | 38.8435 | 29.0415 | 0.0621 | 1.6349 | 1.6349 | 1.6349 | 1.5041 | 1.5041 | 1.5041 | 6,011.410 | 5 | 6,011.410 | 1.9442 | | 6,060.015 | 8 |
| Total | 3.6248 | 38.8435 | 29.0415 | 0.0621 | 8.6733 | 1.6349 | 10.3082 | 3.5965 | 1.5041 | 5.1006 | 6,011.410 | 5 | 6,011.410 | 1.9442 | | 6,060.015 | 8 |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.4 Grading - 2022
Unmitigated Construction Off-Site

| Category | lb/day | | | | | | | | | | | | | | | | |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|-----------------|-----------------|--------------------|-----------------|--------|-----------------|--------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| 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 | 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 | 0.0000 |
| Worker | 0.0607 | 0.0376 | 0.5263 | 1.5100e-003 | 0.1521 | 1.2300e-003 | 0.1534 | 0.0404 | 1.1300e-003 | 0.0415 | 150.8754 | 150.8754 | 4.2400e-003 | 150.9813 | | 150.9813 | |
| Total | 0.0607 | 0.0376 | 0.5263 | 1.5100e-003 | 0.1521 | 1.2300e-003 | 0.1534 | 0.0404 | 1.1300e-003 | 0.0415 | 150.8754 | 150.8754 | 4.2400e-003 | 150.9813 | | 150.9813 | |

Mitigated Construction On-Site

| Category | lb/day | | | | | | | | | | | | | | | |
|---------------|---------------|----------------|----------------|---------------|---------------|---------------|----------------|----------------|---------------|---------------|---------------|-------------------|-------------------|---------------|-----|-------------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
| Fugitive Dust | | | | | 8.6733 | 0.0000 | 8.6733 | 3.5965 | 0.0000 | 3.5965 | | | 0.0000 | | | 0.0000 |
| Off-Road | 3.6248 | 38.8435 | 29.0415 | 0.0621 | 1.6349 | 1.6349 | 1.6349 | 1.5041 | 1.5041 | 1.5041 | 0.0000 | 6,011.4105 | 6,011.4105 | 1.9442 | | 6,060.0158 |
| Total | 3.6248 | 38.8435 | 29.0415 | 0.0621 | 8.6733 | 1.6349 | 10.3082 | 3.5965 | 1.5041 | 5.1006 | 0.0000 | 6,011.4105 | 6,011.4105 | 1.9442 | | 6,060.0158 |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.4 Grading - 2022

Mitigated Construction Off-Site

| Category | lb/day | | | | | | | | | | | | | | | | |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|-----------------|--------------------|-----------------|--------------------|-----------------|-----------------|-----------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| 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 | 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 | 0.0000 |
| Worker | 0.0607 | 0.0376 | 0.5263 | 1.5100e-003 | 0.1521 | 1.2300e-003 | 0.1534 | 0.0404 | 1.1300e-003 | 0.0415 | 150.8754 | 4.2400e-003 | 150.8754 | 4.2400e-003 | 150.9813 | 150.9813 | 150.9813 |
| Total | 0.0607 | 0.0376 | 0.5263 | 1.5100e-003 | 0.1521 | 1.2300e-003 | 0.1534 | 0.0404 | 1.1300e-003 | 0.0415 | 150.8754 | 4.2400e-003 | 150.8754 | 4.2400e-003 | 150.9813 | 150.9813 | 150.9813 |

3.5 Building Construction - 2022

Unmitigated Construction On-Site

| Category | lb/day | | | | | | | | | | | | | | | |
|--------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|-------------------|---------------|-------------------|---------------|-------------------|-------------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
| Off-Road | 1.7062 | 15.6156 | 16.3634 | 0.0269 | 0.8090 | 0.8090 | 0.8090 | 0.7612 | 0.7612 | 0.7612 | 2,554.3336 | 0.6120 | 2,554.3336 | 0.6120 | 2,569.6322 | 2,569.6322 |
| Total | 1.7062 | 15.6156 | 16.3634 | 0.0269 | 0.8090 | 0.8090 | 0.8090 | 0.7612 | 0.7612 | 0.7612 | 2,554.3336 | 0.6120 | 2,554.3336 | 0.6120 | 2,569.6322 | 2,569.6322 |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.5 Building Construction - 2022
Unmitigated Construction Off-Site

| Category | lb/day | | | | | | | | | | | | | | | | |
|--------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|------------------------|------------------------|---------------|-----|------|------------------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| 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 |
| Vendor | 0.4079 | 13.2032 | 3.4341 | 0.0364 | 0.9155 | 0.0248 | 0.9404 | 0.2636 | 0.0237 | 0.2873 | | 3,896.548 2 | 3,896.548 2 | 0.2236 | | | 3,902.138 4 |
| Worker | 2.4299 | 1.5074 | 21.0801 | 0.0607 | 6.0932 | 0.0493 | 6.1425 | 1.6163 | 0.0454 | 1.6617 | | 6,042.558 5 | 6,042.558 5 | 0.1697 | | | 6,046.800 0 |
| Total | 2.8378 | 14.7106 | 24.5142 | 0.0971 | 7.0087 | 0.0741 | 7.0828 | 1.8799 | 0.0691 | 1.9490 | | 9,939.106 7 | 9,939.106 7 | 0.3933 | | | 9,948.938 4 |

Mitigated Construction On-Site

| Category | lb/day | | | | | | | | | | | | | | | | |
|--------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|------------------------|------------------------|---------------|-----|------|------------------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| Off-Road | 1.7062 | 15.6156 | 16.3634 | 0.0269 | | 0.8090 | 0.8090 | | 0.7612 | 0.7612 | 0.0000 | 2,554.333 6 | 2,554.333 6 | 0.6120 | | | 2,569.632 2 |
| Total | 1.7062 | 15.6156 | 16.3634 | 0.0269 | | 0.8090 | 0.8090 | | 0.7612 | 0.7612 | 0.0000 | 2,554.333 6 | 2,554.333 6 | 0.6120 | | | 2,569.632 2 |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.5 Building Construction - 2022

Mitigated Construction Off-Site

| Category | lb/day | | | | | | | | | | | | | | | | |
|--------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|------------------------|------------------------|---------------|-----|------|------------------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| 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 |
| Vendor | 0.4079 | 13.2032 | 3.4341 | 0.0364 | 0.9155 | 0.0248 | 0.9404 | 0.2636 | 0.0237 | 0.2873 | | 3,896.548 2 | 3,896.548 2 | 0.2236 | | | 3,902.138 4 |
| Worker | 2.4299 | 1.5074 | 21.0801 | 0.0607 | 6.0932 | 0.0493 | 6.1425 | 1.6163 | 0.0454 | 1.6617 | | 6,042.558 5 | 6,042.558 5 | 0.1697 | | | 6,046.800 0 |
| Total | 2.8378 | 14.7106 | 24.5142 | 0.0971 | 7.0087 | 0.0741 | 7.0828 | 1.8799 | 0.0691 | 1.9490 | | 9,939.106 7 | 9,939.106 7 | 0.3933 | | | 9,948.938 4 |

3.5 Building Construction - 2023

Unmitigated Construction On-Site

| Category | lb/day | | | | | | | | | | | | | | | | |
|--------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|------------------------|------------------------|---------------|-----|------|------------------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| Off-Road | 1.5728 | 14.3849 | 16.2440 | 0.0269 | | 0.6997 | 0.6997 | | 0.6584 | 0.6584 | | 2,555.209 9 | 2,555.209 9 | 0.6079 | | | 2,570.406 1 |
| Total | 1.5728 | 14.3849 | 16.2440 | 0.0269 | | 0.6997 | 0.6997 | | 0.6584 | 0.6584 | | 2,555.209 9 | 2,555.209 9 | 0.6079 | | | 2,570.406 1 |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.5 Building Construction - 2023

Unmitigated Construction Off-Site

| Category | lb/day | | | | | | | | | | | | | | | | |
|--------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|------------------------|------------------------|---------------|-----|------|------------------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| 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 |
| Vendor | 0.3027 | 10.0181 | 3.1014 | 0.0352 | 0.9156 | 0.0116 | 0.9271 | 0.2636 | 0.0111 | 0.2747 | | 3,773.876 2 | 3,773.876 2 | 0.1982 | | | 3,778.830 0 |
| Worker | 2.2780 | 1.3628 | 19.4002 | 0.0584 | 6.0932 | 0.0479 | 6.1411 | 1.6163 | 0.0441 | 1.6604 | | 5,821.402 8 | 5,821.402 8 | 0.1529 | | | 5,825.225 4 |
| Total | 2.5807 | 11.3809 | 22.5017 | 0.0936 | 7.0088 | 0.0595 | 7.0682 | 1.8799 | 0.0552 | 1.9350 | | 9,595.279 0 | 9,595.279 0 | 0.3511 | | | 9,604.055 4 |

Mitigated Construction On-Site

| Category | lb/day | | | | | | | | | | | | | | | | |
|--------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|------------------------|------------------------|---------------|-----|------|------------------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| Off-Road | 1.5728 | 14.3849 | 16.2440 | 0.0269 | | 0.6997 | 0.6997 | | 0.6584 | 0.6584 | 0.0000 | 2,555.209 9 | 2,555.209 9 | 0.6079 | | | 2,570.406 1 |
| Total | 1.5728 | 14.3849 | 16.2440 | 0.0269 | | 0.6997 | 0.6997 | | 0.6584 | 0.6584 | 0.0000 | 2,555.209 9 | 2,555.209 9 | 0.6079 | | | 2,570.406 1 |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.5 Building Construction - 2023

Mitigated Construction Off-Site

| Category | lb/day | | | | | | | | | | | | | | | | |
|--------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|------------------------|------------------------|------------------------|---------------|--------|------------------------|--------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| 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 | 0.0000 |
| Vendor | 0.3027 | 10.0181 | 3.1014 | 0.0352 | 0.9156 | 0.0116 | 0.9271 | 0.2636 | 0.0111 | 0.2747 | 3,773.876 2 | 3,773.876 2 | 3,773.876 2 | 0.1982 | | 3,778.830 0 | |
| Worker | 2.2780 | 1.3628 | 19.4002 | 0.0584 | 6.0932 | 0.0479 | 6.1411 | 1.6163 | 0.0441 | 1.6604 | 5,821.402 8 | 5,821.402 8 | 5,821.402 8 | 0.1529 | | 5,825.225 4 | |
| Total | 2.5807 | 11.3809 | 22.5017 | 0.0936 | 7.0088 | 0.0595 | 7.0682 | 1.8799 | 0.0552 | 1.9350 | 9,595.279 0 | 9,595.279 0 | 9,595.279 0 | 0.3511 | | 9,604.055 4 | |

3.6 Paving - 2023

Unmitigated Construction On-Site

| Category | lb/day | | | | | | | | | | | | | | | | |
|--------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|------------------------|------------------------|------------------------|---------------|-----|------------------------|--|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| Off-Road | 1.0327 | 10.1917 | 14.5842 | 0.0228 | 0.5102 | 0.5102 | 0.5102 | 0.4694 | 0.4694 | 0.4694 | 2,207.584 1 | 2,207.584 1 | 2,207.584 1 | 0.7140 | | 2,225.433 6 | |
| Paving | 0.0000 | | | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 | |
| Total | 1.0327 | 10.1917 | 14.5842 | 0.0228 | 0.5102 | 0.5102 | 0.5102 | 0.4694 | 0.4694 | 0.4694 | 2,207.584 1 | 2,207.584 1 | 2,207.584 1 | 0.7140 | | 2,225.433 6 | |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.6 Paving - 2023

Unmitigated Construction Off-Site

| Category | lb/day | | | | | | | | | | | | | | | | |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|-----------------|-----------------|--------------------|-----------------|--------|-----------------|--------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| 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 | 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 | 0.0000 |
| Worker | 0.0427 | 0.0255 | 0.3633 | 1.0900e-003 | 0.1141 | 9.0000e-004 | 0.1150 | 0.0303 | 8.3000e-004 | 0.0311 | 109.0150 | 109.0150 | 2.8600e-003 | 109.0866 | | 109.0866 | |
| Total | 0.0427 | 0.0255 | 0.3633 | 1.0900e-003 | 0.1141 | 9.0000e-004 | 0.1150 | 0.0303 | 8.3000e-004 | 0.0311 | 109.0150 | 109.0150 | 2.8600e-003 | 109.0866 | | 109.0866 | |

Mitigated Construction On-Site

| Category | lb/day | | | | | | | | | | | | | | | | |
|--------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|-------------------|-------------------|---------------|-----|-------------------|--|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| Off-Road | 1.0327 | 10.1917 | 14.5842 | 0.0228 | 0.5102 | 0.5102 | 0.5102 | 0.4694 | 0.4694 | 0.4694 | 0.0000 | 2,207.5841 | 2,207.5841 | 0.7140 | | 2,225.4336 | |
| Paving | 0.0000 | | | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 | |
| Total | 1.0327 | 10.1917 | 14.5842 | 0.0228 | 0.5102 | 0.5102 | 0.5102 | 0.4694 | 0.4694 | 0.4694 | 0.0000 | 2,207.5841 | 2,207.5841 | 0.7140 | | 2,225.4336 | |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.6 Paving - 2023

Mitigated Construction Off-Site

| Category | lb/day | | | | | | | | | | | | | | | | |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|-----------------|-----------------|--------------------|-----------------|--------|-----------------|--------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| 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 | 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 | 0.0000 |
| Worker | 0.0427 | 0.0255 | 0.3633 | 1.0900e-003 | 0.1141 | 9.0000e-004 | 0.1150 | 0.0303 | 8.3000e-004 | 0.0311 | 109.0150 | 109.0150 | 2.8600e-003 | 109.0866 | | 109.0866 | |
| Total | 0.0427 | 0.0255 | 0.3633 | 1.0900e-003 | 0.1141 | 9.0000e-004 | 0.1150 | 0.0303 | 8.3000e-004 | 0.0311 | 109.0150 | 109.0150 | 2.8600e-003 | 109.0866 | | 109.0866 | |

3.6 Paving - 2024

Unmitigated Construction On-Site

| Category | lb/day | | | | | | | | | | | | | | | | |
|--------------|---------------|---------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|------------------------------|------------------------------|---------------|------------------------------|-----|------------------------------|--|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| Off-Road | 0.9882 | 9.5246 | 14.6258 | 0.0228 | 0.4685 | 0.4685 | 0.4685 | 0.4310 | 0.4310 | 0.4310 | 2,207.547 ² | 2,207.547 ² | 0.7140 | 2,225.396 ³ | | 2,225.396 ³ | |
| Paving | 0.0000 | | | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 | |
| Total | 0.9882 | 9.5246 | 14.6258 | 0.0228 | 0.4685 | 0.4685 | 0.4685 | 0.4310 | 0.4310 | 0.4310 | 2,207.547² | 2,207.547² | 0.7140 | 2,225.396³ | | 2,225.396³ | |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.6 Paving - 2024

Unmitigated Construction Off-Site

| Category | lb/day | | | | | | | | | | | | | | | | |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|-----------------|-----------------|--------------------|--------------------|-----------------|-----------------|-----------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| 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 | 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 | 0.0000 |
| Worker | 0.0403 | 0.0233 | 0.3384 | 1.0600e-003 | 0.1141 | 8.8000e-004 | 0.1150 | 0.0303 | 8.1000e-004 | 0.0311 | 105.6336 | 105.6336 | 2.6300e-003 | 2.6300e-003 | 105.6992 | 105.6992 | 105.6992 |
| Total | 0.0403 | 0.0233 | 0.3384 | 1.0600e-003 | 0.1141 | 8.8000e-004 | 0.1150 | 0.0303 | 8.1000e-004 | 0.0311 | 105.6336 | 105.6336 | 2.6300e-003 | 2.6300e-003 | 105.6992 | 105.6992 | 105.6992 |

Mitigated Construction On-Site

| Category | lb/day | | | | | | | | | | | | | | | | |
|--------------|---------------|---------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|------------------------------|------------------------------|---------------|---------------|------------------------------|------------------------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| Off-Road | 0.9882 | 9.5246 | 14.6258 | 0.0228 | 0.4685 | 0.4685 | 0.4685 | 0.4310 | 0.4310 | 0.4310 | 0.0000 | 2,207.547 ² | 2,207.547 ² | 0.7140 | 0.7140 | 2,225.396 ³ | 2,225.396 ³ |
| Paving | 0.0000 | | | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 | 0.0000 |
| Total | 0.9882 | 9.5246 | 14.6258 | 0.0228 | 0.4685 | 0.4685 | 0.4685 | 0.4310 | 0.4310 | 0.4310 | 0.0000 | 2,207.547² | 2,207.547² | 0.7140 | 0.7140 | 2,225.396³ | 2,225.396³ |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.6 Paving - 2024

Mitigated Construction Off-Site

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|-----------------|-----------------|--------------------|---------------|---------------|-----------------|
| 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 | 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 | 0.0403 | 0.0233 | 0.3384 | 1.0600e-003 | 0.1141 | 8.8000e-004 | 0.1150 | 0.0303 | 8.1000e-004 | 0.0311 | 105.6336 | 105.6336 | 2.6300e-003 | 0.0000 | 0.0000 | 105.6992 |
| Total | 0.0403 | 0.0233 | 0.3384 | 1.0600e-003 | 0.1141 | 8.8000e-004 | 0.1150 | 0.0303 | 8.1000e-004 | 0.0311 | 105.6336 | 105.6336 | 2.6300e-003 | 0.0000 | 0.0000 | 105.6992 |

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|-----------------|-----------------|---------------|---------------|--------------------|---------------|---------------|---------------|----------------|---------------|---------------|-----------------|-----------------|-----------------|---------------|---------------|-----------------|
| lb/day | | | | | | | | | | | | | | | | |
| Archit. Coating | 236.4115 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.1808 | 1.2188 | 1.8101 | 2.9700e-003 | 0.0609 | 0.0609 | 0.0609 | 0.0609 | 0.0609 | 0.0609 | 281.4481 | 281.4481 | 281.4481 | 0.0159 | 0.0000 | 281.8443 |
| Total | 236.5923 | 1.2188 | 1.8101 | 2.9700e-003 | 0.0609 | 0.0609 | 0.0609 | 0.0609 | 0.0609 | 0.0609 | 281.4481 | 281.4481 | 281.4481 | 0.0159 | 0.0000 | 281.8443 |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.7 Architectural Coating - 2024
Unmitigated Construction Off-Site

| Category | lb/day | | | | | | | | | | | | | | | | |
|--------------|---------------|---------------|---------------|---------------|---------------|--------------------|---------------|----------------|--------------------|---------------|------------------|-----------|------------------|---------------|----------|------------------|----------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| 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 | 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 | 0.0000 |
| Worker | 0.4296 | 0.2481 | 3.6098 | 0.0113 | 1.2171 | 9.4300e-003 | 1.2266 | 0.3229 | 8.6800e-003 | 0.3315 | 1,126.758 | 3 | 1,126.758 | 0.0280 | 3 | 1,127,458 | 3 |
| Total | 0.4296 | 0.2481 | 3.6098 | 0.0113 | 1.2171 | 9.4300e-003 | 1.2266 | 0.3229 | 8.6800e-003 | 0.3315 | 1,126.758 | 3 | 1,126.758 | 0.0280 | 3 | 1,127,458 | 3 |

Mitigated Construction On-Site

| Category | lb/day | | | | | | | | | | | | | | | | |
|-----------------|-----------------|---------------|---------------|--------------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|-----------------|-----------------|---------------|-----|-----------------|--|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| Archit. Coating | 236.4115 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 | |
| Off-Road | 0.1808 | 1.2188 | 1.8101 | 2.9700e-003 | | 0.0609 | 0.0609 | 0.0609 | 0.0609 | 0.0609 | 0.0000 | 281.4481 | 281.4481 | 0.0159 | | 281.8443 | |
| Total | 236.5923 | 1.2188 | 1.8101 | 2.9700e-003 | | 0.0609 | 0.0609 | 0.0609 | 0.0609 | 0.0609 | 0.0000 | 281.4481 | 281.4481 | 0.0159 | | 281.8443 | |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

3.7 Architectural Coating - 2024

Mitigated Construction Off-Site

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
|--------------|---------------|---------------|---------------|---------------|---------------|--------------------|---------------|----------------|--------------------|---------------|-------------------|-------------------|---------------|---------------|--------|-------------------|--------|
| 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 | 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 | 0.0000 |
| Worker | 0.4296 | 0.2481 | 3.6098 | 0.0113 | 1.2171 | 9.4300e-003 | 1.2266 | 0.3229 | 8.6800e-003 | 0.3315 | 1,126.7583 | 1,126.7583 | 0.0280 | 0.0280 | | 1,127.4583 | |
| Total | 0.4296 | 0.2481 | 3.6098 | 0.0113 | 1.2171 | 9.4300e-003 | 1.2266 | 0.3229 | 8.6800e-003 | 0.3315 | 1,126.7583 | 1,126.7583 | 0.0280 | 0.0280 | | 1,127.4583 | |

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|-------------|--------|---------|----------|--------|---------------|--------------|------------|----------------|---------------|-------------|-----------|-----------|-----------|--------|-----|-----------|
| | lb/day | | | | | | | | | | | | | | | |
| Mitigated | 9.8489 | 45.4304 | 114.8495 | 0.4917 | 45.9592 | 0.3360 | 46.2951 | 12.2950 | 0.3119 | 12.6070 | 50,306.60 | 34 | 50,306.60 | 2.1807 | | 50,361.12 |
| Unmitigated | 9.8489 | 45.4304 | 114.8495 | 0.4917 | 45.9592 | 0.3360 | 46.2951 | 12.2950 | 0.3119 | 12.6070 | 50,306.60 | 34 | 50,306.60 | 2.1807 | | 50,361.12 |

4.2 Trip Summary Information

| Land Use | Average Daily Trip Rate | | | Unmitigated | | Mitigated | |
|-------------------------------------|-------------------------|-----------------|-----------------|-------------------|-------------------|-------------------|-------------------|
| | Weekday | Saturday | Sunday | Annual VMT | Annual VMT | Annual VMT | Annual VMT |
| Apartments Low Rise | 145.75 | 154.25 | 154.00 | 506,227 | 506,227 | 506,227 | 506,227 |
| Apartments Mid Rise | 4,026.75 | 3,773.25 | 4075.50 | 13,660,065 | 13,660,065 | 13,660,065 | 13,660,065 |
| General Office Building | 288.45 | 62.55 | 31.05 | 706,812 | 706,812 | 706,812 | 706,812 |
| High Turnover (Sit Down Restaurant) | 2,368.80 | 2,873.52 | 2817.72 | 3,413,937 | 3,413,937 | 3,413,937 | 3,413,937 |
| Hotel | 192.00 | 187.50 | 160.00 | 445,703 | 445,703 | 445,703 | 445,703 |
| Quality Restaurant | 501.12 | 511.92 | 461.20 | 707,488 | 707,488 | 707,488 | 707,488 |
| Regional Shopping Center | 528.08 | 601.44 | 357.84 | 1,112,221 | 1,112,221 | 1,112,221 | 1,112,221 |
| Total | 8,050.95 | 8,164.43 | 8,057.31 | 20,552,452 | 20,552,452 | 20,552,452 | 20,552,452 |

4.3 Trip Type Information

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

| 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 | H-W or C-W | H-S or C-C | H-O or C-NW | Primary | Diverted | Pass-by |
| Apartments Low Rise | 14.70 | 5.90 | 8.70 | 40.20 | 19.20 | 40.60 | 40.20 | 19.20 | 40.60 | 86 | 11 | 3 |
| Apartments Mid Rise | 14.70 | 5.90 | 8.70 | 40.20 | 19.20 | 40.60 | 40.20 | 19.20 | 40.60 | 86 | 11 | 3 |
| General Office Building | 16.60 | 8.40 | 6.90 | 33.00 | 48.00 | 19.00 | 33.00 | 48.00 | 19.00 | 77 | 19 | 4 |
| High Turnover (Sit Down) | 16.60 | 8.40 | 6.90 | 8.50 | 72.50 | 19.00 | 8.50 | 72.50 | 19.00 | 37 | 20 | 43 |
| Hotel | 16.60 | 8.40 | 6.90 | 19.40 | 61.60 | 19.00 | 19.40 | 61.60 | 19.00 | 58 | 38 | 4 |
| Quality Restaurant | 16.60 | 8.40 | 6.90 | 12.00 | 69.00 | 19.00 | 12.00 | 69.00 | 19.00 | 38 | 18 | 44 |
| Regional Shopping Center | 16.60 | 8.40 | 6.90 | 16.30 | 64.70 | 19.00 | 16.30 | 64.70 | 19.00 | 54 | 35 | 11 |

4.4 Fleet Mix

| Land Use | LDA | LDT1 | LDT2 | MDV | LHD1 | LHD2 | MHD | HHD | OBUS | UBUS | MCY | SBUS | MH |
|-------------------------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| Apartments Low Rise | 0.543088 | 0.044216 | 0.209971 | 0.116369 | 0.014033 | 0.006332 | 0.021166 | 0.033577 | 0.002613 | 0.001817 | 0.005285 | 0.000712 | 0.000821 |
| Apartments Mid Rise | 0.543088 | 0.044216 | 0.209971 | 0.116369 | 0.014033 | 0.006332 | 0.021166 | 0.033577 | 0.002613 | 0.001817 | 0.005285 | 0.000712 | 0.000821 |
| General Office Building | 0.543088 | 0.044216 | 0.209971 | 0.116369 | 0.014033 | 0.006332 | 0.021166 | 0.033577 | 0.002613 | 0.001817 | 0.005285 | 0.000712 | 0.000821 |
| High Turnover (Sit Down Restaurant) | 0.543088 | 0.044216 | 0.209971 | 0.116369 | 0.014033 | 0.006332 | 0.021166 | 0.033577 | 0.002613 | 0.001817 | 0.005285 | 0.000712 | 0.000821 |
| Hotel | 0.543088 | 0.044216 | 0.209971 | 0.116369 | 0.014033 | 0.006332 | 0.021166 | 0.033577 | 0.002613 | 0.001817 | 0.005285 | 0.000712 | 0.000821 |
| Quality Restaurant | 0.543088 | 0.044216 | 0.209971 | 0.116369 | 0.014033 | 0.006332 | 0.021166 | 0.033577 | 0.002613 | 0.001817 | 0.005285 | 0.000712 | 0.000821 |
| Regional Shopping Center | 0.543088 | 0.044216 | 0.209971 | 0.116369 | 0.014033 | 0.006332 | 0.021166 | 0.033577 | 0.002613 | 0.001817 | 0.005285 | 0.000712 | 0.000821 |

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|-------------------------|--------|--------|--------|--------|---------------|--------------|------------|----------------|---------------|-------------|----------|------------|------------|--------|--------|------------|
| | lb/day | | | | | | | | | | | | | | | |
| Natural Gas Mitigated | 0.7660 | 6.7462 | 4.2573 | 0.0418 | 0.5292 | 0.5292 | 0.5292 | 0.5292 | 0.5292 | 0.5292 | | 8,355.9832 | 8,355.9832 | 0.1602 | 0.1532 | 8,405.6387 |
| Natural Gas Unmitigated | 0.7660 | 6.7462 | 4.2573 | 0.0418 | 0.5292 | 0.5292 | 0.5292 | 0.5292 | 0.5292 | 0.5292 | | 8,355.9832 | 8,355.9832 | 0.1602 | 0.1532 | 8,405.6387 |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

5.2 Energy by Land Use - NaturalGas

Unmitigated

| Land Use | NaturalGas Use kBTU/yr | lb/day | | | | | | | | | | lb/day | | | | | | |
|-------------------------------------|---------------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|-------------|---------------|----------|------------------------------|------------------------------|---------------|---------------|------------------------------|
| | | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio-CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e | |
| Apartments Low Rise | 1119.16 | 0.0121 | 0.1031 | 0.0439 | 6.6000e-004 | | 8.3400e-003 | 8.3400e-003 | | 8.3400e-003 | | 8.3400e-003 | | 131.6662 | 131.6662 | 2.5200e-003 | 2.4100e-003 | 132.4486 |
| Apartments Mid Rise | 35784.3 | 0.3859 | 3.2978 | 1.4033 | 0.0211 | | 0.2666 | 0.2666 | | 0.2666 | | 0.2666 | | 4.209.916 ₄ | 4.209.916 ₄ | 0.0807 | 0.0772 | 4.234.933 ₉ |
| General Office Building | 1283.42 | 0.0138 | 0.1258 | 0.1057 | 7.5000e-004 | | 9.5600e-003 | 9.5600e-003 | | 9.5600e-003 | | 9.5600e-003 | | 150.9911 | 150.9911 | 2.8900e-003 | 2.7700e-003 | 151.8884 |
| High Turnover (Sit Down Restaurant) | 22759.9 | 0.2455 | 2.2314 | 1.8743 | 0.0134 | | 0.1696 | 0.1696 | | 0.1696 | | 0.1696 | | 2.677.634 ₂ | 2.677.634 ₂ | 0.0513 | 0.0491 | 2.693.546 ₀ |
| Hotel | 4769.72 | 0.0514 | 0.4676 | 0.3928 | 2.8100e-003 | | 0.0355 | 0.0355 | | 0.0355 | | 0.0355 | | 561.1436 | 561.1436 | 0.0108 | 0.0103 | 564.4782 |
| Quality Restaurant | 5057.75 | 0.0545 | 0.4959 | 0.4165 | 2.9800e-003 | | 0.0377 | 0.0377 | | 0.0377 | | 0.0377 | | 595.0298 | 595.0298 | 0.0114 | 0.0109 | 598.5658 |
| Regional Shopping Center | 251.616 | 2.7100e-003 | 0.0247 | 0.0207 | 1.5000e-004 | | 1.8700e-003 | 1.8700e-003 | | 1.8700e-003 | | 1.8700e-003 | | 29.6019 | 29.6019 | 5.7000e-004 | 5.4000e-004 | 29.7778 |
| Total | | 0.7660 | 6.7463 | 4.2573 | 0.0418 | | 0.5292 | 0.5292 | | 0.5292 | | 0.5292 | | 8,355.983₂ | 8,355.983₂ | 0.1602 | 0.1532 | 8,405.638₇ |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

5.2 Energy by Land Use - NaturalGas

Mitigated

| Land Use | NaturalGas Use kBTU/yr | lb/day | | | | | | | | | | lb/day | | | | | |
|-------------------------------------|---------------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|-------------------|-------------------|-------------------|---------------|---------------|---------------|-------------------|
| | | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
| Apartments Low Rise | 1.11916 | 0.0121 | 0.1031 | 0.0439 | 6.6000e-004 | 8.3400e-003 | 8.3400e-003 | 8.3400e-003 | 8.3400e-003 | 8.3400e-003 | 131.6662 | 131.6662 | 131.6662 | 2.5200e-003 | 2.4100e-003 | 2.4100e-003 | 132.4486 |
| Apartments Mid Rise | 35.7843 | 0.3859 | 3.2978 | 1.4033 | 0.0211 | 0.2666 | 0.2666 | 0.2666 | 0.2666 | 0.2666 | 4.209.9164 | 4.209.9164 | 4.209.9164 | 0.0807 | 0.0772 | 0.0772 | 4.234.9339 |
| General Office Building | 1.28342 | 0.0138 | 0.1258 | 0.1057 | 7.5000e-004 | 9.5600e-003 | 9.5600e-003 | 9.5600e-003 | 9.5600e-003 | 9.5600e-003 | 150.9911 | 150.9911 | 150.9911 | 2.8900e-003 | 2.7700e-003 | 2.7700e-003 | 151.8884 |
| High Turnover (Sit Down Restaurant) | 22.7599 | 0.2455 | 2.2314 | 1.8743 | 0.0134 | 0.1696 | 0.1696 | 0.1696 | 0.1696 | 0.1696 | 2.677.6342 | 2.677.6342 | 2.677.6342 | 0.0513 | 0.0491 | 0.0491 | 2.693.5460 |
| Hotel | 4.76972 | 0.0514 | 0.4676 | 0.3928 | 2.8100e-003 | 0.0355 | 0.0355 | 0.0355 | 0.0355 | 0.0355 | 561.1436 | 561.1436 | 561.1436 | 0.0108 | 0.0103 | 0.0103 | 564.4782 |
| Quality Restaurant | 5.05775 | 0.0545 | 0.4959 | 0.4165 | 2.9800e-003 | 0.0377 | 0.0377 | 0.0377 | 0.0377 | 0.0377 | 595.0298 | 595.0298 | 595.0298 | 0.0114 | 0.0109 | 0.0109 | 598.5658 |
| Regional Shopping Center | 0.251616 | 2.7100e-003 | 0.0247 | 0.0207 | 1.5000e-004 | 1.8700e-003 | 1.8700e-003 | 1.8700e-003 | 1.8700e-003 | 1.8700e-003 | 29.6019 | 29.6019 | 29.6019 | 5.7000e-004 | 5.4000e-004 | 5.4000e-004 | 29.7778 |
| Total | | 0.7660 | 6.7463 | 4.2573 | 0.0418 | 0.5292 | 0.5292 | 0.5292 | 0.5292 | 0.5292 | 8,355.9832 | 8,355.9832 | 8,355.9832 | 0.1602 | 0.1532 | 0.1532 | 8,405.6387 |

6.0 Area Detail

6.1 Mitigation Measures Area

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|-------------|---------|---------|---------|--------|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------------|-----------------|--------|--------|-----------------|
| lb/day | | | | | | | | | | | | | | | | |
| Mitigated | 30.5020 | 15.0496 | 88.4430 | 0.0944 | 1.5974 | 1.5974 | 1.5974 | 1.5974 | 1.5974 | 1.5974 | 0.0000 | 18,148.59 50 | 18,148.59 50 | 0.4874 | 0.3300 | 18,259.11 92 |
| Unmitigated | 30.5020 | 15.0496 | 88.4430 | 0.0944 | 1.5974 | 1.5974 | 1.5974 | 1.5974 | 1.5974 | 1.5974 | 0.0000 | 18,148.59 50 | 18,148.59 50 | 0.4874 | 0.3300 | 18,259.11 92 |

6.2 Area by SubCategory

Unmitigated

| SubCategory | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|-----------------------|----------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|-------------------------|-------------------------|---------------|---------------|-------------------------|
| lb/day | | | | | | | | | | | | | | | | |
| Architectural Coating | 2.2670 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Consumer Products | 24.1085 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Hearth | 1.6500 | 14.1000 | 6.0000 | 0.0900 | 1.1400 | 1.1400 | 1.1400 | 1.1400 | 1.1400 | 1.1400 | 0.0000 | 18,000.00 00 | 18,000.00 00 | 0.3450 | 0.3300 | 18,106.96 50 |
| Landscaping | 2.4766 | 0.9496 | 82.4430 | 4.3600e-003 | 0.4574 | 0.4574 | 0.4574 | 0.4574 | 0.4574 | 0.4574 | | 148.5950 | 148.5950 | 0.1424 | | 152.1542 |
| Total | 30.5020 | 15.0496 | 88.4430 | 0.0944 | | 1.5974 | 1.5974 | | 1.5974 | 1.5974 | 0.0000 | 18,148.59 50 | 18,148.59 50 | 0.4874 | 0.3300 | 18,259.11 92 |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

6.2 Area by SubCategory

Mitigated

| SubCategory | lb/day | | | | | | | | | | lb/day | | | | | |
|-----------------------|----------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|------------------|------------------|---------------|---------------|------------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
| Architectural Coating | 2.2670 | | | | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Consumer Products | 24.1085 | | | | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | | | 0.0000 | | | 0.0000 |
| Hearth | 1.6500 | 14.1000 | 6.0000 | 0.0900 | | 1.1400 | 1.1400 | 1.1400 | 1.1400 | 1.1400 | 0.0000 | 18,000.00 | 18,000.00 | 0.3450 | 0.3300 | 18,106.96 |
| Landscaping | 2.4766 | 0.9496 | 82.4430 | 4.3600e-003 | | 0.4574 | 0.4574 | 0.4574 | 0.4574 | 0.4574 | | 148.5950 | 148.5950 | 0.1424 | | 152.1542 |
| Total | 30.5020 | 15.0496 | 88.4430 | 0.0944 | | 1.5974 | 1.5974 | 1.5974 | 1.5974 | 1.5974 | 0.0000 | 18,148.59 | 18,148.59 | 0.4874 | 0.3300 | 18,259.11 |

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

| Equipment Type | Number | Hours/Day | Days/Year | Horse Power | Load Factor | Fuel Type |
|----------------|--------|-----------|-----------|-------------|-------------|-----------|
|----------------|--------|-----------|-----------|-------------|-------------|-----------|

10.0 Stationary Equipment

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Summer

Fire Pumps and Emergency Generators

| | | | | | | |
|----------------|--------|-----------|------------|-------------|-------------|-----------|
| Equipment Type | Number | Hours/Day | Hours/Year | Horse Power | Load Factor | Fuel Type |
|----------------|--------|-----------|------------|-------------|-------------|-----------|

Boilers

| | | | | | |
|----------------|--------|----------------|-----------------|---------------|-----------|
| Equipment Type | Number | Heat Input/Day | Heat Input/Year | Boiler Rating | Fuel Type |
|----------------|--------|----------------|-----------------|---------------|-----------|

User Defined Equipment

| | |
|----------------|--------|
| Equipment Type | Number |
|----------------|--------|

11.0 Vegetation



Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

Village South Specific Plan (Proposed)
Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|-------------------------------------|--------|---------------|-------------|--------------------|------------|
| General Office Building | 45.00 | 1000sqft | 1.03 | 45,000.00 | 0 |
| High Turnover (Sit Down Restaurant) | 36.00 | 1000sqft | 0.83 | 36,000.00 | 0 |
| Hotel | 50.00 | Room | 1.67 | 72,600.00 | 0 |
| Quality Restaurant | 8.00 | 1000sqft | 0.18 | 8,000.00 | 0 |
| Apartments Low Rise | 25.00 | Dwelling Unit | 1.56 | 25,000.00 | 72 |
| Apartments Mid Rise | 975.00 | Dwelling Unit | 25.66 | 975,000.00 | 2789 |
| Regional Shopping Center | 56.00 | 1000sqft | 1.29 | 56,000.00 | 0 |

1.2 Other Project Characteristics

| | | | | | |
|---------------------|-------|-------------------------|-----|----------------------------------|------|
| Urbanization | Urban | Wind Speed (m/s) | 2.2 | Precipitation Freq (Days) | 33 |
| Climate Zone | 9 | | | Operational Year | 2028 |

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

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

Project Characteristics - Consistent with the DEIR's model.

Land Use - See SWAPE comment regarding residential and retail land uses.

Construction Phase - See SWAPE comment regarding individual construction phase lengths.

Demolition - Consistent with the DEIR's model. See SWAPE comment regarding demolition.

Vehicle Trips - Saturday trips consistent with the DEIR's model. See SWAPE comment regarding weekday and Sunday trips.

Woodstoves - Woodstoves and wood-burning fireplaces consistent with the DEIR's model. See SWAPE comment regarding gas fireplaces.

Energy Use -

Construction Off-road Equipment Mitigation - See SWAPE comment on construction-related mitigation.

Area Mitigation - See SWAPE comment regarding operational mitigation measures.

Water Mitigation - See SWAPE comment regarding operational mitigation measures.

Trips and VMT - Local hire provision

| Table Name | Column Name | Default Value | New Value |
|-----------------|-------------------|---------------|-----------|
| tblFireplaces | FireplaceWoodMass | 1,019.20 | 0.00 |
| tblFireplaces | FireplaceWoodMass | 1,019.20 | 0.00 |
| tblFireplaces | NumberWood | 1.25 | 0.00 |
| tblFireplaces | NumberWood | 48.75 | 0.00 |
| tblTripsAndVMT | WorkerTripLength | 14.70 | 10.00 |
| tblTripsAndVMT | WorkerTripLength | 14.70 | 10.00 |
| tblTripsAndVMT | WorkerTripLength | 14.70 | 10.00 |
| tblTripsAndVMT | WorkerTripLength | 14.70 | 10.00 |
| tblTripsAndVMT | WorkerTripLength | 14.70 | 10.00 |
| tblTripsAndVMT | WorkerTripLength | 14.70 | 10.00 |
| tblVehicleTrips | ST_TR | 7.16 | 6.17 |
| tblVehicleTrips | ST_TR | 6.39 | 3.87 |
| tblVehicleTrips | ST_TR | 2.46 | 1.39 |
| tblVehicleTrips | ST_TR | 158.37 | 79.82 |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

| | | | |
|----------------|--------------------|--------|-------|
| tbVehicleTrips | ST_TR | 8.19 | 3.75 |
| tbVehicleTrips | ST_TR | 94.36 | 63.99 |
| tbVehicleTrips | ST_TR | 49.97 | 10.74 |
| tbVehicleTrips | SU_TR | 6.07 | 6.16 |
| tbVehicleTrips | SU_TR | 5.86 | 4.18 |
| tbVehicleTrips | SU_TR | 1.05 | 0.69 |
| tbVehicleTrips | SU_TR | 131.84 | 78.27 |
| tbVehicleTrips | SU_TR | 5.95 | 3.20 |
| tbVehicleTrips | SU_TR | 72.16 | 57.65 |
| tbVehicleTrips | SU_TR | 25.24 | 6.39 |
| tbVehicleTrips | WD_TR | 6.59 | 5.83 |
| tbVehicleTrips | WD_TR | 6.65 | 4.13 |
| tbVehicleTrips | WD_TR | 11.03 | 6.41 |
| tbVehicleTrips | WD_TR | 127.15 | 65.80 |
| tbVehicleTrips | WD_TR | 8.17 | 3.84 |
| tbVehicleTrips | WD_TR | 89.95 | 62.64 |
| tbVehicleTrips | WD_TR | 42.70 | 9.43 |
| tbWoodstoves | NumberCatalytic | 1.25 | 0.00 |
| tbWoodstoves | NumberCatalytic | 48.75 | 0.00 |
| tbWoodstoves | NumberNoncatalytic | 1.25 | 0.00 |
| tbWoodstoves | NumberNoncatalytic | 48.75 | 0.00 |
| tbWoodstoves | WoodstoveDayYear | 25.00 | 0.00 |
| tbWoodstoves | WoodstoveDayYear | 25.00 | 0.00 |
| tbWoodstoves | WoodstoveWoodMass | 999.60 | 0.00 |
| tbWoodstoves | WoodstoveWoodMass | 999.60 | 0.00 |

2.0 Emissions Summary

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

| Year | lb/day | | | | | | | | | | lb/day | | | | | |
|----------------|-----------------|----------------|----------------|---------------|----------------|---------------|----------------|----------------|---------------|----------------|---------------|-------------------------|-------------------------|---------------|---------------|-------------------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
| 2021 | 4.2621 | 46.4460 | 31.4068 | 0.0635 | 18.2032 | 2.0456 | 20.2488 | 9.9670 | 1.8820 | 11.8490 | 0.0000 | 6,154.337 7 | 6,154.337 7 | 1.9472 | 0.0000 | 6,203.018 6 |
| 2022 | 4.7966 | 38.8851 | 39.6338 | 0.1195 | 8.8255 | 1.6361 | 10.4616 | 3.6369 | 1.5052 | 5.1421 | 0.0000 | 12,035.34 40 | 12,035.34 40 | 1.9482 | 0.0000 | 12,060.60 13 |
| 2023 | 4.3939 | 25.8648 | 37.5031 | 0.1162 | 7.0088 | 0.7598 | 7.7685 | 1.8799 | 0.7142 | 2.5940 | 0.0000 | 11,710.40 80 | 11,710.40 80 | 0.9617 | 0.0000 | 11,734.44 97 |
| 2024 | 237.0656 | 9.5503 | 14.9372 | 0.0238 | 1.2171 | 0.4694 | 1.2875 | 0.3229 | 0.4319 | 0.4621 | 0.0000 | 2,307.051 7 | 2,307.051 7 | 0.7164 | 0.0000 | 2,324.962 7 |
| Maximum | 237.0656 | 46.4460 | 39.6338 | 0.1195 | 18.2032 | 2.0456 | 20.2488 | 9.9670 | 1.8820 | 11.8490 | 0.0000 | 12,035.34 40 | 12,035.34 40 | 1.9482 | 0.0000 | 12,060.60 13 |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

**2.2 Overall Operational
Unmitigated Operational**

| Category | lb/day | | | | | | | | | | | | | | | |
|--------------|----------------|----------------|-----------------|---------------|----------------|---------------|----------------|----------------|---------------|----------------|---------------|-------------------------|-------------------------|---------------|---------------|-------------------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
| Area | 30.5020 | 15.0496 | 88.4430 | 0.0944 | | 1.5974 | 1.5974 | 1.5974 | 1.5974 | 1.5974 | 0.0000 | 18,148.59 50 | 18,148.59 50 | 0.4874 | 0.3300 | 18,259.11 92 |
| Energy | 0.7660 | 6.7462 | 4.2573 | 0.0418 | | 0.5292 | 0.5292 | 0.5292 | 0.5292 | 0.5292 | | 8,355.983 2 | 8,355.983 2 | 0.1602 | 0.1532 | 8,405.638 7 |
| Mobile | 9.5233 | 45.9914 | 110.0422 | 0.4681 | 45.9592 | 0.3373 | 46.2965 | 12.2950 | 0.3132 | 12.6083 | | 47,917.80 05 | 47,917.80 05 | 2.1953 | | 47,972.68 39 |
| Total | 40.7912 | 67.7872 | 202.7424 | 0.6043 | 45.9592 | 2.4640 | 48.4231 | 12.2950 | 2.4399 | 14.7349 | 0.0000 | 74,422.37 87 | 74,422.37 87 | 2.8429 | 0.4832 | 74,637.44 17 |

Mitigated Operational

| Category | lb/day | | | | | | | | | | | | | | | |
|--------------|----------------|----------------|-----------------|---------------|----------------|---------------|----------------|----------------|---------------|----------------|---------------|-------------------------|-------------------------|---------------|---------------|-------------------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
| Area | 30.5020 | 15.0496 | 88.4430 | 0.0944 | | 1.5974 | 1.5974 | 1.5974 | 1.5974 | 1.5974 | 0.0000 | 18,148.59 50 | 18,148.59 50 | 0.4874 | 0.3300 | 18,259.11 92 |
| Energy | 0.7660 | 6.7462 | 4.2573 | 0.0418 | | 0.5292 | 0.5292 | 0.5292 | 0.5292 | 0.5292 | | 8,355.983 2 | 8,355.983 2 | 0.1602 | 0.1532 | 8,405.638 7 |
| Mobile | 9.5233 | 45.9914 | 110.0422 | 0.4681 | 45.9592 | 0.3373 | 46.2965 | 12.2950 | 0.3132 | 12.6083 | | 47,917.80 05 | 47,917.80 05 | 2.1953 | | 47,972.68 39 |
| Total | 40.7912 | 67.7872 | 202.7424 | 0.6043 | 45.9592 | 2.4640 | 48.4231 | 12.2950 | 2.4399 | 14.7349 | 0.0000 | 74,422.37 87 | 74,422.37 87 | 2.8429 | 0.4832 | 74,637.44 17 |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

| | ROG | NOx | CO | SO2 | 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 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |

3.0 Construction Detail

Construction Phase

| Phase Number | Phase Name | Phase Type | Start Date | End Date | Num Days Week | Num Days | Phase Description |
|--------------|-----------------------|-----------------------|------------|------------|---------------|----------|-------------------|
| 1 | Demolition | Demolition | 9/1/2021 | 10/12/2021 | 5 | 30 | |
| 2 | Site Preparation | Site Preparation | 10/13/2021 | 11/9/2021 | 5 | 20 | |
| 3 | Grading | Grading | 11/10/2021 | 1/11/2022 | 5 | 45 | |
| 4 | Building Construction | Building Construction | 1/12/2022 | 12/12/2023 | 5 | 500 | |
| 5 | Paving | Paving | 12/13/2023 | 1/30/2024 | 5 | 35 | |
| 6 | Architectural Coating | Architectural Coating | 1/31/2024 | 3/19/2024 | 5 | 35 | |

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 112.5

Acres of Paving: 0

Residential Indoor: 2,025,000; Residential Outdoor: 675,000; Non-Residential Indoor: 326,400; Non-Residential Outdoor: 108,800; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

| Phase Name | Offroad Equipment Type | Amount | Usage Hours | Horse Power | Load Factor |
|-----------------------|---------------------------|--------|-------------|-------------|-------------|
| Demolition | Concrete/Industrial Saws | 1 | 8.00 | 81 | 0.73 |
| Demolition | Excavators | 3 | 8.00 | 158 | 0.38 |
| Demolition | Rubber Tired Dozers | 2 | 8.00 | 247 | 0.40 |
| Site Preparation | Rubber Tired Dozers | 3 | 8.00 | 247 | 0.40 |
| Site Preparation | Tractors/Loaders/Backhoes | 4 | 8.00 | 97 | 0.37 |
| Grading | Excavators | 2 | 8.00 | 158 | 0.38 |
| Grading | Graders | 1 | 8.00 | 187 | 0.41 |
| Grading | Rubber Tired Dozers | 1 | 8.00 | 247 | 0.40 |
| Grading | Scrapers | 2 | 8.00 | 367 | 0.48 |
| Grading | Tractors/Loaders/Backhoes | 2 | 8.00 | 97 | 0.37 |
| 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 |
| Building Construction | Tractors/Loaders/Backhoes | 3 | 7.00 | 97 | 0.37 |
| Building Construction | Welders | 1 | 8.00 | 46 | 0.45 |
| Paving | Pavers | 2 | 8.00 | 130 | 0.42 |
| Paving | Paving Equipment | 2 | 8.00 | 132 | 0.36 |
| Paving | Rollers | 2 | 8.00 | 80 | 0.38 |
| Architectural Coating | Air Compressors | 1 | 6.00 | 78 | 0.48 |

Trips and VMT

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

| 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 | 458.00 | 10.00 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Site Preparation | 7 | 18.00 | 0.00 | 0.00 | 10.00 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Grading | 8 | 20.00 | 0.00 | 0.00 | 10.00 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Building Construction | 9 | 801.00 | 143.00 | 0.00 | 10.00 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Paving | 6 | 15.00 | 0.00 | 0.00 | 10.00 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Architectural Coating | 1 | 160.00 | 0.00 | 0.00 | 10.00 | 6.90 | 20.00 | LD_Mix | HDT_Mix | HHDT |

3.1 Mitigation Measures Construction

3.2 Demolition - 2021

Unmitigated Construction On-Site

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|------------------------------|------------------------------|---------------|-----|------------------------------|
| Fugitive Dust | | | | | 3.3074 | 0.0000 | 3.3074 | 0.5008 | 0.0000 | 0.5008 | | | 0.0000 | | | 0.0000 |
| Off-Road | 3.1651 | 31.4407 | 21.5650 | 0.0388 | 1.5513 | 1.5513 | 1.5513 | 1.4411 | 1.4411 | 1.4411 | | 3,747.944 ⁹ | 3,747.944 ⁹ | 1.0549 | | 3,774.317 ⁴ |
| Total | 3.1651 | 31.4407 | 21.5650 | 0.0388 | 3.3074 | 1.5513 | 4.8588 | 0.5008 | 1.4411 | 1.9419 | | 3,747.944⁹ | 3,747.944⁹ | 1.0549 | | 3,774.317⁴ |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.2 Demolition - 2021

Unmitigated Construction Off-Site

| Category | lb/day | | | | | | | | | | | | | | | | |
|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|------------------------|------------------------|---------------|-----|------|------------------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| Hauling | 0.1304 | 4.1454 | 1.0182 | 0.0117 | 0.2669 | 0.0128 | 0.2797 | 0.0732 | 0.0122 | 0.0854 | | 1,269.855 5 | 1,269.855 5 | 0.0908 | | | 1,272.125 2 |
| 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 | 0.0532 | 0.0346 | 0.3963 | 1.1100e-003 | 0.1141 | 9.5000e-004 | 0.1151 | 0.0303 | 8.8000e-004 | 0.0311 | | 110.4707 | 110.4707 | 3.3300e-003 | | | 110.5539 |
| Total | 0.1835 | 4.1800 | 1.4144 | 0.0128 | 0.3810 | 0.0137 | 0.3948 | 0.1034 | 0.0131 | 0.1165 | | 1,380.326 2 | 1,380.326 2 | 0.0941 | | | 1,382.679 1 |

Mitigated Construction On-Site

| Category | lb/day | | | | | | | | | | | | | | | | |
|---------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|------------------------|------------------------|---------------|-----|------|------------------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| Fugitive Dust | | | | | 3.3074 | 0.0000 | 3.3074 | 0.5008 | 0.0000 | 0.5008 | | | 0.0000 | | | | 0.0000 |
| Off-Road | 3.1651 | 31.4407 | 21.5650 | 0.0388 | | 1.5513 | 1.5513 | 1.4411 | 1.4411 | 1.4411 | 0.0000 | 3,747.944 9 | 3,747.944 9 | 1.0549 | | | 3,774.317 4 |
| Total | 3.1651 | 31.4407 | 21.5650 | 0.0388 | 3.3074 | 1.5513 | 4.8588 | 0.5008 | 1.4411 | 1.9419 | 0.0000 | 3,747.944 9 | 3,747.944 9 | 1.0549 | | | 3,774.317 4 |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.2 Demolition - 2021

Mitigated Construction Off-Site

| Category | lb/day | | | | | | | | | | | | | | | | |
|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|------------------------|------------------------|---------------|-----|------|------------------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| Hauling | 0.1304 | 4.1454 | 1.0182 | 0.0117 | 0.2869 | 0.0128 | 0.2797 | 0.0732 | 0.0122 | 0.0854 | | 1,269.855 5 | 1,269.855 5 | 0.0908 | | | 1,272.125 2 |
| 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 | 0.0532 | 0.0346 | 0.3963 | 1.1100e-003 | 0.1141 | 9.5000e-004 | 0.1151 | 0.0303 | 8.8000e-004 | 0.0311 | | 110.4707 | 110.4707 | 3.3300e-003 | | | 110.5539 |
| Total | 0.1835 | 4.1800 | 1.4144 | 0.0128 | 0.3810 | 0.0137 | 0.3948 | 0.1034 | 0.0131 | 0.1165 | | 1,380.326 2 | 1,380.326 2 | 0.0941 | | | 1,382.679 1 |

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

| Category | lb/day | | | | | | | | | | | | | | | | |
|---------------|---------------|----------------|----------------|---------------|----------------|---------------|----------------|----------------|---------------|----------------|----------|------------------------|------------------------|---------------|-----|------|------------------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| Fugitive Dust | | | | | 18.0663 | 0.0000 | 18.0663 | 9.9307 | 0.0000 | 9.9307 | | | 0.0000 | | | | 0.0000 |
| Off-Road | 3.8882 | 40.4971 | 21.1543 | 0.0380 | | 2.0445 | 2.0445 | 1.8809 | 1.8809 | 1.8809 | | 3,685.656 9 | 3,685.656 9 | 1.1920 | | | 3,715.457 3 |
| Total | 3.8882 | 40.4971 | 21.1543 | 0.0380 | 18.0663 | 2.0445 | 20.1107 | 9.9307 | 1.8809 | 11.8116 | | 3,685.656 9 | 3,685.656 9 | 1.1920 | | | 3,715.457 3 |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.3 Site Preparation - 2021
Unmitigated Construction Off-Site

| Category | lb/day | | | | | | | | | | | | | | | | |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|-----------------|-----------------|--------------------|-----------------|--------|--------|-----------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| 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 | 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 | 0.0000 |
| Worker | 0.0638 | 0.0415 | 0.4755 | 1.3300e-003 | 0.1369 | 1.1400e-003 | 0.1381 | 0.0363 | 1.0500e-003 | 0.0374 | 132.5649 | 132.5649 | 3.9900e-003 | 132.6646 | | | 132.6646 |
| Total | 0.0638 | 0.0415 | 0.4755 | 1.3300e-003 | 0.1369 | 1.1400e-003 | 0.1381 | 0.0363 | 1.0500e-003 | 0.0374 | 132.5649 | 132.5649 | 3.9900e-003 | 132.6646 | | | 132.6646 |

Mitigated Construction On-Site

| Category | lb/day | | | | | | | | | | | | | | | | |
|---------------|---------------|----------------|----------------|---------------|----------------|---------------|----------------|----------------|---------------|----------------|---------------|-------------------|-------------------|---------------|-----|--------|-------------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| Fugitive Dust | | | | | 18.0663 | 0.0000 | 18.0663 | 9.9307 | 0.0000 | 9.9307 | | | 0.0000 | | | 0.0000 | |
| Off-Road | 3.8882 | 40.4971 | 21.1543 | 0.0380 | | 2.0445 | 2.0445 | 1.8809 | 1.8809 | 1.8809 | 0.0000 | 3,685.6569 | 3,685.6569 | 1.1920 | | | 3,715.4573 |
| Total | 3.8882 | 40.4971 | 21.1543 | 0.0380 | 18.0663 | 2.0445 | 20.1107 | 9.9307 | 1.8809 | 11.8116 | 0.0000 | 3,685.6569 | 3,685.6569 | 1.1920 | | | 3,715.4573 |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.3 Site Preparation - 2021
Mitigated Construction Off-Site

| Category | lb/day | | | | | | | | | | | | | | | | |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|-----------------|--------------------|-----------------|--------------------|--------|-----------------|--------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| 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 | 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 | 0.0000 |
| Worker | 0.0638 | 0.0415 | 0.4755 | 1.3300e-003 | 0.1369 | 1.1400e-003 | 0.1381 | 0.0363 | 1.0500e-003 | 0.0374 | 132.5649 | 3.9900e-003 | 132.5649 | 3.9900e-003 | | 132.6646 | |
| Total | 0.0638 | 0.0415 | 0.4755 | 1.3300e-003 | 0.1369 | 1.1400e-003 | 0.1381 | 0.0363 | 1.0500e-003 | 0.0374 | 132.5649 | 3.9900e-003 | 132.5649 | 3.9900e-003 | | 132.6646 | |

3.4 Grading - 2021
Unmitigated Construction On-Site

| Category | lb/day | | | | | | | | | | | | | | | | |
|---------------|---------------|----------------|----------------|---------------|---------------|---------------|----------------|----------------|---------------|---------------|-------------------|-------------------|-------------------|---------------|-----|-------------------|--|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| Fugitive Dust | | | | | 8.6733 | 0.0000 | 8.6733 | 3.5965 | 0.0000 | 3.5965 | | | 0.0000 | | | 0.0000 | |
| Off-Road | 4.1912 | 46.3998 | 30.8785 | 0.0620 | 1.9853 | 1.9853 | 1.9853 | 1.8265 | 1.8265 | 1.8265 | 6,007.0434 | 6,007.0434 | 6,007.0434 | 1.9428 | | 6,055.6134 | |
| Total | 4.1912 | 46.3998 | 30.8785 | 0.0620 | 8.6733 | 1.9853 | 10.6587 | 3.5965 | 1.8265 | 5.4230 | 6,007.0434 | 6,007.0434 | 6,007.0434 | 1.9428 | | 6,055.6134 | |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.4 Grading - 2021

Unmitigated Construction Off-Site

| Category | lb/day | | | | | | | | | | | | | | | | |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|-----------------|-----------------|-----------------|--------------------|-----------------|-----------------|-----------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| 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 | 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 | 0.0000 |
| Worker | 0.0709 | 0.0462 | 0.5284 | 1.4800e-003 | 0.1521 | 1.2700e-003 | 0.1534 | 0.0404 | 1.1700e-003 | 0.0415 | 147.2943 | 147.2943 | 147.2943 | 4.4300e-003 | 147.4051 | 147.4051 | 147.4051 |
| Total | 0.0709 | 0.0462 | 0.5284 | 1.4800e-003 | 0.1521 | 1.2700e-003 | 0.1534 | 0.0404 | 1.1700e-003 | 0.0415 | 147.2943 | 147.2943 | 147.2943 | 4.4300e-003 | 147.4051 | 147.4051 | 147.4051 |

Mitigated Construction On-Site

| Category | lb/day | | | | | | | | | | | | | | | |
|---------------|---------------|----------------|----------------|---------------|---------------|---------------|----------------|----------------|---------------|---------------|---------------|-------------------|-------------------|---------------|-----|-------------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
| Fugitive Dust | | | | | 8.6733 | 0.0000 | 8.6733 | 3.5965 | 0.0000 | 3.5965 | | | 0.0000 | | | 0.0000 |
| Off-Road | 4.1912 | 46.3998 | 30.8785 | 0.0620 | 1.9853 | 1.9853 | 1.9853 | 1.8265 | 1.8265 | 1.8265 | 0.0000 | 6,007.0434 | 6,007.0434 | 1.9428 | | 6,055.6134 |
| Total | 4.1912 | 46.3998 | 30.8785 | 0.0620 | 8.6733 | 1.9853 | 10.6587 | 3.5965 | 1.8265 | 5.4230 | 0.0000 | 6,007.0434 | 6,007.0434 | 1.9428 | | 6,055.6134 |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.4 Grading - 2021

Mitigated Construction Off-Site

| Category | lb/day | | | | | | | | | | | | | | | | |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|-----------------|-----------------|-----------------|--------------------|--------|-----------------|--------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| 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 | 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 | 0.0000 |
| Worker | 0.0709 | 0.0462 | 0.5284 | 1.4800e-003 | 0.1521 | 1.2700e-003 | 0.1534 | 0.0404 | 1.1700e-003 | 0.0415 | 147.2943 | 147.2943 | 147.2943 | 4.4300e-003 | | 147.4051 | |
| Total | 0.0709 | 0.0462 | 0.5284 | 1.4800e-003 | 0.1521 | 1.2700e-003 | 0.1534 | 0.0404 | 1.1700e-003 | 0.0415 | 147.2943 | 147.2943 | 147.2943 | 4.4300e-003 | | 147.4051 | |

3.4 Grading - 2022

Unmitigated Construction On-Site

| Category | lb/day | | | | | | | | | | | | | | | | |
|---------------|---------------|----------------|----------------|---------------|---------------|---------------|----------------|----------------|---------------|---------------|-------------------|-------------------|-------------------|---------------|-----|-------------------|--|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| Fugitive Dust | | | | | 8.6733 | 0.0000 | 8.6733 | 3.5965 | 0.0000 | 3.5965 | | | 0.0000 | | | 0.0000 | |
| Off-Road | 3.6248 | 38.8435 | 29.0415 | 0.0621 | 1.6349 | 1.6349 | 1.6349 | 1.5041 | 1.5041 | 1.5041 | 6,011.4105 | 6,011.4105 | 6,011.4105 | 1.9442 | | 6,060.0158 | |
| Total | 3.6248 | 38.8435 | 29.0415 | 0.0621 | 8.6733 | 1.6349 | 10.3082 | 3.5965 | 1.5041 | 5.1006 | 6,011.4105 | 6,011.4105 | 6,011.4105 | 1.9442 | | 6,060.0158 | |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.4 Grading - 2022

Unmitigated Construction Off-Site

| Category | lb/day | | | | | | | | | | | | | | | | |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|-----------------|-----------------|--------------------|--------------------|-----------------|-----------------|-----------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| 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 | 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 | 0.0000 |
| Worker | 0.0665 | 0.0416 | 0.4861 | 1.4300e-003 | 0.1521 | 1.2300e-003 | 0.1534 | 0.0404 | 1.1300e-003 | 0.0415 | 142.1207 | 142.1207 | 4.0000e-003 | 4.0000e-003 | 142.2207 | 142.2207 | 142.2207 |
| Total | 0.0665 | 0.0416 | 0.4861 | 1.4300e-003 | 0.1521 | 1.2300e-003 | 0.1534 | 0.0404 | 1.1300e-003 | 0.0415 | 142.1207 | 142.1207 | 4.0000e-003 | 4.0000e-003 | 142.2207 | 142.2207 | 142.2207 |

Mitigated Construction On-Site

| Category | lb/day | | | | | | | | | | | | | | | | |
|---------------|---------------|----------------|----------------|---------------|---------------|---------------|----------------|----------------|---------------|---------------|---------------|-------------------|-------------------|---------------|---------------|-------------------|-------------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| Fugitive Dust | 3.6248 | 38.8435 | 29.0415 | 0.0621 | 8.6733 | 0.0000 | 8.6733 | 3.5965 | 0.0000 | 3.5965 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Off-Road | 3.6248 | 38.8435 | 29.0415 | 0.0621 | 1.6349 | 1.6349 | 1.6349 | 1.5041 | 1.5041 | 1.5041 | 0.0000 | 6,011.4105 | 6,011.4105 | 1.9442 | 1.9442 | 6,060.0158 | 6,060.0158 |
| Total | 3.6248 | 38.8435 | 29.0415 | 0.0621 | 8.6733 | 1.6349 | 10.3082 | 3.5965 | 1.5041 | 5.1006 | 0.0000 | 6,011.4105 | 6,011.4105 | 1.9442 | 1.9442 | 6,060.0158 | 6,060.0158 |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.4 Grading - 2022

Mitigated Construction Off-Site

| Category | lb/day | | | | | | | | | | | | | | | | |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|-----------------|-----------------|--------------------|--------------------|-----------------|-----------------|-----------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| 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 | 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 | 0.0000 |
| Worker | 0.0665 | 0.0416 | 0.4861 | 1.4300e-003 | 0.1521 | 1.2300e-003 | 0.1534 | 0.0404 | 1.1300e-003 | 0.0415 | 142.1207 | 142.1207 | 4.0000e-003 | 4.0000e-003 | 142.2207 | 142.2207 | 142.2207 |
| Total | 0.0665 | 0.0416 | 0.4861 | 1.4300e-003 | 0.1521 | 1.2300e-003 | 0.1534 | 0.0404 | 1.1300e-003 | 0.0415 | 142.1207 | 142.1207 | 4.0000e-003 | 4.0000e-003 | 142.2207 | 142.2207 | 142.2207 |

3.5 Building Construction - 2022

Unmitigated Construction On-Site

| Category | lb/day | | | | | | | | | | | | | | | |
|--------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|-------------------|-------------------|---------------|---------------|-------------------|-------------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
| Off-Road | 1.7062 | 15.6156 | 16.3634 | 0.0269 | 0.8090 | 0.8090 | 0.8090 | 0.7612 | 0.7612 | 0.7612 | 2,554.3336 | 2,554.3336 | 0.6120 | 0.6120 | 2,569.6322 | 2,569.6322 |
| Total | 1.7062 | 15.6156 | 16.3634 | 0.0269 | 0.8090 | 0.8090 | 0.8090 | 0.7612 | 0.7612 | 0.7612 | 2,554.3336 | 2,554.3336 | 0.6120 | 0.6120 | 2,569.6322 | 2,569.6322 |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.5 Building Construction - 2022
Unmitigated Construction Off-Site

| Category | lb/day | | | | | | | | | | | | | | | | |
|--------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|------------------------|------------------------|---------------|-----|------|------------------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| 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 |
| Vendor | 0.4284 | 13.1673 | 3.8005 | 0.0354 | 0.9155 | 0.0256 | 0.9412 | 0.2636 | 0.0245 | 0.2881 | | 3,789.075 0 | 3,789.075 0 | 0.2381 | | | 3,795.028 3 |
| Worker | 2.6620 | 1.6677 | 19.4699 | 0.0571 | 6.0932 | 0.0493 | 6.1425 | 1.6163 | 0.0454 | 1.6617 | | 5,691.935 4 | 5,691.935 4 | 0.1602 | | | 5,695.940 8 |
| Total | 3.0904 | 14.8350 | 23.2704 | 0.0926 | 7.0087 | 0.0749 | 7.0836 | 1.8799 | 0.0699 | 1.9498 | | 9,481.010 4 | 9,481.010 4 | 0.3984 | | | 9,490.969 1 |

Mitigated Construction On-Site

| Category | lb/day | | | | | | | | | | | | | | | | |
|--------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|------------------------|------------------------|---------------|-----|------|------------------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| Off-Road | 1.7062 | 15.6156 | 16.3634 | 0.0269 | | 0.8090 | 0.8090 | | 0.7612 | 0.7612 | 0.0000 | 2,554.333 6 | 2,554.333 6 | 0.6120 | | | 2,569.632 2 |
| Total | 1.7062 | 15.6156 | 16.3634 | 0.0269 | | 0.8090 | 0.8090 | | 0.7612 | 0.7612 | 0.0000 | 2,554.333 6 | 2,554.333 6 | 0.6120 | | | 2,569.632 2 |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.5 Building Construction - 2022

Mitigated Construction Off-Site

| Category | lb/day | | | | | | | | | | | | | | | | |
|--------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|-------------------|-------------------|---------------|-----|------|-------------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| 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 |
| Vendor | 0.4284 | 13.1673 | 3.8005 | 0.0354 | 0.9155 | 0.0256 | 0.9412 | 0.2636 | 0.0245 | 0.2881 | | 3,789.0750 | 3,789.0750 | 0.2381 | | | 3,795.0283 |
| Worker | 2.6620 | 1.6677 | 19.4699 | 0.0571 | 6.0932 | 0.0493 | 6.1425 | 1.6163 | 0.0454 | 1.6617 | | 5,691.9354 | 5,691.9354 | 0.1602 | | | 5,695.9408 |
| Total | 3.0904 | 14.8350 | 23.2704 | 0.0926 | 7.0087 | 0.0749 | 7.0836 | 1.8799 | 0.0699 | 1.9498 | | 9,481.0104 | 9,481.0104 | 0.3984 | | | 9,490.9691 |

3.5 Building Construction - 2023

Unmitigated Construction On-Site

| Category | lb/day | | | | | | | | | | | | | | | | |
|--------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|-------------------|-------------------|---------------|-----|------|-------------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| Off-Road | 1.5728 | 14.3849 | 16.2440 | 0.0269 | | 0.6997 | 0.6997 | | 0.6584 | 0.6584 | | 2,555.2099 | 2,555.2099 | 0.6079 | | | 2,570.4061 |
| Total | 1.5728 | 14.3849 | 16.2440 | 0.0269 | | 0.6997 | 0.6997 | | 0.6584 | 0.6584 | | 2,555.2099 | 2,555.2099 | 0.6079 | | | 2,570.4061 |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.5 Building Construction - 2023
Unmitigated Construction Off-Site

| Category | lb/day | | | | | | | | | | | | | | | | |
|--------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|-------------------|-------------------|-------------------|---------------|-----|------|-------------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| 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 |
| Vendor | 0.3183 | 9.9726 | 3.3771 | 0.0343 | 0.9156 | 0.0122 | 0.9277 | 0.2636 | 0.0116 | 0.2752 | 3,671.4007 | 3,671.4007 | 3,671.4007 | 0.2096 | | | 3,676.6417 |
| Worker | 2.5029 | 1.5073 | 17.8820 | 0.0550 | 6.0932 | 0.0479 | 6.1411 | 1.6163 | 0.0441 | 1.6604 | 5,483.7974 | 5,483.7974 | 5,483.7974 | 0.1442 | | | 5,487.4020 |
| Total | 2.8211 | 11.4799 | 21.2591 | 0.0893 | 7.0088 | 0.0601 | 7.0688 | 1.8799 | 0.0557 | 1.9356 | 9,155.1981 | 9,155.1981 | 9,155.1981 | 0.3538 | | | 9,164.0437 |

Mitigated Construction On-Site

| Category | lb/day | | | | | | | | | | | | | | | | |
|--------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|-------------------|-------------------|---------------|-----|------|-------------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| Off-Road | 1.5728 | 14.3849 | 16.2440 | 0.0269 | | 0.6997 | 0.6997 | 0.6584 | 0.6584 | 0.6584 | 0.0000 | 2,555.2099 | 2,555.2099 | 0.6079 | | | 2,570.4061 |
| Total | 1.5728 | 14.3849 | 16.2440 | 0.0269 | | 0.6997 | 0.6997 | 0.6584 | 0.6584 | 0.6584 | 0.0000 | 2,555.2099 | 2,555.2099 | 0.6079 | | | 2,570.4061 |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.5 Building Construction - 2023

Mitigated Construction Off-Site

| Category | lb/day | | | | | | | | | | | | | | | | |
|--------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|-------------------|-------------------|-------------------|---------------|--------|-------------------|--------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| 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 | 0.0000 |
| Vendor | 0.3183 | 9.9726 | 3.3771 | 0.0343 | 0.9156 | 0.0122 | 0.9277 | 0.2636 | 0.0116 | 0.2752 | 3,671.4007 | 3,671.4007 | 3,671.4007 | 0.2096 | | 3,676.6417 | |
| Worker | 2.5029 | 1.5073 | 17.8820 | 0.0550 | 6.0932 | 0.0479 | 6.1411 | 1.6163 | 0.0441 | 1.6604 | 5,483.7974 | 5,483.7974 | 5,483.7974 | 0.1442 | | 5,487.4020 | |
| Total | 2.8211 | 11.4799 | 21.2591 | 0.0893 | 7.0088 | 0.0601 | 7.0688 | 1.8799 | 0.0557 | 1.9356 | 9,155.1981 | 9,155.1981 | 9,155.1981 | 0.3538 | | 9,164.0437 | |

3.6 Paving - 2023

Unmitigated Construction On-Site

| Category | lb/day | | | | | | | | | | | | | | | | |
|--------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|-------------------|-------------------|-------------------|---------------|-----|-------------------|--|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| Off-Road | 1.0327 | 10.1917 | 14.5842 | 0.0228 | 0.5102 | 0.5102 | 0.5102 | 0.4694 | 0.4694 | 0.4694 | 2,207.5841 | 2,207.5841 | 2,207.5841 | 0.7140 | | 2,225.4336 | |
| Paving | 0.0000 | | | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 | |
| Total | 1.0327 | 10.1917 | 14.5842 | 0.0228 | 0.5102 | 0.5102 | 0.5102 | 0.4694 | 0.4694 | 0.4694 | 2,207.5841 | 2,207.5841 | 2,207.5841 | 0.7140 | | 2,225.4336 | |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.6 Paving - 2023

Unmitigated Construction Off-Site

| Category | lb/day | | | | | | | | | | lb/day | | | | | | |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|-----------------|-----------------|--------------------|--------------------|-----|------|-----------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| 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 |
| 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 |
| Worker | 0.0469 | 0.0282 | 0.3349 | 1.0300e-003 | 0.1141 | 9.0000e-004 | 0.1150 | 0.0303 | 8.3000e-004 | 0.0311 | 102.6928 | 102.6928 | 2.7000e-003 | 2.7000e-003 | | | 102.7603 |
| Total | 0.0469 | 0.0282 | 0.3349 | 1.0300e-003 | 0.1141 | 9.0000e-004 | 0.1150 | 0.0303 | 8.3000e-004 | 0.0311 | 102.6928 | 102.6928 | 2.7000e-003 | 2.7000e-003 | | | 102.7603 |

Mitigated Construction On-Site

| Category | lb/day | | | | | | | | | | lb/day | | | | | | |
|--------------|---------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|-------------------|-------------------|---------------|-----|------|-------------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| Off-Road | 1.0327 | 10.1917 | 14.5842 | 0.0228 | | 0.5102 | 0.5102 | | 0.4694 | 0.4694 | 0.0000 | 2,207.5841 | 2,207.5841 | 0.7140 | | | 2,225.4336 |
| Paving | 0.0000 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | | 0.0000 |
| Total | 1.0327 | 10.1917 | 14.5842 | 0.0228 | | 0.5102 | 0.5102 | | 0.4694 | 0.4694 | 0.0000 | 2,207.5841 | 2,207.5841 | 0.7140 | | | 2,225.4336 |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.6 Paving - 2023

Mitigated Construction Off-Site

| Category | lb/day | | | | | | | | | | | | | | | | |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|-----------------|-----------------|--------------------|--------------------|--------|-----------------|--------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| 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 | 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 | 0.0000 |
| Worker | 0.0469 | 0.0282 | 0.3349 | 1.0300e-003 | 0.1141 | 9.0000e-004 | 0.1150 | 0.0303 | 8.3000e-004 | 0.0311 | 102.6928 | 102.6928 | 2.7000e-003 | 2.7000e-003 | | 102.7603 | |
| Total | 0.0469 | 0.0282 | 0.3349 | 1.0300e-003 | 0.1141 | 9.0000e-004 | 0.1150 | 0.0303 | 8.3000e-004 | 0.0311 | 102.6928 | 102.6928 | 2.7000e-003 | 2.7000e-003 | | 102.7603 | |

3.6 Paving - 2024

Unmitigated Construction On-Site

| Category | lb/day | | | | | | | | | | | | | | | | |
|--------------|---------------|---------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|------------------------------|------------------------------|------------------------------|---------------|-----|------------------------------|--|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| Off-Road | 0.9882 | 9.5246 | 14.6258 | 0.0228 | 0.4685 | 0.4685 | 0.4685 | 0.4310 | 0.4310 | 0.4310 | 2,207.547 ² | 2,207.547 ² | 2,207.547 ² | 0.7140 | | 2,225.396 ³ | |
| Paving | 0.0000 | | | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 | |
| Total | 0.9882 | 9.5246 | 14.6258 | 0.0228 | 0.4685 | 0.4685 | 0.4685 | 0.4310 | 0.4310 | 0.4310 | 2,207.547² | 2,207.547² | 2,207.547² | 0.7140 | | 2,225.396³ | |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.6 Paving - 2024

Unmitigated Construction Off-Site

| Category | lb/day | | | | | | | | | | | | | | | | |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|----------------|----------------|----------------|--------------------|--------|----------------|--------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| 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 | 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 | 0.0000 |
| Worker | 0.0444 | 0.0257 | 0.3114 | 1.0000e-003 | 0.1141 | 8.8000e-004 | 0.1150 | 0.0303 | 8.1000e-004 | 0.0311 | 99.5045 | 99.5045 | 99.5045 | 2.4700e-003 | | 99.5663 | |
| Total | 0.0444 | 0.0257 | 0.3114 | 1.0000e-003 | 0.1141 | 8.8000e-004 | 0.1150 | 0.0303 | 8.1000e-004 | 0.0311 | 99.5045 | 99.5045 | 99.5045 | 2.4700e-003 | | 99.5663 | |

Mitigated Construction On-Site

| Category | lb/day | | | | | | | | | | | | | | | | |
|--------------|---------------|---------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|------------------------------|------------------------------|---------------|-----|------------------------------|--|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| Off-Road | 0.9882 | 9.5246 | 14.6258 | 0.0228 | | 0.4685 | 0.4685 | | 0.4310 | 0.4310 | 0.0000 | 2,207.547 ² | 2,207.547 ² | 0.7140 | | 2,225.396 ³ | |
| Paving | 0.0000 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 | |
| Total | 0.9882 | 9.5246 | 14.6258 | 0.0228 | | 0.4685 | 0.4685 | | 0.4310 | 0.4310 | 0.0000 | 2,207.547² | 2,207.547² | 0.7140 | | 2,225.396³ | |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.6 Paving - 2024

Mitigated Construction Off-Site

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|---------------|---------------|---------------|--------------------|---------------|--------------------|---------------|----------------|--------------------|---------------|----------------|----------------|--------------------|--------------------|--------|----------------|
| 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 | 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 | 0.0444 | 0.0257 | 0.3114 | 1.0000e-003 | 0.1141 | 8.8000e-004 | 0.1150 | 0.0303 | 8.1000e-004 | 0.0311 | 99.5045 | 99.5045 | 2.4700e-003 | 2.4700e-003 | | 99.5663 |
| Total | 0.0444 | 0.0257 | 0.3114 | 1.0000e-003 | 0.1141 | 8.8000e-004 | 0.1150 | 0.0303 | 8.1000e-004 | 0.0311 | 99.5045 | 99.5045 | 2.4700e-003 | 2.4700e-003 | | 99.5663 |

3.7 Architectural Coating - 2024

Unmitigated Construction On-Site

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|-----------------|-----------------|---------------|---------------|--------------------|---------------|---------------|---------------|----------------|---------------|---------------|----------|-----------|-----------------|---------------|-----|-----------------|
| lb/day | | | | | | | | | | | | | | | | |
| Archit. Coating | 236.4115 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Off-Road | 0.1808 | 1.2188 | 1.8101 | 2.9700e-003 | | 0.0609 | 0.0609 | | 0.0609 | 0.0609 | | | 281.4481 | 0.0159 | | 281.8443 |
| Total | 236.5923 | 1.2188 | 1.8101 | 2.9700e-003 | | 0.0609 | 0.0609 | | 0.0609 | 0.0609 | | | 281.4481 | 0.0159 | | 281.8443 |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.7 Architectural Coating - 2024
Unmitigated Construction Off-Site

| Category | lb/day | | | | | | | | | | | | | | | | |
|--------------|---------------|---------------|---------------|---------------|---------------|--------------------|---------------|----------------|--------------------|---------------|-------------------|-------------------|---------------|---------------|--------|-------------------|--------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| 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 | 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 | 0.0000 |
| Worker | 0.4734 | 0.2743 | 3.3220 | 0.0107 | 1.2171 | 9.4300e-003 | 1.2266 | 0.3229 | 8.6800e-003 | 0.3315 | 1,061.3818 | 1,061.3818 | 0.0264 | 0.0264 | | 1,062.0410 | |
| Total | 0.4734 | 0.2743 | 3.3220 | 0.0107 | 1.2171 | 9.4300e-003 | 1.2266 | 0.3229 | 8.6800e-003 | 0.3315 | 1,061.3818 | 1,061.3818 | 0.0264 | 0.0264 | | 1,062.0410 | |

Mitigated Construction On-Site

| Category | lb/day | | | | | | | | | | | | | | | | |
|-----------------|-----------------|---------------|---------------|--------------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|-----------------|-----------------|---------------|-----|-----------------|--|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| Archit. Coating | 236.4115 | | | | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 | |
| Off-Road | 0.1808 | 1.2188 | 1.8101 | 2.9700e-003 | | 0.0609 | 0.0609 | 0.0609 | 0.0609 | 0.0609 | 0.0000 | 281.4481 | 281.4481 | 0.0159 | | 281.8443 | |
| Total | 236.5923 | 1.2188 | 1.8101 | 2.9700e-003 | | 0.0609 | 0.0609 | 0.0609 | 0.0609 | 0.0609 | 0.0000 | 281.4481 | 281.4481 | 0.0159 | | 281.8443 | |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

3.7 Architectural Coating - 2024

Mitigated Construction Off-Site

| Category | lb/day | | | | | | | | | | | | | | | | |
|--------------|---------------|---------------|---------------|---------------|---------------|--------------------|---------------|----------------|--------------------|---------------|-------------------|-------------------|---------------|---------------|--------|-------------------|----------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e | |
| 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 | 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 | 0.0000 |
| Worker | 0.4734 | 0.2743 | 3.3220 | 0.0107 | 1.2171 | 9.4300e-003 | 1.2266 | 0.3229 | 8.6800e-003 | 0.3315 | 1,061.3818 | 1,061.3818 | 0.0264 | 0.0264 | | 1,062.0410 | 0 |
| Total | 0.4734 | 0.2743 | 3.3220 | 0.0107 | 1.2171 | 9.4300e-003 | 1.2266 | 0.3229 | 8.6800e-003 | 0.3315 | 1,061.3818 | 1,061.3818 | 0.0264 | 0.0264 | | 1,062.0410 | 0 |

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

| Category | lb/day | | | | | | | | | | | | | | | |
|-------------|--------|---------|----------|--------|---------------|--------------|------------|----------------|---------------|-------------|-----------------|-----------------|-----------------|--------|-----|-----------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
| Mitigated | 9.5233 | 45.9914 | 110.0422 | 0.4681 | 45.9592 | 0.3373 | 46.2965 | 12.2950 | 0.3132 | 12.6083 | 47,917.80 05 | 47,917.80 05 | 47,917.80 05 | 2.1953 | | 47,972.68 39 |
| Unmitigated | 9.5233 | 45.9914 | 110.0422 | 0.4681 | 45.9592 | 0.3373 | 46.2965 | 12.2950 | 0.3132 | 12.6083 | 47,917.80 05 | 47,917.80 05 | 47,917.80 05 | 2.1953 | | 47,972.68 39 |

4.2 Trip Summary Information

| Land Use | Average Daily Trip Rate | | | Unmitigated | | Mitigated | |
|-------------------------------------|-------------------------|-----------------|-----------------|-------------------|-------------------|-------------------|-------------------|
| | Weekday | Saturday | Sunday | Annual VMT | Annual VMT | Annual VMT | Annual VMT |
| Apartments Low Rise | 145.75 | 154.25 | 154.00 | 506,227 | 506,227 | 506,227 | 506,227 |
| Apartments Mid Rise | 4,026.75 | 3,773.25 | 4075.50 | 13,660,065 | 13,660,065 | 13,660,065 | 13,660,065 |
| General Office Building | 288.45 | 62.55 | 31.05 | 706,812 | 706,812 | 706,812 | 706,812 |
| High Turnover (Sit Down Restaurant) | 2,368.80 | 2,873.52 | 2817.72 | 3,413,937 | 3,413,937 | 3,413,937 | 3,413,937 |
| Hotel | 192.00 | 187.50 | 160.00 | 445,703 | 445,703 | 445,703 | 445,703 |
| Quality Restaurant | 501.12 | 511.92 | 461.20 | 707,488 | 707,488 | 707,488 | 707,488 |
| Regional Shopping Center | 528.08 | 601.44 | 357.84 | 1,112,221 | 1,112,221 | 1,112,221 | 1,112,221 |
| Total | 8,050.95 | 8,164.43 | 8,057.31 | 20,552,452 | 20,552,452 | 20,552,452 | 20,552,452 |

4.3 Trip Type Information

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

| 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 | H-W or C-W | H-S or C-C | H-O or C-NW | Primary | Diverted | Pass-by |
| Apartments Low Rise | 14.70 | 5.90 | 8.70 | 40.20 | 19.20 | 40.60 | 40.20 | 19.20 | 40.60 | 86 | 11 | 3 |
| Apartments Mid Rise | 14.70 | 5.90 | 8.70 | 40.20 | 19.20 | 40.60 | 40.20 | 19.20 | 40.60 | 86 | 11 | 3 |
| General Office Building | 16.60 | 8.40 | 6.90 | 33.00 | 48.00 | 19.00 | 33.00 | 48.00 | 19.00 | 77 | 19 | 4 |
| High Turnover (Sit Down) | 16.60 | 8.40 | 6.90 | 8.50 | 72.50 | 19.00 | 8.50 | 72.50 | 19.00 | 37 | 20 | 43 |
| Hotel | 16.60 | 8.40 | 6.90 | 19.40 | 61.60 | 19.00 | 19.40 | 61.60 | 19.00 | 58 | 38 | 4 |
| Quality Restaurant | 16.60 | 8.40 | 6.90 | 12.00 | 69.00 | 19.00 | 12.00 | 69.00 | 19.00 | 38 | 18 | 44 |
| Regional Shopping Center | 16.60 | 8.40 | 6.90 | 16.30 | 64.70 | 19.00 | 16.30 | 64.70 | 19.00 | 54 | 35 | 11 |

4.4 Fleet Mix

| Land Use | LDA | LDT1 | LDT2 | MDV | LHD1 | LHD2 | MHD | HHD | OBUS | UBUS | MCY | SBUS | MH |
|-------------------------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| Apartments Low Rise | 0.543088 | 0.044216 | 0.209971 | 0.116369 | 0.014033 | 0.006332 | 0.021166 | 0.033577 | 0.002613 | 0.001817 | 0.005285 | 0.000712 | 0.000821 |
| Apartments Mid Rise | 0.543088 | 0.044216 | 0.209971 | 0.116369 | 0.014033 | 0.006332 | 0.021166 | 0.033577 | 0.002613 | 0.001817 | 0.005285 | 0.000712 | 0.000821 |
| General Office Building | 0.543088 | 0.044216 | 0.209971 | 0.116369 | 0.014033 | 0.006332 | 0.021166 | 0.033577 | 0.002613 | 0.001817 | 0.005285 | 0.000712 | 0.000821 |
| High Turnover (Sit Down Restaurant) | 0.543088 | 0.044216 | 0.209971 | 0.116369 | 0.014033 | 0.006332 | 0.021166 | 0.033577 | 0.002613 | 0.001817 | 0.005285 | 0.000712 | 0.000821 |
| Hotel | 0.543088 | 0.044216 | 0.209971 | 0.116369 | 0.014033 | 0.006332 | 0.021166 | 0.033577 | 0.002613 | 0.001817 | 0.005285 | 0.000712 | 0.000821 |
| Quality Restaurant | 0.543088 | 0.044216 | 0.209971 | 0.116369 | 0.014033 | 0.006332 | 0.021166 | 0.033577 | 0.002613 | 0.001817 | 0.005285 | 0.000712 | 0.000821 |
| Regional Shopping Center | 0.543088 | 0.044216 | 0.209971 | 0.116369 | 0.014033 | 0.006332 | 0.021166 | 0.033577 | 0.002613 | 0.001817 | 0.005285 | 0.000712 | 0.000821 |

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|-------------------------|--------|--------|--------|--------|---------------|--------------|------------|----------------|---------------|-------------|----------|------------|------------|--------|--------|------------|
| | lb/day | | | | | | | | | | | | | | | |
| Natural Gas Mitigated | 0.7660 | 6.7462 | 4.2573 | 0.0418 | 0.5292 | 0.5292 | 0.5292 | 0.5292 | 0.5292 | 0.5292 | | 8,355.9832 | 8,355.9832 | 0.1602 | 0.1532 | 8,405.6387 |
| Natural Gas Unmitigated | 0.7660 | 6.7462 | 4.2573 | 0.0418 | 0.5292 | 0.5292 | 0.5292 | 0.5292 | 0.5292 | 0.5292 | | 8,355.9832 | 8,355.9832 | 0.1602 | 0.1532 | 8,405.6387 |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

5.2 Energy by Land Use - NaturalGas

Unmitigated

| Land Use | NaturalGas Use kBTU/yr | lb/day | | | | | | | | | | lb/day | | | | | |
|-------------------------------------|---------------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|-------------------|-------------------|-------------------|---------------|---------------|-------------------|
| | | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
| Apartments Low Rise | 1119.16 | 0.0121 | 0.1031 | 0.0439 | 6.6000e-004 | 8.3400e-003 | 8.3400e-003 | 8.3400e-003 | 8.3400e-003 | 8.3400e-003 | 8.3400e-003 | 131.6662 | 131.6662 | 131.6662 | 2.5200e-003 | 2.4100e-003 | 132.4486 |
| Apartments Mid Rise | 35784.3 | 0.3859 | 3.2978 | 1.4033 | 0.0211 | 0.2666 | 0.2666 | 0.2666 | 0.2666 | 0.2666 | 0.2666 | 4.209.9164 | 4.209.9164 | 4.209.9164 | 0.0807 | 0.0772 | 4.234.9339 |
| General Office Building | 1283.42 | 0.0138 | 0.1258 | 0.1057 | 7.5000e-004 | 9.5600e-003 | 9.5600e-003 | 9.5600e-003 | 9.5600e-003 | 9.5600e-003 | 9.5600e-003 | 150.9911 | 150.9911 | 150.9911 | 2.8900e-003 | 2.7700e-003 | 151.8884 |
| High Turnover (Sit Down Restaurant) | 22759.9 | 0.2455 | 2.2314 | 1.8743 | 0.0134 | 0.1696 | 0.1696 | 0.1696 | 0.1696 | 0.1696 | 0.1696 | 2.677.6342 | 2.677.6342 | 2.677.6342 | 0.0513 | 0.0491 | 2.693.5460 |
| Hotel | 4769.72 | 0.0514 | 0.4676 | 0.3928 | 2.8100e-003 | 0.0355 | 0.0355 | 0.0355 | 0.0355 | 0.0355 | 0.0355 | 561.1436 | 561.1436 | 561.1436 | 0.0108 | 0.0103 | 564.4782 |
| Quality Restaurant | 5057.75 | 0.0545 | 0.4959 | 0.4165 | 2.9800e-003 | 0.0377 | 0.0377 | 0.0377 | 0.0377 | 0.0377 | 0.0377 | 595.0298 | 595.0298 | 595.0298 | 0.0114 | 0.0109 | 598.5658 |
| Regional Shopping Center | 251.616 | 2.7100e-003 | 0.0247 | 0.0207 | 1.5000e-004 | 1.8700e-003 | 1.8700e-003 | 1.8700e-003 | 1.8700e-003 | 1.8700e-003 | 1.8700e-003 | 29.6019 | 29.6019 | 29.6019 | 5.7000e-004 | 5.4000e-004 | 29.7778 |
| Total | | 0.7660 | 6.7463 | 4.2573 | 0.0418 | 0.5292 | 0.5292 | 0.5292 | 0.5292 | 0.5292 | 0.5292 | 8,355.9832 | 8,355.9832 | 8,355.9832 | 0.1602 | 0.1532 | 8,405.6387 |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

5.2 Energy by Land Use - NaturalGas

Mitigated

| Land Use | NaturalGas Use kBTU/yr | lb/day | | | | | | | | | | lb/day | | | | | |
|-------------------------------------|---------------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|-------------------|-------------------|-------------------|---------------|---------------|-------------------|
| | | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
| Apartment Low Rise | 1.11916 | 0.0121 | 0.1031 | 0.0439 | 6.6000e-004 | 8.3400e-003 | 8.3400e-003 | 8.3400e-003 | 8.3400e-003 | 8.3400e-003 | 8.3400e-003 | 131.6662 | 131.6662 | 131.6662 | 2.5200e-003 | 2.4100e-003 | 132.4486 |
| Apartment Mid Rise | 35.7843 | 0.3859 | 3.2978 | 1.4033 | 0.0211 | 0.2666 | 0.2666 | 0.2666 | 0.2666 | 0.2666 | 0.2666 | 4.209.9164 | 4.209.9164 | 4.209.9164 | 0.0807 | 0.0772 | 4.234.9339 |
| General Office Building | 1.28342 | 0.0138 | 0.1258 | 0.1057 | 7.5000e-004 | 9.5600e-003 | 9.5600e-003 | 9.5600e-003 | 9.5600e-003 | 9.5600e-003 | 9.5600e-003 | 150.9911 | 150.9911 | 150.9911 | 2.8900e-003 | 2.7700e-003 | 151.8884 |
| High Turnover (Sit Down Restaurant) | 22.7599 | 0.2455 | 2.2314 | 1.8743 | 0.0134 | 0.1696 | 0.1696 | 0.1696 | 0.1696 | 0.1696 | 0.1696 | 2.677.6342 | 2.677.6342 | 2.677.6342 | 0.0513 | 0.0491 | 2.693.5460 |
| Hotel | 4.76972 | 0.0514 | 0.4676 | 0.3928 | 2.8100e-003 | 0.0355 | 0.0355 | 0.0355 | 0.0355 | 0.0355 | 0.0355 | 561.1436 | 561.1436 | 561.1436 | 0.0108 | 0.0103 | 564.4782 |
| Quality Restaurant | 5.05775 | 0.0545 | 0.4959 | 0.4165 | 2.9800e-003 | 0.0377 | 0.0377 | 0.0377 | 0.0377 | 0.0377 | 0.0377 | 595.0298 | 595.0298 | 595.0298 | 0.0114 | 0.0109 | 598.5658 |
| Regional Shopping Center | 0.251616 | 2.7100e-003 | 0.0247 | 0.0207 | 1.5000e-004 | 1.8700e-003 | 1.8700e-003 | 1.8700e-003 | 1.8700e-003 | 1.8700e-003 | 1.8700e-003 | 29.6019 | 29.6019 | 29.6019 | 5.7000e-004 | 5.4000e-004 | 29.7778 |
| Total | | 0.7660 | 6.7463 | 4.2573 | 0.0418 | 0.5292 | 0.5292 | 0.5292 | 0.5292 | 0.5292 | 0.5292 | 8,355.9832 | 8,355.9832 | 8,355.9832 | 0.1602 | 0.1532 | 8,405.6387 |

6.0 Area Detail

6.1 Mitigation Measures Area

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

| Category | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|-------------|---------|---------|---------|--------|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------------|-----------------|--------|--------|-----------------|
| lb/day | | | | | | | | | | | | | | | | |
| Mitigated | 30.5020 | 15.0496 | 88.4430 | 0.0944 | 1.5974 | 1.5974 | 1.5974 | 1.5974 | 1.5974 | 1.5974 | 0.0000 | 18,148.59 50 | 18,148.59 50 | 0.4874 | 0.3300 | 18,259.11 92 |
| Unmitigated | 30.5020 | 15.0496 | 88.4430 | 0.0944 | 1.5974 | 1.5974 | 1.5974 | 1.5974 | 1.5974 | 1.5974 | 0.0000 | 18,148.59 50 | 18,148.59 50 | 0.4874 | 0.3300 | 18,259.11 92 |

6.2 Area by SubCategory

Unmitigated

| SubCategory | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|-----------------------|----------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|-------------------------|-------------------------|---------------|---------------|-------------------------|
| lb/day | | | | | | | | | | | | | | | | |
| Architectural Coating | 2.2670 | | | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Consumer Products | 24.1085 | | | | 0.0000 | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Hearth | 1.6500 | 14.1000 | 6.0000 | 0.0900 | 1.1400 | 1.1400 | 1.1400 | 1.1400 | 1.1400 | 1.1400 | 0.0000 | 18,000.00 00 | 18,000.00 00 | 0.3450 | 0.3300 | 18,106.96 50 |
| Landscaping | 2.4766 | 0.9496 | 82.4430 | 4.3600e-003 | 0.4574 | 0.4574 | 0.4574 | 0.4574 | 0.4574 | 0.4574 | | 148.5950 | 148.5950 | 0.1424 | | 152.1542 |
| Total | 30.5020 | 15.0496 | 88.4430 | 0.0944 | 1.5974 | 1.5974 | 1.5974 | 1.5974 | 1.5974 | 1.5974 | 0.0000 | 18,148.59 50 | 18,148.59 50 | 0.4874 | 0.3300 | 18,259.11 92 |

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

6.2 Area by SubCategory

Mitigated

| SubCategory | lb/day | | | | | | | | | | lb/day | | | | | |
|-----------------------|----------------|----------------|----------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|---------------|--------------------|--------------------|---------------|---------------|--------------------|
| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
| Architectural Coating | 2.2670 | | | | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | | 0.0000 | | | 0.0000 |
| Consumer Products | 24.1085 | | | | | 0.0000 | 0.0000 | 0.0000 | 0.0000 | | | 0.0000 | | | | 0.0000 |
| Hearth | 1.6500 | 14.1000 | 6.0000 | 0.0900 | | 1.1400 | 1.1400 | 1.1400 | 1.1400 | 1.1400 | 0.0000 | 18,000.0000 | 18,000.0000 | 0.3450 | 0.3300 | 18,106.9650 |
| Landscaping | 2.4766 | 0.9496 | 82.4430 | 4.3600e-003 | | 0.4574 | 0.4574 | 0.4574 | 0.4574 | 0.4574 | 148.5950 | 148.5950 | 148.5950 | 0.1424 | | 152.1542 |
| Total | 30.5020 | 15.0496 | 88.4430 | 0.0944 | | 1.5974 | 1.5974 | 1.5974 | 1.5974 | 1.5974 | 0.0000 | 18,148.5950 | 18,148.5950 | 0.4874 | 0.3300 | 18,259.1192 |

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

| Equipment Type | Number | Hours/Day | Days/Year | Horse Power | Load Factor | Fuel Type |
|----------------|--------|-----------|-----------|-------------|-------------|-----------|
|----------------|--------|-----------|-----------|-------------|-------------|-----------|

10.0 Stationary Equipment

Village South Specific Plan (Proposed) - Los Angeles-South Coast County, Winter

Fire Pumps and Emergency Generators

| | | | | | | |
|----------------|--------|-----------|------------|-------------|-------------|-----------|
| Equipment Type | Number | Hours/Day | Hours/Year | Horse Power | Load Factor | Fuel Type |
|----------------|--------|-----------|------------|-------------|-------------|-----------|

Boilers

| | | | | | |
|----------------|--------|----------------|-----------------|---------------|-----------|
| Equipment Type | Number | Heat Input/Day | Heat Input/Year | Boiler Rating | Fuel Type |
|----------------|--------|----------------|-----------------|---------------|-----------|

User Defined Equipment

| | |
|----------------|--------|
| Equipment Type | Number |
|----------------|--------|

11.0 Vegetation



Attachment C

| Local Hire Provision Net Change | |
|--|------------|
| Without Local Hire Provision | |
| Total Construction GHG Emissions (MT CO2e) | 3,623 |
| Amortized (MT CO2e/year) | 120.77 |
| With Local Hire Provision | |
| Total Construction GHG Emissions (MT CO2e) | 3,024 |
| Amortized (MT CO2e/year) | 100.80 |
| <i>% Decrease in Construction-related GHG Emissions</i> | 17% |

EXHIBIT B



Paul Rosenfeld, Ph.D.

Principal Environmental Chemist

Chemical Fate and Transport & Air Dispersion Modeling

Risk Assessment & Remediation Specialist

Education

Ph.D. Soil Chemistry, University of Washington, 1999. Dissertation on volatile organic compound filtration.

M.S. Environmental Science, U.C. Berkeley, 1995. Thesis on organic waste economics.

B.A. Environmental Studies, U.C. Santa Barbara, 1991. Thesis on wastewater treatment.

Professional Experience

Dr. Rosenfeld has over 25 years' experience conducting environmental investigations and risk assessments for evaluating impacts to human health, property, and ecological receptors. His expertise focuses on the fate and transport of environmental contaminants, human health risk, exposure assessment, and ecological restoration. Dr. Rosenfeld has evaluated and modeled emissions from unconventional oil drilling operations, oil spills, landfills, boilers and incinerators, process stacks, storage tanks, confined animal feeding operations, and many other industrial and agricultural sources. His project experience ranges from monitoring and modeling of pollution sources to evaluating impacts of pollution on workers at industrial facilities and residents in surrounding communities.

Dr. Rosenfeld has investigated and designed remediation programs and risk assessments for contaminated sites containing lead, heavy metals, mold, bacteria, particulate matter, petroleum hydrocarbons, chlorinated solvents, pesticides, radioactive waste, dioxins and furans, semi- and volatile organic compounds, PCBs, PAHs, perchlorate, asbestos, per- and poly-fluoroalkyl substances (PFOA/PFOS), unusual polymers, fuel oxygenates (MTBE), among other pollutants. Dr. Rosenfeld also has experience evaluating greenhouse gas emissions from various projects and is an expert on the assessment of odors from industrial and agricultural sites, as well as the evaluation of odor nuisance impacts and technologies for abatement of odorous emissions. As a principal scientist at SWAPE, Dr. Rosenfeld directs air dispersion modeling and exposure assessments. He has served as an expert witness and testified about pollution sources causing nuisance and/or personal injury at dozens of sites and has testified as an expert witness on more than ten cases involving exposure to air contaminants from industrial sources.

Professional History:

Soil Water Air Protection Enterprise (SWAPE); 2003 to present; Principal and Founding Partner
UCLA School of Public Health; 2007 to 2011; Lecturer (Assistant Researcher)
UCLA School of Public Health; 2003 to 2006; Adjunct Professor
UCLA Environmental Science and Engineering Program; 2002-2004; Doctoral Intern Coordinator
UCLA Institute of the Environment, 2001-2002; Research Associate
Komex H₂O Science, 2001 to 2003; Senior Remediation Scientist
National Groundwater Association, 2002-2004; Lecturer
San Diego State University, 1999-2001; Adjunct Professor
Anteon Corp., San Diego, 2000-2001; Remediation Project Manager
Ogden (now Amec), San Diego, 2000-2000; Remediation Project Manager
Bechtel, San Diego, California, 1999 – 2000; Risk Assessor
King County, Seattle, 1996 – 1999; Scientist
James River Corp., Washington, 1995-96; Scientist
Big Creek Lumber, Davenport, California, 1995; Scientist
Plumas Corp., California and USFS, Tahoe 1993-1995; Scientist
Peace Corps and World Wildlife Fund, St. Kitts, West Indies, 1991-1993; Scientist

Publications:

Remy, L.L., Clay T., Byers, V., **Rosenfeld P. E.** (2019) Hospital, Health, and Community Burden After Oil Refinery Fires, Richmond, California 2007 and 2012. *Environmental Health*. 18:48

Simons, R.A., Seo, Y. **Rosenfeld, P.**, (2015) Modeling the Effect of Refinery Emission On Residential Property Value. *Journal of Real Estate Research*. 27(3):321-342

Chen, J. A, Zapata A. R., Sutherland A. J., Molmen, D.R., Chow, B. S., Wu, L. E., **Rosenfeld, P. E.**, Hesse, R. C., (2012) Sulfur Dioxide and Volatile Organic Compound Exposure To A Community In Texas City Texas Evaluated Using Aermol and Empirical Data. *American Journal of Environmental Science*, 8(6), 622-632.

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Cheremisinoff, N.P., & **Rosenfeld, P.E.** (2011). *Handbook of Pollution Prevention and Cleaner Production: Best Practices in the Agrochemical Industry*, Amsterdam: Elsevier Publishing.

Gonzalez, J., Feng, L., Sutherland, A., Waller, C., Sok, H., Hesse, R., **Rosenfeld, P.** (2010). PCBs and Dioxins/Furans in Attic Dust Collected Near Former PCB Production and Secondary Copper Facilities in Sauget, IL. *Procedia Environmental Sciences*. 113–125.

Feng, L., Wu, C., Tam, L., Sutherland, A.J., Clark, J.J., **Rosenfeld, P.E.** (2010). Dioxin and Furan Blood Lipid and Attic Dust Concentrations in Populations Living Near Four Wood Treatment Facilities in the United States. *Journal of Environmental Health*. 73(6), 34-46.

Cheremisinoff, N.P., & **Rosenfeld, P.E.** (2010). *Handbook of Pollution Prevention and Cleaner Production: Best Practices in the Wood and Paper Industries*. Amsterdam: Elsevier Publishing.

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Wu, C., Tam, L., Clark, J., **Rosenfeld, P.** (2009). Dioxin and furan blood lipid concentrations in populations living near four wood treatment facilities in the United States. *WIT Transactions on Ecology and the Environment, Air Pollution*, 123 (17), 319-327.

Tam L. K., Wu C. D., Clark J. J. and **Rosenfeld, P.E.** (2008). A Statistical Analysis Of Attic Dust And Blood Lipid Concentrations Of Tetrachloro-p-Dibenzodioxin (TCDD) Toxicity Equivalency Quotients (TEQ) In Two Populations Near Wood Treatment Facilities. *Organohalogen Compounds*, 70, 002252-002255.

Tam L. K., Wu C. D., Clark J. J. and **Rosenfeld, P.E.** (2008). Methods For Collect Samples For Assessing Dioxins And Other Environmental Contaminants In Attic Dust: A Review. *Organohalogen Compounds*, 70, 000527-000530.

Hensley, A.R. A. Scott, J. J. J. Clark, **Rosenfeld, P.E.** (2007). Attic Dust and Human Blood Samples Collected near a Former Wood Treatment Facility. *Environmental Research*. 105, 194-197.

Rosenfeld, P.E., J. J. J. Clark, A. R. Hensley, M. Suffet. (2007). The Use of an Odor Wheel Classification for Evaluation of Human Health Risk Criteria for Compost Facilities. *Water Science & Technology* 55(5), 345-357.

Rosenfeld, P. E., M. Suffet. (2007). The Anatomy Of Odour Wheels For Odours Of Drinking Water, Wastewater, Compost And The Urban Environment. *Water Science & Technology* 55(5), 335-344.

Sullivan, P. J. Clark, J.J.J., Agardy, F. J., **Rosenfeld, P.E.** (2007). *Toxic Legacy, Synthetic Toxins in the Food, Water, and Air in American Cities*. Boston Massachusetts: Elsevier Publishing

Rosenfeld, P.E., and Suffet I.H. (2004). Control of Compost Odor Using High Carbon Wood Ash. *Water Science and Technology*. 49(9),171-178.

Rosenfeld P. E., J.J. Clark, I.H. (Mel) Suffet (2004). The Value of An Odor-Quality-Wheel Classification Scheme For The Urban Environment. *Water Environment Federation's Technical Exhibition and Conference (WEFTEC) 2004*. New Orleans, October 2-6, 2004.

Rosenfeld, P.E., and Suffet, I.H. (2004). Understanding Odorants Associated With Compost, Biomass Facilities, and the Land Application of Biosolids. *Water Science and Technology*. 49(9), 193-199.

Rosenfeld, P.E., and Suffet I.H. (2004). Control of Compost Odor Using High Carbon Wood Ash, *Water Science and Technology*, 49(9), 171-178.

Rosenfeld, P. E., Grey, M. A., Sellev, P. (2004). Measurement of Biosolids Odor and Odorant Emissions from Windrows, Static Pile and Biofilter. *Water Environment Research*. 76(4), 310-315.

Rosenfeld, P.E., Grey, M and Suffet, M. (2002). Compost Demonstration Project, Sacramento California Using High-Carbon Wood Ash to Control Odor at a Green Materials Composting Facility. *Integrated Waste Management Board Public Affairs Office*, Publications Clearinghouse (MS-6), Sacramento, CA Publication #442-02-008.

Rosenfeld, P.E., and C.L. Henry. (2001). Characterization of odor emissions from three different biosolids. *Water Soil and Air Pollution*. 127(1-4), 173-191.

Rosenfeld, P.E., and Henry C. L., (2000). Wood ash control of odor emissions from biosolids application. *Journal of Environmental Quality*. 29, 1662-1668.

Rosenfeld, P.E., C.L. Henry and D. Bennett. (2001). Wastewater dewatering polymer affect on biosolids odor emissions and microbial activity. *Water Environment Research*. 73(4), 363-367.

Rosenfeld, P.E., and C.L. Henry. (2001). Activated Carbon and Wood Ash Sorption of Wastewater, Compost, and Biosolids Odorants. *Water Environment Research*, 73, 388-393.

Rosenfeld, P.E., and Henry C. L., (2001). High carbon wood ash effect on biosolids microbial activity and odor. *Water Environment Research*. 131(1-4), 247-262.

Chollack, T. and **P. Rosenfeld**. (1998). Compost Amendment Handbook For Landscaping. Prepared for and distributed by the City of Redmond, Washington State.

Rosenfeld, P. E. (1992). The Mount Liamuiga Crater Trail. *Heritage Magazine of St. Kitts*, 3(2).

Rosenfeld, P. E. (1993). High School Biogas Project to Prevent Deforestation On St. Kitts. *Biomass Users Network*, 7(1).

Rosenfeld, P. E. (1998). Characterization, Quantification, and Control of Odor Emissions From Biosolids Application To Forest Soil. Doctoral Thesis. University of Washington College of Forest Resources.

Rosenfeld, P. E. (1994). Potential Utilization of Small Diameter Trees on Sierra County Public Land. Masters thesis reprinted by the Sierra County Economic Council. Sierra County, California.

Rosenfeld, P. E. (1991). How to Build a Small Rural Anaerobic Digester & Uses Of Biogas In The First And Third World. Bachelors Thesis. University of California.

Presentations:

Rosenfeld, P.E., Sutherland, A; Hesse, R.; Zapata, A. (October 3-6, 2013). Air dispersion modeling of volatile organic emissions from multiple natural gas wells in Decatur, TX. *44th Western Regional Meeting, American Chemical Society*. Lecture conducted from Santa Clara, CA.

Sok, H.L.; Waller, C.C.; Feng, L.; Gonzalez, J.; Sutherland, A.J.; Wisdom-Stack, T.; Sahai, R.K.; Hesse, R.C.; **Rosenfeld, P.E.** (June 20-23, 2010). Atrazine: A Persistent Pesticide in Urban Drinking Water. *Urban Environmental Pollution*. Lecture conducted from Boston, MA.

Feng, L.; Gonzalez, J.; Sok, H.L.; Sutherland, A.J.; Waller, C.C.; Wisdom-Stack, T.; Sahai, R.K.; La, M.; Hesse, R.C.; **Rosenfeld, P.E.** (June 20-23, 2010). Bringing Environmental Justice to East St. Louis, Illinois. *Urban Environmental Pollution*. Lecture conducted from Boston, MA.

Rosenfeld, P.E. (April 19-23, 2009). Perfluorooctanoic Acid (PFOA) and Perfluorooctane Sulfonate (PFOS) Contamination in Drinking Water From the Use of Aqueous Film Forming Foams (AFFF) at Airports in the United States. *2009 Ground Water Summit and 2009 Ground Water Protection Council Spring Meeting*, Lecture conducted from Tuscon, AZ.

Rosenfeld, P.E. (April 19-23, 2009). Cost to Filter Atrazine Contamination from Drinking Water in the United States” Contamination in Drinking Water From the Use of Aqueous Film Forming Foams (AFFF) at Airports in the United States. *2009 Ground Water Summit and 2009 Ground Water Protection Council Spring Meeting*. Lecture conducted from Tuscon, AZ.

Wu, C., Tam, L., Clark, J., **Rosenfeld, P.** (20-22 July, 2009). Dioxin and furan blood lipid concentrations in populations living near four wood treatment facilities in the United States. Brebbia, C.A. and Popov, V., eds., *Air Pollution XVII: Proceedings of the Seventeenth International Conference on Modeling, Monitoring and Management of Air Pollution*. Lecture conducted from Tallinn, Estonia.

Rosenfeld, P. E. (October 15-18, 2007). Moss Point Community Exposure To Contaminants From A Releasing Facility. *The 23rd Annual International Conferences on Soils Sediment and Water*. Platform lecture conducted from University of Massachusetts, Amherst MA.

Rosenfeld, P. E. (October 15-18, 2007). The Repeated Trespass of Tritium-Contaminated Water Into A Surrounding Community Form Repeated Waste Spills From A Nuclear Power Plant. *The 23rd Annual International Conferences on Soils Sediment and Water*. Platform lecture conducted from University of Massachusetts, Amherst MA.

Rosenfeld, P. E. (October 15-18, 2007). Somerville Community Exposure To Contaminants From Wood Treatment Facility Emissions. The *23rd Annual International Conferences on Soils Sediment and Water*. Lecture conducted from University of Massachusetts, Amherst MA.

Rosenfeld P. E. (March 2007). Production, Chemical Properties, Toxicology, & Treatment Case Studies of 1,2,3-Trichloropropane (TCP). *The Association for Environmental Health and Sciences (AEHS) Annual Meeting*. Lecture conducted from San Diego, CA.

Rosenfeld P. E. (March 2007). Blood and Attic Sampling for Dioxin/Furan, PAH, and Metal Exposure in Florida, Alabama. *The AEHS Annual Meeting*. Lecture conducted from San Diego, CA.

Hensley A.R., Scott, A., **Rosenfeld P.E.**, Clark, J.J.J. (August 21 – 25, 2006). Dioxin Containing Attic Dust And Human Blood Samples Collected Near A Former Wood Treatment Facility. *The 26th International Symposium on Halogenated Persistent Organic Pollutants – DIOXIN2006*. Lecture conducted from Radisson SAS Scandinavia Hotel in Oslo Norway.

Hensley A.R., Scott, A., **Rosenfeld P.E.**, Clark, J.J.J. (November 4-8, 2006). Dioxin Containing Attic Dust And Human Blood Samples Collected Near A Former Wood Treatment Facility. *APHA 134 Annual Meeting & Exposition*. Lecture conducted from Boston Massachusetts.

Paul Rosenfeld Ph.D. (October 24-25, 2005). Fate, Transport and Persistence of PFOA and Related Chemicals. Mealey's C8/PFOA. *Science, Risk & Litigation Conference*. Lecture conducted from The Rittenhouse Hotel, Philadelphia, PA.

Paul Rosenfeld Ph.D. (September 19, 2005). Brominated Flame Retardants in Groundwater: Pathways to Human Ingestion, *Toxicology and Remediation PEMA Emerging Contaminant Conference*. Lecture conducted from Hilton Hotel, Irvine California.

Paul Rosenfeld Ph.D. (September 19, 2005). Fate, Transport, Toxicity, And Persistence of 1,2,3-TCP. *PEMA Emerging Contaminant Conference*. Lecture conducted from Hilton Hotel in Irvine, California.

Paul Rosenfeld Ph.D. (September 26-27, 2005). Fate, Transport and Persistence of PDBEs. *Mealey's Groundwater Conference*. Lecture conducted from Ritz Carlton Hotel, Marina Del Ray, California.

Paul Rosenfeld Ph.D. (June 7-8, 2005). Fate, Transport and Persistence of PFOA and Related Chemicals. *International Society of Environmental Forensics: Focus On Emerging Contaminants*. Lecture conducted from Sheraton Oceanfront Hotel, Virginia Beach, Virginia.

Paul Rosenfeld Ph.D. (July 21-22, 2005). Fate Transport, Persistence and Toxicology of PFOA and Related Perfluorochemicals. *2005 National Groundwater Association Ground Water And Environmental Law Conference*. Lecture conducted from Wyndham Baltimore Inner Harbor, Baltimore Maryland.

Paul Rosenfeld Ph.D. (July 21-22, 2005). Brominated Flame Retardants in Groundwater: Pathways to Human Ingestion, Toxicology and Remediation. *2005 National Groundwater Association Ground Water and Environmental Law Conference*. Lecture conducted from Wyndham Baltimore Inner Harbor, Baltimore Maryland.

Paul Rosenfeld, Ph.D. and James Clark Ph.D. and Rob Hesse R.G. (May 5-6, 2004). Tert-butyl Alcohol Liability and Toxicology, A National Problem and Unquantified Liability. *National Groundwater Association. Environmental Law Conference*. Lecture conducted from Congress Plaza Hotel, Chicago Illinois.

Paul Rosenfeld, Ph.D. (March 2004). Perchlorate Toxicology. *Meeting of the American Groundwater Trust*. Lecture conducted from Phoenix Arizona.

Hagemann, M.F., **Paul Rosenfeld, Ph.D.** and Rob Hesse (2004). Perchlorate Contamination of the Colorado River. *Meeting of tribal representatives*. Lecture conducted from Parker, AZ.

Paul Rosenfeld, Ph.D. (April 7, 2004). A National Damage Assessment Model For PCE and Dry Cleaners. *Drycleaner Symposium. California Ground Water Association*. Lecture conducted from Radison Hotel, Sacramento, California.

Rosenfeld, P. E., Grey, M., (June 2003) Two stage biofilter for biosolids composting odor control. *Seventh International In Situ And On Site Bioremediation Symposium Battelle Conference* Orlando, FL.

Paul Rosenfeld, Ph.D. and James Clark Ph.D. (February 20-21, 2003) Understanding Historical Use, Chemical Properties, Toxicity and Regulatory Guidance of 1,4 Dioxane. *National Groundwater Association. Southwest Focus Conference. Water Supply and Emerging Contaminants..* Lecture conducted from Hyatt Regency Phoenix Arizona.

Paul Rosenfeld, Ph.D. (February 6-7, 2003). Underground Storage Tank Litigation and Remediation. *California CUPA Forum*. Lecture conducted from Marriott Hotel, Anaheim California.

Paul Rosenfeld, Ph.D. (October 23, 2002) Underground Storage Tank Litigation and Remediation. *EPA Underground Storage Tank Roundtable*. Lecture conducted from Sacramento California.

Rosenfeld, P.E. and Suffet, M. (October 7- 10, 2002). Understanding Odor from Compost, *Wastewater and Industrial Processes. Sixth Annual Symposium On Off Flavors in the Aquatic Environment. International Water Association*. Lecture conducted from Barcelona Spain.

Rosenfeld, P.E. and Suffet, M. (October 7- 10, 2002). Using High Carbon Wood Ash to Control Compost Odor. *Sixth Annual Symposium On Off Flavors in the Aquatic Environment. International Water Association*. Lecture conducted from Barcelona Spain.

Rosenfeld, P.E. and Grey, M. A. (September 22-24, 2002). Biocycle Composting For Coastal Sage Restoration. *Northwest Biosolids Management Association*. Lecture conducted from Vancouver Washington..

Rosenfeld, P.E. and Grey, M. A. (November 11-14, 2002). Using High-Carbon Wood Ash to Control Odor at a Green Materials Composting Facility. *Soil Science Society Annual Conference*. Lecture conducted from Indianapolis, Maryland.

Rosenfeld, P.E. (September 16, 2000). Two stage biofilter for biosolids composting odor control. *Water Environment Federation*. Lecture conducted from Anaheim California.

Rosenfeld, P.E. (October 16, 2000). Wood ash and biofilter control of compost odor. *Biofest*. Lecture conducted from Ocean Shores, California.

Rosenfeld, P.E. (2000). Bioremediation Using Organic Soil Amendments. *California Resource Recovery Association*. Lecture conducted from Sacramento California.

Rosenfeld, P.E., C.L. Henry, R. Harrison. (1998). Oat and Grass Seed Germination and Nitrogen and Sulfur Emissions Following Biosolids Incorporation With High-Carbon Wood-Ash. *Water Environment Federation 12th Annual Residuals and Biosolids Management Conference Proceedings*. Lecture conducted from Bellevue Washington.

Rosenfeld, P.E., and C.L. Henry. (1999). An evaluation of ash incorporation with biosolids for odor reduction. *Soil Science Society of America*. Lecture conducted from Salt Lake City Utah.

Rosenfeld, P.E., C.L. Henry, R. Harrison. (1998). Comparison of Microbial Activity and Odor Emissions from Three Different Biosolids Applied to Forest Soil. *Brown and Caldwell*. Lecture conducted from Seattle Washington.

Rosenfeld, P.E., C.L. Henry. (1998). Characterization, Quantification, and Control of Odor Emissions from Biosolids Application To Forest Soil. *Biofest*. Lecture conducted from Lake Chelan, Washington.

Rosenfeld, P.E., C.L. Henry, R. Harrison. (1998). Oat and Grass Seed Germination and Nitrogen and Sulfur Emissions Following Biosolids Incorporation With High-Carbon Wood-Ash. Water Environment Federation 12th Annual Residuals and Biosolids Management Conference Proceedings. Lecture conducted from Bellevue Washington.

Rosenfeld, P.E., C.L. Henry, R. B. Harrison, and R. Dills. (1997). Comparison of Odor Emissions From Three Different Biosolids Applied to Forest Soil. *Soil Science Society of America*. Lecture conducted from Anaheim California.

Teaching Experience:

UCLA Department of Environmental Health (Summer 2003 through 2010) Taught Environmental Health Science 100 to students, including undergrad, medical doctors, public health professionals and nurses. Course focused on the health effects of environmental contaminants.

National Ground Water Association, Successful Remediation Technologies. Custom Course in Sante Fe, New Mexico. May 21, 2002. Focused on fate and transport of fuel contaminants associated with underground storage tanks.

National Ground Water Association; Successful Remediation Technologies Course in Chicago Illinois. April 1, 2002. Focused on fate and transport of contaminants associated with Superfund and RCRA sites.

California Integrated Waste Management Board, April and May, 2001. Alternative Landfill Caps Seminar in San Diego, Ventura, and San Francisco. Focused on both prescriptive and innovative landfill cover design.

UCLA Department of Environmental Engineering, February 5, 2002. Seminar on Successful Remediation Technologies focusing on Groundwater Remediation.

University Of Washington, Soil Science Program, Teaching Assistant for several courses including: Soil Chemistry, Organic Soil Amendments, and Soil Stability.

U.C. Berkeley, Environmental Science Program Teaching Assistant for Environmental Science 10.

Academic Grants Awarded:

California Integrated Waste Management Board. \$41,000 grant awarded to UCLA Institute of the Environment. Goal: To investigate effect of high carbon wood ash on volatile organic emissions from compost. 2001.

Synagro Technologies, Corona California: \$10,000 grant awarded to San Diego State University. Goal: investigate effect of biosolids for restoration and remediation of degraded coastal sage soils. 2000.

King County, Department of Research and Technology, Washington State. \$100,000 grant awarded to University of Washington: Goal: To investigate odor emissions from biosolids application and the effect of polymers and ash on VOC emissions. 1998.

Northwest Biosolids Management Association, Washington State. \$20,000 grant awarded to investigate effect of polymers and ash on VOC emissions from biosolids. 1997.

James River Corporation, Oregon: \$10,000 grant was awarded to investigate the success of genetically engineered Poplar trees with resistance to round-up. 1996.

United State Forest Service, Tahoe National Forest: \$15,000 grant was awarded to investigating fire ecology of the Tahoe National Forest. 1995.

Kellogg Foundation, Washington D.C. \$500 grant was awarded to construct a large anaerobic digester on St. Kitts in West Indies. 1993

Deposition and/or Trial Testimony:

In the United States District Court For The District of New Jersey

Duarte et al, *Plaintiffs*, vs. United States Metals Refining Company et. al. *Defendant*.

Case No.: 2:17-cv-01624-ES-SCM

Rosenfeld Deposition. 6-7-2019

In the United States District Court of Southern District of Texas Galveston Division

M/T Carla Maersk, *Plaintiffs*, vs. Conti 168., Schiffahrts-GMBH & Co. Bulker KG MS “Conti Perdido”
Defendant.

Case No.: 3:15-CV-00106 consolidated with 3:15-CV-00237

Rosenfeld Deposition. 5-9-2019

In The Superior Court of the State of California In And For The County Of Los Angeles – Santa Monica

Carole-Taddeo-Bates et al., vs. Ifran Khan et al., Defendants

Case No.: No. BC615636

Rosenfeld Deposition, 1-26-2019

In The Superior Court of the State of California In And For The County Of Los Angeles – Santa Monica

The San Gabriel Valley Council of Governments et al. vs El Adobe Apts. Inc. et al., Defendants

Case No.: No. BC646857

Rosenfeld Deposition, 10-6-2018; Trial 3-7-19

In United States District Court For The District of Colorado

Bells et al. Plaintiff vs. The 3M Company et al., Defendants

Case: No 1:16-cv-02531-RBJ

Rosenfeld Deposition, 3-15-2018 and 4-3-2018

In The District Court Of Regan County, Texas, 112th Judicial District

Phillip Bales et al., Plaintiff vs. Dow Agrosiences, LLC, et al., Defendants

Cause No 1923

Rosenfeld Deposition, 11-17-2017

In The Superior Court of the State of California In And For The County Of Contra Costa

Simons et al., Plaintiffs vs. Chevron Corporation, et al., Defendants

Cause No C12-01481

Rosenfeld Deposition, 11-20-2017

In The Circuit Court Of The Twentieth Judicial Circuit, St Clair County, Illinois

Martha Custer et al., Plaintiff vs. Cerro Flow Products, Inc., Defendants

Case No.: No. 0i9-L-2295

Rosenfeld Deposition, 8-23-2017

In The Superior Court of the State of California, For The County of Los Angeles

Warrn Gilbert and Penny Gilber, Plaintiff vs. BMW of North America LLC

Case No.: LC102019 (c/w BC582154)

Rosenfeld Deposition, 8-16-2017, Trail 8-28-2018

In the Northern District Court of Mississippi, Greenville Division

Brenda J. Cooper, et al., *Plaintiffs*, vs. Meritor Inc., et al., *Defendants*

Case Number: 4:16-cv-52-DMB-JVM

Rosenfeld Deposition: July 2017

In The Superior Court of the State of Washington, County of Snohomish
Michael Davis and Julie Davis et al., Plaintiff vs. Cedar Grove Composting Inc., Defendants
Case No.: No. 13-2-03987-5
Rosenfeld Deposition, February 2017
Trial, March 2017

In The Superior Court of the State of California, County of Alameda
Charles Spain., Plaintiff vs. Thermo Fisher Scientific, et al., Defendants
Case No.: RG14711115
Rosenfeld Deposition, September 2015

In The Iowa District Court In And For Poweshiek County
Russell D. Winburn, et al., Plaintiffs vs. Doug Hoksbergen, et al., Defendants
Case No.: LALA002187
Rosenfeld Deposition, August 2015

In The Iowa District Court For Wapello County
Jerry Dovico, et al., Plaintiffs vs. Valley View Sine LLC, et al., Defendants
Law No.: LALA105144 - Division A
Rosenfeld Deposition, August 2015

In The Iowa District Court For Wapello County
Doug Pauls, et al., et al., Plaintiffs vs. Richard Warren, et al., Defendants
Law No.: LALA105144 - Division A
Rosenfeld Deposition, August 2015

In The Circuit Court of Ohio County, West Virginia
Robert Andrews, et al. v. Antero, et al.
Civil Action NO. 14-C-30000
Rosenfeld Deposition, June 2015

In The Third Judicial District County of Dona Ana, New Mexico
Betty Gonzalez, et al. Plaintiffs vs. Del Oro Dairy, Del Oro Real Estate LLC, Jerry Settles and Deward
DeRuyter, Defendants
Rosenfeld Deposition: July 2015

In The Iowa District Court For Muscatine County
Laurie Freeman et. al. Plaintiffs vs. Grain Processing Corporation, Defendant
Case No 4980
Rosenfeld Deposition: May 2015

In the Circuit Court of the 17th Judicial Circuit, in and For Broward County, Florida
Walter Hinton, et. al. Plaintiff, vs. City of Fort Lauderdale, Florida, a Municipality, Defendant.
Case Number CACE07030358 (26)
Rosenfeld Deposition: December 2014

In the United States District Court Western District of Oklahoma
Tommy McCarty, et al., Plaintiffs, v. Oklahoma City Landfill, LLC d/b/a Southeast Oklahoma City
Landfill, et al. Defendants.
Case No. 5:12-cv-01152-C
Rosenfeld Deposition: July 2014

In the County Court of Dallas County Texas
Lisa Parr et al, *Plaintiff*, vs. Aruba et al, *Defendant*.
Case Number cc-11-01650-E
Rosenfeld Deposition: March and September 2013
Rosenfeld Trial: April 2014

In the Court of Common Pleas of Tuscarawas County Ohio
John Michael Abicht, et al., *Plaintiffs*, vs. Republic Services, Inc., et al., *Defendants*
Case Number: 2008 CT 10 0741 (Cons. w/ 2009 CV 10 0987)
Rosenfeld Deposition: October 2012

In the United States District Court of Southern District of Texas Galveston Division
Kyle Cannon, Eugene Donovan, Genaro Ramirez, Carol Sassler, and Harvey Walton, each Individually and on behalf of those similarly situated, *Plaintiffs*, vs. BP Products North America, Inc., *Defendant*.
Case 3:10-cv-00622
Rosenfeld Deposition: February 2012
Rosenfeld Trial: April 2013

In the Circuit Court of Baltimore County Maryland
Philip E. Cvach, II et al., *Plaintiffs* vs. Two Farms, Inc. d/b/a Royal Farms, Defendants
Case Number: 03-C-12-012487 OT
Rosenfeld Deposition: September 2013

EXHIBIT C



Technical Consultation, Data Analysis and
Litigation Support for the Environment

1640 5th St., Suite 204 Santa
Santa Monica, California 90401
Tel: (949) 887-9013
Email: mhagemann@swape.com

Matthew F. Hagemann, P.G., C.Hg., QSD, QSP

**Geologic and Hydrogeologic Characterization
Industrial Stormwater Compliance
Investigation and Remediation Strategies
Litigation Support and Testifying Expert
CEQA Review**

Education:

M.S. Degree, Geology, California State University Los Angeles, Los Angeles, CA, 1984.

B.A. Degree, Geology, Humboldt State University, Arcata, CA, 1982.

Professional Certifications:

California Professional Geologist

California Certified Hydrogeologist

Qualified SWPPP Developer and Practitioner

Professional Experience:

Matt has 25 years of experience in environmental policy, assessment and remediation. He spent nine years with the U.S. EPA in the RCRA and Superfund programs and served as EPA's Senior Science Policy Advisor in the Western Regional Office where he identified emerging threats to groundwater from perchlorate and MTBE. While with EPA, Matt also served as a Senior Hydrogeologist in the oversight of the assessment of seven major military facilities undergoing base closure. He led numerous enforcement actions under provisions of the Resource Conservation and Recovery Act (RCRA) while also working with permit holders to improve hydrogeologic characterization and water quality monitoring.

Matt has worked closely with U.S. EPA legal counsel and the technical staff of several states in the application and enforcement of RCRA, Safe Drinking Water Act and Clean Water Act regulations. Matt has trained the technical staff in the States of California, Hawaii, Nevada, Arizona and the Territory of Guam in the conduct of investigations, groundwater fundamentals, and sampling techniques.

Positions Matt has held include:

- Founding Partner, Soil/Water/Air Protection Enterprise (SWAPE) (2003 – present);
- Geology Instructor, Golden West College, 2010 – 2014;
- Senior Environmental Analyst, Komex H2O Science, Inc. (2000 -- 2003);

- Executive Director, Orange Coast Watch (2001 – 2004);
- Senior Science Policy Advisor and Hydrogeologist, U.S. Environmental Protection Agency (1989–1998);
- Hydrogeologist, National Park Service, Water Resources Division (1998 – 2000);
- Adjunct Faculty Member, San Francisco State University, Department of Geosciences (1993 – 1998);
- Instructor, College of Marin, Department of Science (1990 – 1995);
- Geologist, U.S. Forest Service (1986 – 1998); and
- Geologist, Dames & Moore (1984 – 1986).

Senior Regulatory and Litigation Support Analyst:

With SWAPE, Matt’s responsibilities have included:

- Lead analyst and testifying expert in the review of over 100 environmental impact reports since 2003 under CEQA that identify significant issues with regard to hazardous waste, water resources, water quality, air quality, Valley Fever, greenhouse gas emissions, and geologic hazards. Make recommendations for additional mitigation measures to lead agencies at the local and county level to include additional characterization of health risks and implementation of protective measures to reduce worker exposure to hazards from toxins and Valley Fever.
- Stormwater analysis, sampling and best management practice evaluation at industrial facilities.
- Manager of a project to provide technical assistance to a community adjacent to a former Naval shipyard under a grant from the U.S. EPA.
- Technical assistance and litigation support for vapor intrusion concerns.
- Lead analyst and testifying expert in the review of environmental issues in license applications for large solar power plants before the California Energy Commission.
- Manager of a project to evaluate numerous formerly used military sites in the western U.S.
- Manager of a comprehensive evaluation of potential sources of perchlorate contamination in Southern California drinking water wells.
- Manager and designated expert for litigation support under provisions of Proposition 65 in the review of releases of gasoline to sources drinking water at major refineries and hundreds of gas stations throughout California.
- Expert witness on two cases involving MTBE litigation.
- Expert witness and litigation support on the impact of air toxins and hazards at a school.
- Expert witness in litigation at a former plywood plant.

With Komex H2O Science Inc., Matt’s duties included the following:

- Senior author of a report on the extent of perchlorate contamination that was used in testimony by the former U.S. EPA Administrator and General Counsel.
- Senior researcher in the development of a comprehensive, electronically interactive chronology of MTBE use, research, and regulation.
- Senior researcher in the development of a comprehensive, electronically interactive chronology of perchlorate use, research, and regulation.
- Senior researcher in a study that estimates nationwide costs for MTBE remediation and drinking water treatment, results of which were published in newspapers nationwide and in testimony against provisions of an energy bill that would limit liability for oil companies.
- Research to support litigation to restore drinking water supplies that have been contaminated by MTBE in California and New York.

- Expert witness testimony in a case of oil production-related contamination in Mississippi.
- Lead author for a multi-volume remedial investigation report for an operating school in Los Angeles that met strict regulatory requirements and rigorous deadlines.

- Development of strategic approaches for cleanup of contaminated sites in consultation with clients and regulators.

Executive Director:

As Executive Director with Orange Coast Watch, Matt led efforts to restore water quality at Orange County beaches from multiple sources of contamination including urban runoff and the discharge of wastewater. In reporting to a Board of Directors that included representatives from leading Orange County universities and businesses, Matt prepared issue papers in the areas of treatment and disinfection of wastewater and control of the discharge of grease to sewer systems. Matt actively participated in the development of countywide water quality permits for the control of urban runoff and permits for the discharge of wastewater. Matt worked with other nonprofits to protect and restore water quality, including Surfrider, Natural Resources Defense Council and Orange County CoastKeeper as well as with business institutions including the Orange County Business Council.

Hydrogeology:

As a Senior Hydrogeologist with the U.S. Environmental Protection Agency, Matt led investigations to characterize and cleanup closing military bases, including Mare Island Naval Shipyard, Hunters Point Naval Shipyard, Treasure Island Naval Station, Alameda Naval Station, Moffett Field, Mather Army Airfield, and Sacramento Army Depot. Specific activities were as follows:

- Led efforts to model groundwater flow and contaminant transport, ensured adequacy of monitoring networks, and assessed cleanup alternatives for contaminated sediment, soil, and groundwater.
- Initiated a regional program for evaluation of groundwater sampling practices and laboratory analysis at military bases.
- Identified emerging issues, wrote technical guidance, and assisted in policy and regulation development through work on four national U.S. EPA workgroups, including the Superfund Groundwater Technical Forum and the Federal Facilities Forum.

At the request of the State of Hawaii, Matt developed a methodology to determine the vulnerability of groundwater to contamination on the islands of Maui and Oahu. He used analytical models and a GIS to show zones of vulnerability, and the results were adopted and published by the State of Hawaii and County of Maui.

As a hydrogeologist with the EPA Groundwater Protection Section, Matt worked with provisions of the Safe Drinking Water Act and NEPA to prevent drinking water contamination. Specific activities included the following:

- Received an EPA Bronze Medal for his contribution to the development of national guidance for the protection of drinking water.
- Managed the Sole Source Aquifer Program and protected the drinking water of two communities through designation under the Safe Drinking Water Act. He prepared geologic reports, conducted public hearings, and responded to public comments from residents who were very concerned about the impact of designation.

- Reviewed a number of Environmental Impact Statements for planned major developments, including large hazardous and solid waste disposal facilities, mine reclamation, and water transfer.

Matt served as a hydrogeologist with the RCRA Hazardous Waste program. Duties were as follows:

- Supervised the hydrogeologic investigation of hazardous waste sites to determine compliance with Subtitle C requirements.
- Reviewed and wrote "part B" permits for the disposal of hazardous waste.
- Conducted RCRA Corrective Action investigations of waste sites and led inspections that formed the basis for significant enforcement actions that were developed in close coordination with U.S. EPA legal counsel.
- Wrote contract specifications and supervised contractor's investigations of waste sites.

With the National Park Service, Matt directed service-wide investigations of contaminant sources to prevent degradation of water quality, including the following tasks:

- Applied pertinent laws and regulations including CERCLA, RCRA, NEPA, NRDA, and the Clean Water Act to control military, mining, and landfill contaminants.
- Conducted watershed-scale investigations of contaminants at parks, including Yellowstone and Olympic National Park.
- Identified high-levels of perchlorate in soil adjacent to a national park in New Mexico and advised park superintendent on appropriate response actions under CERCLA.
- Served as a Park Service representative on the Interagency Perchlorate Steering Committee, a national workgroup.
- Developed a program to conduct environmental compliance audits of all National Parks while serving on a national workgroup.
- Co-authored two papers on the potential for water contamination from the operation of personal watercraft and snowmobiles, these papers serving as the basis for the development of nation-wide policy on the use of these vehicles in National Parks.
- Contributed to the Federal Multi-Agency Source Water Agreement under the Clean Water Action Plan.

Policy:

Served senior management as the Senior Science Policy Advisor with the U.S. Environmental Protection Agency, Region 9. Activities included the following:

- Advised the Regional Administrator and senior management on emerging issues such as the potential for the gasoline additive MTBE and ammonium perchlorate to contaminate drinking water supplies.
- Shaped EPA's national response to these threats by serving on workgroups and by contributing to guidance, including the Office of Research and Development publication, *Oxygenates in Water: Critical Information and Research Needs*.
- Improved the technical training of EPA's scientific and engineering staff.
- Earned an EPA Bronze Medal for representing the region's 300 scientists and engineers in negotiations with the Administrator and senior management to better integrate scientific principles into the policy-making process.
- Established national protocol for the peer review of scientific documents.

Geology:

With the U.S. Forest Service, Matt led investigations to determine hillslope stability of areas proposed for timber harvest in the central Oregon Coast Range. Specific activities were as follows:

- Mapped geology in the field, and used aerial photographic interpretation and mathematical models to determine slope stability.
- Coordinated his research with community members who were concerned with natural resource protection.
- Characterized the geology of an aquifer that serves as the sole source of drinking water for the city of Medford, Oregon.

As a consultant with Dames and Moore, Matt led geologic investigations of two contaminated sites (later listed on the Superfund NPL) in the Portland, Oregon, area and a large hazardous waste site in eastern Oregon. Duties included the following:

- Supervised year-long effort for soil and groundwater sampling.
- Conducted aquifer tests.
- Investigated active faults beneath sites proposed for hazardous waste disposal.

Teaching:

From 1990 to 1998, Matt taught at least one course per semester at the community college and university levels:

- At San Francisco State University, held an adjunct faculty position and taught courses in environmental geology, oceanography (lab and lecture), hydrogeology, and groundwater contamination.
- Served as a committee member for graduate and undergraduate students.
- Taught courses in environmental geology and oceanography at the College of Marin.

Matt taught physical geology (lecture and lab and introductory geology at Golden West College in Huntington Beach, California from 2010 to 2014.

Invited Testimony, Reports, Papers and Presentations:

Hagemann, M.F., 2008. Disclosure of Hazardous Waste Issues under CEQA. Presentation to the Public Environmental Law Conference, Eugene, Oregon.

Hagemann, M.F., 2008. Disclosure of Hazardous Waste Issues under CEQA. Invited presentation to U.S. EPA Region 9, San Francisco, California.

Hagemann, M.F., 2005. Use of Electronic Databases in Environmental Regulation, Policy Making and Public Participation. Brownfields 2005, Denver, Colorado.

Hagemann, M.F., 2004. Perchlorate Contamination of the Colorado River and Impacts to Drinking Water in Nevada and the Southwestern U.S. Presentation to a meeting of the American Groundwater Trust, Las Vegas, NV (served on conference organizing committee).

Hagemann, M.F., 2004. Invited testimony to a California Senate committee hearing on air toxins at schools in Southern California, Los Angeles.

Brown, A., Farrow, J., Gray, A. and **Hagemann, M.**, 2004. An Estimate of Costs to Address MTBE Releases from Underground Storage Tanks and the Resulting Impact to Drinking Water Wells. Presentation to the Ground Water and Environmental Law Conference, National Groundwater Association.

Hagemann, M.F., 2004. Perchlorate Contamination of the Colorado River and Impacts to Drinking Water in Arizona and the Southwestern U.S. Presentation to a meeting of the American Groundwater Trust, Phoenix, AZ (served on conference organizing committee).

Hagemann, M.F., 2003. Perchlorate Contamination of the Colorado River and Impacts to Drinking Water in the Southwestern U.S. Invited presentation to a special committee meeting of the National Academy of Sciences, Irvine, CA.

Hagemann, M.F., 2003. Perchlorate Contamination of the Colorado River. Invited presentation to a tribal EPA meeting, Pechanga, CA.

Hagemann, M.F., 2003. Perchlorate Contamination of the Colorado River. Invited presentation to a meeting of tribal representatives, Parker, AZ.

Hagemann, M.F., 2003. Impact of Perchlorate on the Colorado River and Associated Drinking Water Supplies. Invited presentation to the Inter-Tribal Meeting, Torres Martinez Tribe.

Hagemann, M.F., 2003. The Emergence of Perchlorate as a Widespread Drinking Water Contaminant. Invited presentation to the U.S. EPA Region 9.

Hagemann, M.F., 2003. A Deductive Approach to the Assessment of Perchlorate Contamination. Invited presentation to the California Assembly Natural Resources Committee.

Hagemann, M.F., 2003. Perchlorate: A Cold War Legacy in Drinking Water. Presentation to a meeting of the National Groundwater Association.

Hagemann, M.F., 2002. From Tank to Tap: A Chronology of MTBE in Groundwater. Presentation to a meeting of the National Groundwater Association.

Hagemann, M.F., 2002. A Chronology of MTBE in Groundwater and an Estimate of Costs to Address Impacts to Groundwater. Presentation to the annual meeting of the Society of Environmental Journalists.

Hagemann, M.F., 2002. An Estimate of the Cost to Address MTBE Contamination in Groundwater (and Who Will Pay). Presentation to a meeting of the National Groundwater Association.

Hagemann, M.F., 2002. An Estimate of Costs to Address MTBE Releases from Underground Storage Tanks and the Resulting Impact to Drinking Water Wells. Presentation to a meeting of the U.S. EPA and State Underground Storage Tank Program managers.

Hagemann, M.F., 2001. From Tank to Tap: A Chronology of MTBE in Groundwater. Unpublished report.

Hagemann, M.F., 2001. Estimated Cleanup Cost for MTBE in Groundwater Used as Drinking Water. Unpublished report.

Hagemann, M.F., 2001. Estimated Costs to Address MTBE Releases from Leaking Underground Storage Tanks. Unpublished report.

Hagemann, M.F., and VanMouwerik, M., 1999. Potential Water Quality Concerns Related to Snowmobile Usage. Water Resources Division, National Park Service, Technical Report.

VanMouwerik, M. and **Hagemann, M.F.** 1999, Water Quality Concerns Related to Personal Watercraft Usage. Water Resources Division, National Park Service, Technical Report.

Hagemann, M.F., 1999, Is Dilution the Solution to Pollution in National Parks? The George Wright Society Biannual Meeting, Asheville, North Carolina.

Hagemann, M.F., 1997, The Potential for MTBE to Contaminate Groundwater. U.S. EPA Superfund Groundwater Technical Forum Annual Meeting, Las Vegas, Nevada.

Hagemann, M.F., and Gill, M., 1996, Impediments to Intrinsic Remediation, Moffett Field Naval Air Station, Conference on Intrinsic Remediation of Chlorinated Hydrocarbons, Salt Lake City.

Hagemann, M.F., Fukunaga, G.L., 1996, The Vulnerability of Groundwater to Anthropogenic Contaminants on the Island of Maui, Hawaii. Hawaii Water Works Association Annual Meeting, Maui, October 1996.

Hagemann, M. F., Fukanaga, G. L., 1996, Ranking Groundwater Vulnerability in Central Oahu, Hawaii. Proceedings, Geographic Information Systems in Environmental Resources Management, Air and Waste Management Association Publication VIP-61.

Hagemann, M.F., 1994. Groundwater Characterization and Cleanup at Closing Military Bases in California. Proceedings, California Groundwater Resources Association Meeting.

Hagemann, M.F. and Sabol, M.A., 1993. Role of the U.S. EPA in the High Plains States Groundwater Recharge Demonstration Program. Proceedings, Sixth Biennial Symposium on the Artificial Recharge of Groundwater.

Hagemann, M.F., 1993. U.S. EPA Policy on the Technical Impracticability of the Cleanup of DNAPL-contaminated Groundwater. California Groundwater Resources Association Meeting.

Hagemann, M.F., 1992. Dense Nonaqueous Phase Liquid Contamination of Groundwater: An Ounce of Prevention... Proceedings, Association of Engineering Geologists Annual Meeting, v. 35.

Other Experience:

Selected as subject matter expert for the California Professional Geologist licensing examination, 2009-2011.

Nhi Atienza

From: Bob Gerecke [REDACTED]
Sent: Tuesday, October 4, 2022 8:30 AM
To: Nhi Atienza
Subject: ADDITIONAL COMMENT TO PLANNING COMMISSION ON HOTEL/MOTEL ORDINANCE

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Commissioners,

In addition, please consider that Auto Center Drive is a major source of sales tax revenue, which our City budget really needs for our economic sustainability. What we create at the nearby motels and thereby on the ground will affect whether Claremont residents and others will want to patronize or avoid Auto Center Drive.

Making prostitution and drug dealing easier, as the proposed ordinance would do, is not the way to go.

Bob Gerecke

Nhi Atienza

From: Bob Gerecke [REDACTED]
Sent: Monday, October 3, 2022 11:46 PM
To: Nhi Atienza
Subject: Comment on Planning Commission agenda item: Motel Ordinance
Attachments: Reviews for PC meeting - Jerry Klasik.docx; Consultant Report on Prostitution In I-10 Freeway Corridor 7-29-2022.pdf

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Planning Commissioners,

Instead of the proposed Hotel/Motel Ordinance, Claremont should duplicate a Long Beach ordinance called a "Nuisance Motel Ordinance". It sets standards and describes the process of forcing the motel to correct problems or denying them a permit to operate. It sets the stage to shut them down if they aren't managed properly.

- We all know how much prostitution we see on Indian Hill Blvd near our three motels at the I-10 freeway. 57 people demonstrated on Saturday 8/27. Prostitutes continue to be bold. One walked past the 57 people while they were protesting.
- The Courier's police blotter frequently reports drug use and drug dealing in, and on the property of, these motels.
- Motel managers know that there are traffickers/pimps, young women and drug buyers and sellers staying at their motels, but they continue to rent to them. Motel owners do not add them to a no-rent list, as a prior owner did.

The attached guest reviews for the motels show that people are shocked at the conditions. Motel owners are not managing their property in a safe and healthy condition.

The City staff has proposed an ordinance change that is worse than what we already have in the Municipal Code. There is no additional enforcement process. Pretending that their proposed ordinance is in response to the motel problems documented by the attached consultant's study they paid for, they are actually removing protections. Despite the findings of the study, the staff proposes:

- No more requirement that people staying in motels have another address. The motel can be their only address.
- No more requirement that a person can stay in the motel for at most 60 days in a half year.
- No more requirement that motel rooms must be rented for a minimum of 18 hours. The rooms can be used for "Day Use" for less money if the room is "closely monitored" (try to enforce that!), and then it can be re-rented.
- No requirement that photo identification is copied or that the motel clerk has to sign that he has seen a photo ID and is accountable that the person is the same.
- Groups can rent rooms and not personally sign in.

- Despite the Police Commission proposal that motels near the freeway have permitted parking where all visitors must sign in, the staff states that they “have not yet determined whether secured parking is feasible and safe for the freeway motels.”
- In our current Municipal Code, a residential motel was only allowed if the motel “is located in an area with a concentration of amenities for guests, including restaurant, retail, recreation, open space, and exercise facilities”. The new ordinance proposes to delete this.

Motels have many homeless people living there, paying with vouchers. Recently, the Knights Inn was filled with 90% voucher residents. Voucher residents struggling with their own issues will continue to be housed next to criminals who will prey upon them and whom bad management won't stop renting to, because they bring in money.

The proposed ordinance actually removes protections against prostitution and drug peddling, which will occur next to the many vulnerable voucher residents in every motel in town. And there are no clear steps for forcing motels to shut down if they violate our remaining more-permissive municipal code requirements.

Please reject the proposed ordinance and request that you be offered the alternative of the Long Beach “Nuisance Motel Ordinance”. If the proposed ordinance is enacted, the failures of the staff to enforce our standards for the past years may be turned into permanent Claremont law.

Thank you for your consideration and for your service on our most important Commission.

Bob Gerecke

Reviews for PC meeting

Motel 6

TRIPADVISOR

April, 2022 Absolutely filthy, neglected and dangerous.

Prostitutes and sketchy people in the parking lot....

Rooms absolutely reek of cigarette/pot smoke (even though our room was a "non smoking" room.

Very sad as this used to be a nice hotel. They literally don't care about cleanliness, customer safety OR a good night rest. It should be condemned by the health dept., as the balcony looks like it could collapse at any moment.

GROSS!!!

April 11, 2022: I checked into the hotel in the daylight and the hotel seemed dirty and sketchy. When we got into the room, it smelled like very strong chemical deodorizer. Almost choking. We aired it out and went to dinner. Came back at night and saw two nearly naked prostitutes walking near our room, and a room that looked like they lived there. There were parties in cars that spilled into rooms of dangerous looking people.

We left. the line was too long to check out in the lobby, and it felt unsafe waiting, and the phone went unanswered when I tried to call to check out.

I have stayed at many Motel 6's and 95% of them have been clean and good values. One other time it was dirty, but not dangerous. Please read other reviews of this hotel and you will see that others agree that it is dangerous and dirty. I would remove them from Motel 6 brand association as it is a terrible place.

BOOKING.COM: Sept **Won't be back until its cleared out**

Liked · the location. lots of restaurants near. right off fwy. had a fridge and microwave

Disliked · waaaaaaaaaaaaayyyyyyy toooooooo much illegal activity going on there. All hours of the night especially on weekends. Not a family place I was scared to let my kids go outside. Paid way to much for a facility with all that going on right outside and there was no notice of pool being not only open but that there wasn't even water in it.

September **Very Poor**

Liked · Location is good. Exit from freeway. There are lots of food options nearby., even walking distance from hotel.

Disliked · Pool and jacuzzi unavailable!!! They DO NOT have NON-SMOKING Rooms. All rooms are stinky to cigarettes and drugs!!!! This is unacceptable to spend time with family!!!! NEVER BOOK AT MOTEL 6 CLAREMONT!!!!!!

Claremont Lodge

YELP

Kinya R Glendora, CA 9/18/2022

One word. Prostitution. Claremont should close this trash down. It's unsettling / disgusting watching young girls get dropped off here to "work". The fact that Yelp is threatening my speech is also concerning. The owners of this business know the crime going in here.

Teresa A. San Francisco, CA 8/14/2022

Do not stay here it was so bad.. on one of the beds there was blood on the sheets in the room... I went to the front desk because the phone in our room did not even work... the front desk went and handed us sheets and told me to change it my self. The floors in our room was so dirty that our socks where black .. the towels in the bath room where nasty ... they had blood stains on them .. then to top it off here was people out side our room like at 3 in the morning doing drugs ... for 160 I will never stay here again .. do not waste your money here...

BOOKING.COM

Davis  United States of America 1 night · April 2022 Solo traveler Reviewed: May 2, 2022

As an elderly woman traveling alone, I did not feel safe and would not stay here again.

Liked · Quiet. Close to the freeway. Close to good Thai restaurant and Starbucks.

Disliked · Did not like the location. Did not feel safe. Walking back from dinner, 4 police cars were in the parking lot.

Prostitution in South Claremont I-10 Freeway Corridor: A Preliminary Assessment

C/O Futures Illicit Economy Research Note Series

Robert J. Bunker and Mae Key-Ketter

29 July 2022

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Prostitution in south Claremont, CA along the I-10 freeway corridor and centered around three budget hotels (on both sides of the freeway) is a growing community concern due to its increasing prevalence and overt and emboldened nature. At times, it resembles an ‘open-air sex market’ with prostitutes coming and going with a general air of impunity. Prostitution has long been a malady within the city of Pomona (which lies to the south of Claremont) along an area of Holt Ave (known as the *Blade*). The prostitution problem in Pomona, however, has now metastasized to the point that south Claremont has also become feral with this activity.

Key Information: Mick Rhodes, “Prostitution sting nets arrests in Claremont and Pomona.” *The Claremont Courier*. 24 September 2020, <https://claremont-courier.com/latest-news/t38992-28448/>:

The world’s oldest profession took a hit last week when the Claremont Police Department and Pomona PD teamed up for a joint prostitution sting that netted nine arrests.

The sting took place in broad daylight September 17 near Indian Hill Boulevard and Holt Avenue. It involved an undercover Pomona PD officer in her thirties posing as a prostitute in order to lure customers, who were then arrested for misdemeanor solicitation.

Though the sting site was in Pomona, prostitutes working along Holt Avenue often bring their johns back to motels in Claremont, hence the joint operation.

“It’s kind of both our problems because a lot of times the way it works is the prostitutes are down walking around working near Holt Avenue and Indian Hill and that’s typically where they’ll pick up the johns from and then a lot of the prostitutes have rooms back at the Motel 6 and the Claremont Lodge,” said Sgt. David Hardin, Claremont PD’s lead for the joint operation and a 17-year veteran of the force.

“They’ll go down there, they’ll pick them up and then they’ll bring them back to the hotel. So that’s why it’s our problem.”

Claremont police have been stepping up patrols in the Indian Hill/10 freeway area of late after seeing a rise in criminal activity, specifically in and around the Motel 6, Claremont Lodge and Knight’s Inn.

“I’m sure you remember about month or so ago we had the two shootings that occurred at Motel 6,” Sgt. Hardin said. “One of the main issues that some of the criminal activity down there was revolving around was the increase in prostitution. That was the reason we conducted the sting.”

Eight of the nine men arrested were charged with misdemeanor solicitation...

...The September 17 sting started about 2 p.m. and finished up about 7 p.m. Police chose the relatively early in the day start time to avoid potential conflicts with any of the actual prostitutes that work in the area, Sgt. Hardin said...

...Though no money changed hands, once a verbal agreement is established between an undercover officer and a john, police have “the elements of a crime,” Sgt. Hardin said...

Key Information: Claremont Police Department, “Nine Prostitutes Arrested for Solicitation.”

Facebook. 9 September 2021

<https://www.facebook.com/ClaremontPoliceDepartment/photos/a.115161253400697/373712657545554/>:

Nine Prostitutes Arrested for Solicitation: On September 8, 2021, Detectives from the Claremont Police Department, along with Pomona Police Department’s Sexual Exploitation and Trafficking Team (SETT) conducted a prostitution sting in the area of Indian Hill Blvd and IS-10. Both police departments have received multiple complaints from residents, business owners, and passerby’s regarding the prostitutes working in the area. Throughout the day, beginning at 8:30am, the detectives were able to observe multiple violations of solicitation for prostitution by these individuals. After observing the violations, the subjects were contacted and ultimately arrested.

A total of nine suspects were arrested during the detail. They were transported to the Claremont PD Jail, where they were booked and later released. The suspects who were arrested were from as far away as Missouri, Nebraska, Nevada, and Arizona. Everyone that was arrested was offered resources and services to assist them in getting out of the lifestyle. One of them accepted the services and was immediately assisted.

Due to the current special directive set forth by District Attorney George Gascon, it is HIGHLY unlikely that these charges will be filed, however, the cases will still be presented to the District Attorney’s office for consideration. The Claremont

Police Department is committed to addressing the concerns brought forth by our citizens and will continue to enforce laws to the best of our ability.

ADDITIONAL: There are different types of “stings” that are done in order to control prostitution. The sting done yesterday was directed towards those selling sex with trained staff on hand ready to direct those contacted to resources. (We work closely with our local Project Sister who offers services for those involved in Human Trafficking). Those that chose not to accept the resources were booked on the charges of prostitution. We also do “reverse stings” where we target the male customers through the use of female officers as decoy prostitutes. When information is developed or obtained to arrest a “pimp,” then the “pimp” is arrested (our ultimate goal).

Key Information: Steven Felschundneff, “Claremont police work to address growing prostitution problem.” *The Claremont Courier*. 11 November 2021, <https://claremont-courier.com/city-government/claremont-police-work-to-address-growing-prostitution-problem-47606/>:

The growing problem of prostitution in Claremont seems to have reached a crescendo in the last few months, with residents in the south part of town reporting a significant increase in women soliciting customers on the streets adjacent to the intersection of Indian Hill Boulevard and the 10 Freeway. There have also been reports of people having sex in vehicles parked on side streets in the area...

...The police have fielded multiple complaints from business owners, residents and passersby who want to know what the city is doing to address this problem.

In response, Lieutenant Karlan Bennett gave a presentation at the police commission meeting providing an update on the department’s response to citizen complaints about prostitution.

For decades, prostitution has been more of a problem in Pomona, specifically on Holt Boulevard. In the past, sex workers who stay in south Claremont hotels would discretely leave their rooms and not start working until they reached Holt. Recently, however, the prostitutes are being more bold and begin looking for customers as soon as they leave the hotel property.

“It’s become pretty apparent in talking with Pomona officers and their conversations with the people they are contacting, that Indian Hill Boulevard has become an extension of Holt Boulevard. So that is one of the reasons why we are talking about this here in the City of Claremont tonight,” Lieutenant Bennett said...

...Claremont police partner with the Pomona Police Department’s Sexual Exploitation and Trafficking Team (SETT) to address prostitution enforcement. The department also works with the Federal Bureau of Investigation which has a specific human trafficking task force...

...Commissioner Caleb Mason asked if the city is ready to crack down on the hotels where the crimes seem to be originating, which reflects the will of many residents in the area. He suggested forming an ad hoc committee to explore the options including putting pressure on the city council to act.

“It seems pretty evident to me that there is a locus of crime of all sorts across the spectrum that is associated with particular businesses that don’t seem to be doing anything about it,” he said.

Lieutenant Bennett responded that the department works closely with the managers of the hotels and that officers are present there many times a day but certainly don’t have a permanent presence. He did note that one of the hotels had recently hired a security guard...

...The commission did form an ad hoc committee, including Margiotta, Mason and Frank DeLeo, to explore the options of controlling crime at the hotels.

Key Information: Steven Felschundneff, “Proposed ordinance puts crime onus on motels.” *The Claremont Courier*. 14 April 2022, <https://claremont-courier.com/latest-news/proposed-ordinance-puts-crime-onus-on-motels-64979/>:

Last Thursday, the Claremont Police Commission sent a clear message that prostitution and other crimes centered around the motels in the south part of town will no longer be left to fester.

By a unanimous vote, the commission passed a draft nuisance ordinance that, if adopted, would put pressure on the owners of Knights Inn, Claremont Lodge and Motel 6 to curb the criminal activities at their properties or face sanctions, including the possibility of losing business licenses.

The resolution is just a framework at this point, and it will be up to the city attorney and ultimately the city council to create the final ordinance. However, that could occur fairly quickly, according to commissioner Caleb Mason, who co-authored the draft ordinance.

Mason and fellow commissioner, Becky Margiotta, worked on the draft for several months as part of an ad hoc committee charged with addressing the growing problem. The committee was formed last year following frequent public complaints about the mostly young women, openly soliciting sex for sale in the area around Indian Hill Boulevard and the 10 Freeway.

Open and blatant prostitution seems to have escalated since Los Angeles County District Attorney, George Gascon, issued Special Order 20-07 under which his office will not prosecute certain misdemeanor offenses including loitering to commit prostitution...

...The ad hoc committee's draft ordinance requires the managers or owners of the motels to keep a detailed register of guests, including capturing an image of the person's identification document. Managers must refuse to rent a room to anyone who does not provide acceptable identification.

Any guest paying with cash would also have to present a valid credit card that the manager would then be required to verify through the card issuer.

The motel managers would be prohibited from renting rooms for less than a full day's rate, and can't re-rent the same room again for an 18-hour period if someone checks out early. For example, if somebody checks in at 9 p.m. that room would not be available again until 3 p.m. the following day.

All of the motels must install and maintain closed circuit television cameras "sufficient to maintain continuous visual coverage of all common areas and all parking areas." And the video footage must be maintained for a minimum of 30 days.

The owners and managers must make everything covered under the ordinance — including register logs, records, common areas, parking lots and video — available to law enforcement upon request.

Additionally, the committee recommends that "the city council should direct the city attorney to research and consider available legal processes, including potential actions and remedies under California's public nuisance and Red Light Abatement laws."

Most of the provisions in Claremont's draft came from the city of Long Beach's ordinance, which officials there have found to be very successful in reducing crime.

Following a short discussion, the commission elected to add language to the draft ordinance that required parking areas be restricted to registered guests and visitors who agreed to show an ID...

...The task of enforcing the ordinance would fall not only on the shoulders of police, but on any employee who conducts code or public safety enforcement...

...The next step will be for City Attorney Alisha Patterson to evaluate the draft, and to work with the council on a final version. After that it would be placed on a future city council agenda for public input and a final vote.

Key Information: Claremont Police Department, "Human Trafficking Awareness Symposium." *Facebook*. 5 May 2022, <https://www.facebook.com/photo/?fbid=340390238193232&set=a.319542526944670:>

The Claremont Police Department, along with Project Sister Family Services and other community partners, will be hosting a Human Trafficking Awareness Symposium on Monday, May 16 at 7pm at the Hughes Center. There will also be special presentations from the Inland Valleys Anti-Human Trafficking Task Force and the Pomona Police Department's Sexual Exploitation and Trafficking Team (SETT).

Key Information: Claremont Police Department, "PRESS RELEASE: Claremont Police Make Ten Arrests During Special Hotel Crime Suppression Detail." *Facebook*. 18 May 2022, <https://www.facebook.com/photo/?fbid=348956744003248&set=a.319542526944670>:

On Thursday, May 12, 2022, the Claremont Police Department executed a special crime suppression detail at the hotels adjacent to the 10 Freeway along Indian Hill Boulevard.

Nine officers worked the direct crime suppression detail in the south section of Claremont from 5:00pm to 1:00am. During the eight-hour detail, Officers made ten arrests.

Officers arrested one individual in possession of a loaded concealed firearm and made a second arrest for possession of a "Ghost Gun" along with an extended gun magazine. A "Ghost Gun" is a homemade firearm that lacks a serial number and is untraceable.

The other arrests ranged from possession of Oxycodone and Xanax laced with fentanyl for sale, possession of narcotics, soliciting on the freeway, driving on a suspended driver's license, and warrant arrests. Officers issued two hazardous citations and impounded one vehicle.

The special crime suppression detail was coordinated in response to concerns from residents and businesses about the increase in criminal activity in the area surrounding the hotels. The City and the Claremont Police Department have been working with the hotels' management as well as adjacent property owners to clean up the area and address crime. The Claremont Police Department is also collaborating with the Pomona Police Department, District Attorney Gascon, Project Sister Family Services, and the Committee for Safe and Healthy Housing to provide education, outreach, and resources related to human trafficking in the region.

Key Information: Ginger Elliot, Sonja Stump, Jim Keith and Al Villanueva, "Viewpoint: Taking back the streets of south Claremont." *The Claremont Courier*. 26 May 2022, <https://claremont-courier.com/latest-news/viewpoint-taking-back-the-streets-of-south-claremont-65922/>:

On Monday, May 16, at the City of Claremont's Human Trafficking Symposium at the Hughes Center, residents showed up en masse and overwhelmingly responded

to a growing cancer that must be eradicated at the South Claremont corridor of the I-10 Freeway and Indian Hill Boulevard: the out of control sex trafficking, prostitution, criminal behavior, and drug use and dealing at the Knights Inn, Motel 6 and Claremont Lodge. It has become the biggest eyesore in the City of Claremont and is threatening the tranquility and public safety of our community...

...Prostitution is a serious mental health issue that threatens the future welfare of children, both female and male. Children who grow up in emotionally abusive and dysfunctional homes are vulnerable to the sex trafficking trade. Most women, including minors, who are being prostituted have gone through a lot of emotional and physical trauma and abuse. The street and organized prison gangs who recruit the vulnerable for the sex trade use these innocents for monetary gain.

Christina Jimenez, keynote speaker from Project Sister, (a nonprofit that provides healing services for abused women), noted during the symposium, that the “dollar value of sex trafficking is as much if not more than drug trafficking in the Pomona Valley.”

One of the unintended consequences of the COVID pandemic during the last three years is the proliferation of mental health issues, including increased drug use and suicides, mass shootings, increased gang activity and violence, and the streets along south Indian Hill Boulevard becoming saturated with street prostitution...

What are we as a community to do?

If the cancer is not addressed, it will only spread. We have to take back the streets of south Claremont...

...The Claremont City Council must adopt a city ordinance like that of the City of Long Beach to hold accountable the motels and businesses that foster the sociological and economic conditions of street prostitution. Property management of the rogue motels must provide deterrence and not allow crime to fester on their motel grounds.

But the most important component of community policing is the understanding that justice is restorative and not retributive. Incarceration is a dehumanizing experience. Nonprofits like Project Sister and Tri-City Mental Health must step up to the plate and provide alternatives of healing to young prostitutes, addicts, gang members and lost ones who are lost in the culture of despair with no hope.

Key Information: Steven Felschundneff, “Killing brings urgent focus on Claremont area motel crime.” *The Claremont Courier*. 21 July 2022, <https://claremont-courier.com/latest-news/killing-brings-urgent-focus-on-claremont-area-motel-crime-66914/>:

The killing of a young man at the Claremont Lodge this week has cast a renewed focus on the many problems emanating from the motels adjacent to Indian Hill Blvd. and the 10 Freeway in Claremont.

Criminal activity associated with the Claremont Lodge, Motel 6 and Knight's Inn motels is nothing new, as anyone who reads the Police Blotter can attest. But Claremont police have noted a marked increase in activity they attribute to Los Angeles County District Attorney George Gascon's special directive 20-07, which instructed his staff not to prosecute certain misdemeanor crimes.

One of the crimes covered under the special directive is loitering to commit prostitution, which police say has led to a sharp increase in the sex trade in and around these motels. Beginning in January, [Senate Bill 357](#), which was recently signed into law by Governor Gavin Newsom, will make loitering for prostitution legal in California.

To educate the public about what occurs at Claremont's southern border, officers from the Pomona Police Department's Sexual Exploitation Trafficking Team have presented two primers about street prostitution and human trafficking, most recently at the July 7 police commission meeting.

During the meeting, PPD officer Sean Gonzalez painted a stark picture of street sex work in Pomona, which has historically taken place along Holt Avenue, but in recent years has migrated north on Indian Hill Boulevard, reaching the motels in Claremont. The sex trade, including many of the sex acts themselves, often take place in cars along residential streets adjacent to Holt and Indian Hill, he said.

Police said many of the sex workers, both minors and adults, work for pimps engaged in the lucrative business of exploiting them for profit, and some of these mostly young women work against their will.

"Most exploiters have ties to organized crime and criminal street gangs and see the sex industry as less dangerous and more profitable than narcotics or other criminal enterprises," Gonzalez contended...

...On Wednesday, the COURIER called the three problematic motels to ask what management was doing to actively combat sex work at the properties.

A person called Frankie who answered the phone at Motel 6 transferred the call to a "DM," who did not pick up the phone. A man at the Knights Inn said the question could only be answered by a manager, then hung up when asked for the manager's name. At the Claremont Lodge, a woman named Jessica said she didn't know anything about sex work at the motel and recommended calling back to speak with a manager, who had left for the day.

To help combat sex trade, as well as other criminal behavior at the motels, the city is working on a special nuisance ordinance, and is currently gathering input from stakeholders and those in the motel industry. The city tentatively plans to present the ordinance to the planning commission and city council this fall, according to City Attorney Alisha Patterson.

That ordinance would be part of a three-pronged approach combined with the threat of a “red-light abetment lawsuit,” and a stepped up focus on ensuring compliance of existing rules at the motels, which could include both policing and code enforcement.

Imagery

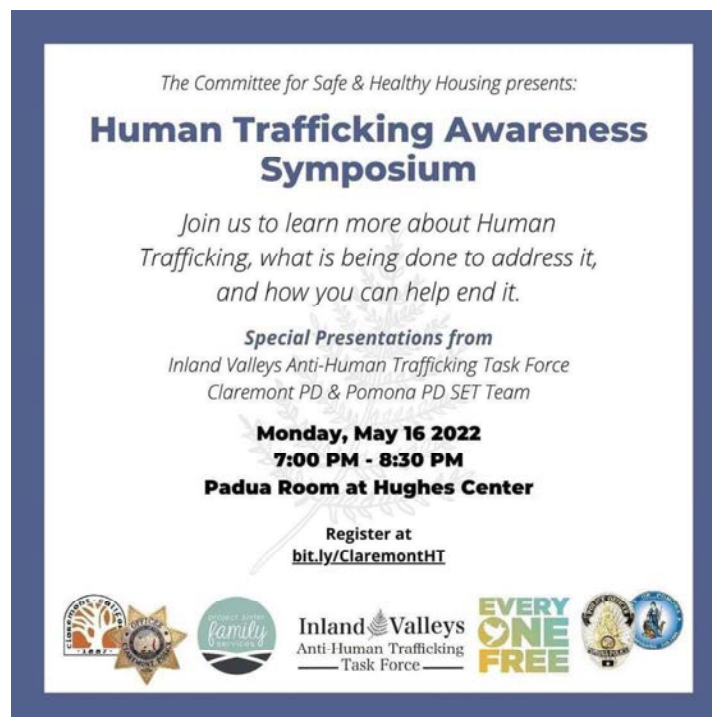


Image 1. Human Trafficking Awareness Symposium.
Source: Claremont Police Department (Posted 5 May 2022).[1]



*Image. 2. Prostitute Soliciting a Potential John in South Claremont, CA.
Source: Claremont Police Department (Posted 9 September 2021).[2]*



*Image 3. Blade Area of Holt Ave and East End Ave, Pomona, CA.
Source: The Authors (6:45 PM, 14 July 2022).*



*Image 4a & 4b. East End Ave and Holt Ave & St. Paul St and East End Ave;
Blade Areas, Pomona, CA.*

Source: The Authors (7:30 PM, 26 July 2022).



*Image 5. Walking Back from a South Claremont Hotel to Holt Ave Blade.
Above Lincoln Ave on Indian Hill Blvd, Pomona.*

Source: The Authors (7:15 PM, 27 July 2022).



Bobbyink E.
Ventura, CA
📍 90 📅 18 🗨️ 3

★☆☆☆☆ 10/13/2020

This place is dangerous period!!! Definitely Lock the doors to your car at this location. There's a lot of prostitution, some parties and fights at this location. I was also asked where I was from by a couple gang members here, not to mention the drug attic's lurking around asking for change or foil. I mean who asks for foil at 6am, I know your not trying to bake a cake.

👍 Useful 😄 Funny 😎 Cool



Cry B.
Phillips Ranch, Phillips Ranch, CA
📍 0 📅 20 🗨️ 1

★☆☆☆☆ 7/17/2021

OK first off let me tell you if you are with a family this is NOT the place this place has pimps and prostitutes and DRUG calls....literally all over the place you get a show if you sit in your car and you watch I had a condom wrappers outside my car not to mention I asked for a downstairs unit because I have a handicap and I was given an upstairs unit no elevator!!!! Yes they take animals that's great but so does Extended Stay America and they are clean and nice and have a kitchen and for about the same price. Clean up the trash literally the trash around the place and the actual trash around the place it looks tacky. #MotelSex #Motelpimp

👍 Useful 1 😄 Funny 😎 Cool



Mike B.
Pomona, CA
📍 0 📅 3

★☆☆☆☆ 11/16/2021

This is a motel for hookers. I used to live around here and pimps would buy this place up and let the tricks walk down to holt. I would never rest my head there hookers and John's buisness everywhere.

👍 Useful 😄 Funny 😎 Cool



S B.
Santa Clarita, CA
📍 0 📅 8 🗨️ 2

★☆☆☆☆ 4/12/2022

Absolutely filthy, neglected and dangerous.
Prostitutes and sketchy people in the parking lot...
Rooms absolutely reek of cigarette/pot smoke (even though our room was a "non smoking" room. Very sad as this used to be a nice hotel. They literally don't care about cleanliness, customer safety OR a good night rest. It should be condemned by the health dept., as the balcony looks like it could collapse at any moment.
GROSS!!!

👍 Useful 1 😄 Funny 😎 Cool

Image 6 Sequence. South Claremont Hotels Yelp Review Examples, 2020-2022.[3]

Proposed Motel Ordinance

(Draft Language to Be Reviewed/Edited as Necessary by City Attorney)

- A. Every owner, manager or operator of any hotel or motel within the City shall keep a register in which shall be entered the name and address of each guest, and a photograph or scanned image of the guest's Identification Documents as defined herein, prior to the guest's occupancy of any room, and which shall record which guest has rented which room. No owner, manager or operator of any hotel or motel shall let, lease, or rent a hotel or motel room to any person without first reviewing and photographing or scanning the guest's Identification Documents, as set forth herein.
- B. Acceptable Identification Documents are, exclusively, any one of the following documents: (1) current U.S. Passport; (2) current state-issued driver's license; (3) current state-issued non-driver identification card; (4) current United States military identification. An Identification Document accepted by the owner, manager, or operator of any hotel or motel within the City must include a photograph of the guest presenting it that the owner, manager or operator of the hotel or motel recognizes as a photo of the guest. For avoidance of doubt, any document that is represented by a guest to be one of the above documents, but which does not include a photo, or does not include a photo that the owner, manager or operator of any hotel or motel recognizes as the photo of the guest, is not an acceptable Identification Document under this provision.
- C. No owner, manager, or operator of any hotel or motel shall, let, lease, or rent a hotel or motel room to any person who does not (a) present one of these Identification Documents, and (b) permit the Identification Document to be photographed or scanned

and maintained by the owner, manager, or operator of the hotel or motel pursuant to this ordinance.
- D. The register shall indicate the day, month, year and hour of arrival of each guest and the number or other identifying symbol of location of the room, dwelling unit or space rented or assigned each guest and the date that such guest departs. Each entry in the Register shall also include a photograph or legible scan of the Identification Document presented by the guest associated with that entry. The individual employee, owner, manager, or operator who examines the Identification Document presented shall also sign the register attesting to his or her examination of the Identification Document and confirmation that the photo is that of the guest. All such Registers shall be maintained for a period of three (3) years from and after the date of entry. No person shall alter, deface or erase such a register so as to make the information recorded therein illegible or unintelligible.
- E. No owner, manager, or operator of any hotel or motel shall, let, lease, or rent a hotel or motel room for any rate less than a full day's rental rate.
- F. No owner, manager, or operator of any hotel or motel shall, let, lease, or rent any hotel or motel room more than once in any 18-hour period. The following example illustrates this provision for avoidance of doubt: if a room is rented at 9 p.m., that room shall not be rented again until at least 3 p.m. the following day.
- G. No owner, manager, or operator of any hotel or motel shall accept cash as payment for letting, leasing, or renting any hotel or motel room within the City, unless such owner, manager, or operator of any hotel or motel also obtains from the guest a valid credit card, and confirms the validity of the credit card with the credit card issuer, for an amount at least equal to a full day's rent, prior to the guest's occupancy of any room.
- H. Every owner, manager or operator of any hotel or motel within the City shall install and maintain in good working order closed-circuit television (CCTV) cameras sufficient to maintain continuous visual coverage of all common areas and all parking areas. The video footage from these cameras must be maintained by the owner, manager or operator for a minimum of 30 days before it is erased or overwritten.
- I. Inspection of all books, records, files, common areas, parking areas, and video footage maintained under this Ordinance, of all hotels and motels that are open for business within the City, may be made at any time by any member of the Police Department for the purpose of determining that the provisions of this Section are met. Refusal to allow such inspection is a violation of this Ordinance.

Image 7 Sequence. City of Claremont Proposed Motel Ordinance, 7 April 2022.[4]

Who: Derived from field observations by the authors these are female prostitutes, predominately Black but also Hispanic and White, who are engaging in sexual activities with paying customers (johns).[5] Pimps, who terrorize and oversee the prostitutes—and also traffic them—are readily involved (as well as their top girl—“the bottom”—who serves as their chief lieutenant) but more covert in their activities. Street taxes paid to organized street (and prison-linked) gangs are quite common and typically associated with these activities which potentially generate large sums of cash for a pimp (or more organized crew) on a daily basis.

What: Soliciting or engaging in the act of prostitution [California Penal Code section §647(b)]. Such activities are being facilitated by open solicitation in parking lots and on the street in south Claremont and north Pomona or arranged via online or texting methods and then engaged in at south Claremont hotels as well as being conducted in parked vehicles in out of the way areas such as in parking lots or behind buildings. Johns will often pick up the prostitutes in their cars and drive over to the budget hotels where the couple (or more) will go to a hotel room to engage in a money for services offered transaction.

When: The prostitution and related activity (i.e., petty narcotics sales) is primarily taking place during the late afternoon and evening/early morning (nighttime) hours.

Where: The illicit activity is taking place in the south Claremont I-10 corridor on both sides of the I-10 freeway centered around the three hotels (Knights Inn, Claremont Lodge, and Motel 6) as well as extending south into north Pomona down Indian Hill Blvd into the *Blade* along Holt Blvd.[6]

Why: The budget hotels in south Claremont represent a readily exploitable resource (low-end hotel rooms and lax booking requirements and oversight) that the prostitution component of the illicit economy in Pomona (centered on the *Blade* on Holt Ave) has utilized to extend its activities into the I-10 freeway corridor.

C/O Futures Analysis

Pomona has had a long and sordid tradition of prostitution centered on the *Blade* that had formed along Holt Ave some decades ago. This is primarily due to the fragile social structures and limited political capacity of the city. One based on a large population but very constrained financial resources due to its loss of industries and a lower social economic (working class) demographic contributing to a marginal tax base. As revenue streams are consequently limited for policing and the delivery of other community goods, this has resulted in the inability of the community to fully suppress prostitution and related criminal activities, such as human trafficking linked to dedicated rings and street gangs, from taking place.[7] Still, the Pomona Police Department (PPD) has engaged in various operations, campaigns, and undercover stings over the years in an attempt to suppress prostitution activity as much as it can.

Blades shift over time with the present one situated on the north side of Holt Avenue concentrated in the vicinity of East End Avenue through Saint Paul Street and extending well over to Clark Avenue and beyond.[8] The illicit business transactions that take place are carried out behind commercial buildings, in parked cars, or in one of the many cheap Pomona motels that exist around

the *Blade* (which are typically more affordable than the hotels in Claremont).[9] Still, at some point in time (undetermined as of this note), the budget hotels in south Claremont became increasingly linked to this *Blade* with discreet liaisons between prostitutes and johns ensuing. This relationship between the Pomona *Blade* and the south Claremont budget hotels had remained low key for some time. With the prostitution cross associations between Pomona and Claremont taking place and the expected normal cooperation between neighboring policing agencies, numerous instances of combined, as well as Claremont or Pomona specific, prostitution stings and arrests have taken place over the past five years or so.[10]

The current overt and blatant prostitution situation along the south Claremont I-10 Freeway corridor has been increasingly documented and discussed in the news media and in Claremont Police social media (refer to the **Key Information** section contained in this note) since at least the end of 2021. The extent of this threat to the community has been acknowledged by city and police officials, local leaders, and concerned citizens—and even mentioned in *Yelp* hotel reviews (*Image 6 Sequence*) over the last few years. As of the writing of this note, it is still an ongoing endeavor that has been recently confirmed by the authors' field observations. Prostitutes and johns were actively observed coming and going to hotel rooms in at least one of the budget hotels (the Motel 6) and prostitutes were also viewed walking down under the I-10 overpass on Indian Hill Ave as they were starting their trek back to Pomona.[11] It would be fair to say that Claremont, as a whole, has been somewhat blindsided by these events and even now is reactively attempting to address it. Those living and working within the afflicted area where this component of the illicit economy has taken hold have watched incrementally as this social cancer has set in and metastasized.

The generators of the prostitution now openly established in south Claremont, and the collateral ferality in terms of drugs and violence that comes with it, appear to be as follows:

- The COVID-19 pandemic hitting full force in the early months of 2020 and continuing on well into 2021 (with various surges and shutdowns taking place) has been both a national US and subsequently Claremont specific challenge to the economic and social integrity of communities and governance. With people losing their livelihoods, students being isolated from their friends, and homelessness levels increasing a mental health crisis ensued. Ultimately, City of Claremont economic and personnel resources were highly strained with lower levels of incivility (& criminality) being overlooked as basic community and policing services were prioritized. As a result, various forms of criminal activity—such as prostitution and the organized groups and individuals participating in it—have taken advantage of this societal and governance crisis by actively exploiting new illicit market niches and location opportunities that presented themselves.
- The budget hotels in south Claremont are businesses first and foremost—their intent is to generate profit for their owners (be it a franchise owner, stockholders, et al). The hotels in south Claremont cater to the lower social-economic strata of society (based on their price points) and typically view a customer as a customer. Managers and staff have in the past turned a blind eye to prostitution taking place in and on their premises, but more so while they faced economic hardship during the pandemic as they became desperate in their need to generate revenue. Over the last few years, this has become a slippery slope wherein those hotels have increasingly become associated with prostitution which in turn has limited their

attractiveness for many individuals and families (within the lower social-economic strata) renting their rooms.

- The Claremont Police Department (CPD) has finite economic resources provided to it and allocates them in a process of resource allocation triage in terms of how and where it can direct them. The CPD has not been able to sustain anything near a full-time late afternoon / evening through early morning presence (based on principal illicit economy operating times) in the vicinity of the budget hotels. At best, sporadic presence has been maintained although, with the more recent spotlight on this community threat, CPD unit dwell times and undercover operations have undoubtedly increased. Still, prostitutes overtly hang out and /or walk around the hotels, local businesses, and sidewalk areas as they eventually head back down to Pomona (assuming they are unable to secure a new trick locally). This is because even overtly deployed Claremont police units are of marginal value for deterrence purposes.
- Los Angeles County District Attorney, George Gascon, who issued Special Order 20-07 (which took effect 7 December 2020)[12] has directed his office personnel not to engage in the prosecution of loitering to commit prostitution charges (a misdemeanor offense; Penal Code §653.22). This has removed a tool that can be utilized by CPD to deter prostitutes from being able to position themselves (loiter) in south Claremont on the side of a street / sidewalk and in parking lots in order to engage in solicitation for their sexual services. Given the new state bill signed by the current California governor (which will take effect 1 January 2023), this anti-loitering tool will now be fully removed from the table by state statute.[13]

The community threat of ongoing and blatant prostitution taking place in Claremont's I-10 corridor is multilevel. At the physical level, overt prostitution, petty drug deals (and in some instances use), and the loitering of groups of individuals is readily apparent and give the area a feral edge to it. Public and business spaces have been co-opted by various street denizens, many with mental health challenges, with the illicit (and barter) economy being increasingly overlaid on top of the traditional formal one. Members of street gangs (either current or former) are also sporadically represented and easily identifiable by their arm, neck, and, in some instances, facial tattoos. This mix of elements makes for very real street criminality and violence potentials witnessed by the pattern of ongoing incidents as chronicled in Claremont Police Department call outs and arrests highlighted weekly in *The Claremont Courier* 'Police Blotter' section.

At the psychological level, living and working in a residential and business community plagued with petty street criminality and the associated violence that comes with it brings about the ongoing stress of fearing for one's safety and the ambiguity of not knowing when one will be subjected to uncivil behavior (erratic actions and panhandling), solicitation for sexual services and drug sales, intimidation, and escalating forms of criminality tied to robbery and physical harm. Young women wearing certain types of clothing in the I-10 Corridor can become mistakenly identified as being 'in the industry' and solicited by johns and potentially stigmatized by others in the community. For children raised in such an environment, the detrimental effects on their mental health and development are pretty clear. When street solicitation, drug deals and use, and other forms of street criminality are constantly being viewed, over time they become accepted as the new normal of their childhood and everyday life.

Further, the damage to Claremont’s reputation as a center of learning (the small-town college economy) and as a great community in which to raise children has to be considered. Long viewed as the “Oxford of the West” and the “City of Trees and PhDs,” the open-air sex bizarre which has developed around the budget hotels in the south of the city brings with it the counter-narrative of “Stumps and Chumps” and other derogatory labels.[14] Already, we are starting to see an increasing socio-economic division of the community with the emergence of a ‘no-go area’ where mid and north Claremont residents will not enter based on perceptions of high crime and concerns over their personal safety. This stigmatizes those upstanding citizens living in these areas and negatively impacts their property values.

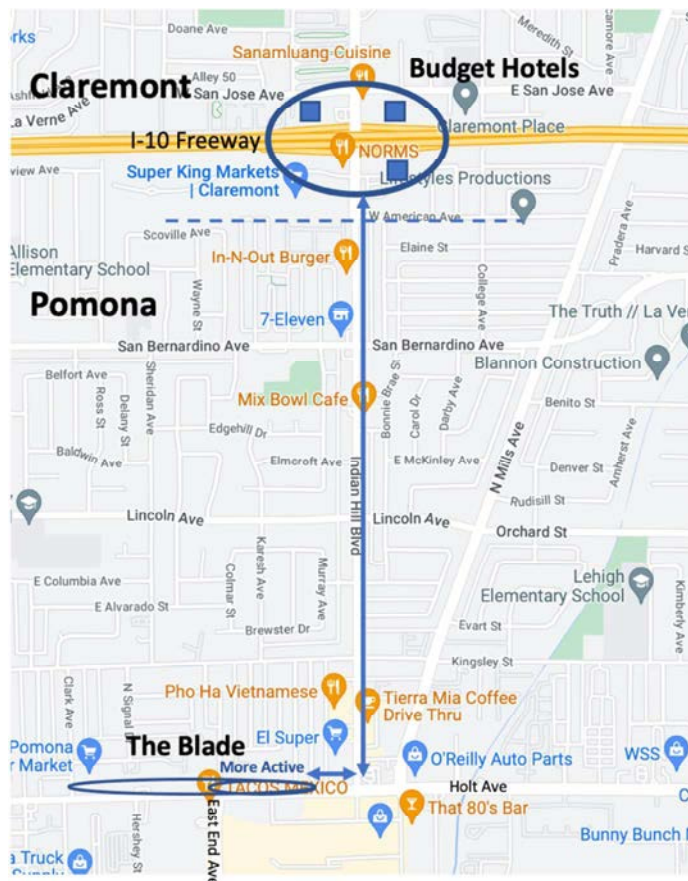


Figure 1. South Claremont I-Freeway Corridor and Relationship to the Blade in Pomona

The south Claremont prostitution situation is being openly discussed in various city government settings and community involvement with an initial Human Trafficking Awareness Symposium was held on the 16th of May 2022. Presently, per the *Claremont Courier*, the City of Claremont via its Police Commission ad hoc committee is engaging in a three-pronged approach to address this community threat:

- First, it is looking to enact a Long Beach city modeled ordinance to respond to the increased and overt nature of prostitution taking place. The onus of the ordinance is placed on the hotels themselves who can face sanctions, even potentially losing their business licenses, if they do not cooperate with city statute’s. Aspects of the ordinance include requiring and storing an image of those renting rooms, with cash payments validated by

credit card authentication so that false IDs are discovered / identities are confirmed. Rooms rented hourly and / or turned over too quickly due to early check outs (based on certain criteria) would also be stipulated against in this anti-prostitution ordinance as would the installation of a close circuit television (CCTV) system covering common areas with tapes retained for 30 days which are accessible to the CPD on demand.

- Second, a notional follow-on “red-light abatement lawsuit” has been floated (as a warning shot across the bow) which would be directed at the motels in question if they did not comply with current and future city ordinances and business regulations. The Claremont city legal team is still looking into the potential viability of this hotel compliance tool if the need existed.
- Third, the City is interfacing with the three budget hotels in the I-10 corridor to ensure compliance with existing rules and regulations that they are required to operate under. This is apparently being done via both policing and code enforcement personnel.[15]

For the components and wording (A.-I.) of the actual Ad Hoc Committee’s proposed motel (hotel) ordinance—subject to review and editing by the Claremont City Attorney—refer to *Image 7 Sequence*.

Further, based on the authors’ field observations conducted in June and July 2022, marked police units have been parking in overt positions in and around the I-10 corridor—such as on the local streets and in the hotel and nearby business parking lots—to serve as an attempted deterrent against prostitutes, pimps, and johns engaging in their activities. The dwell time of these units has been limited, however, due to finite staffing resources and the previous question of the actual deterrence value given Special Order 20-07. Undercover activities conducted by Claremont police and affiliated task force units have also been ongoing.

At the political level, the City Council and various city departments are working together with an ad hoc Police Commission committee—the Hotel Ad Hoc Committee (March 2022) / Ad Hoc Committee on Crime Related to City Motels (April 2022)—to create regulations and policies to respond to the south Claremont prostitution problem.[16] At the law enforcement and policing level—in addition to the Claremont Police Department—the Pomona Police Department’s Sexual Exploitation and Trafficking Team (SETT) and the Federal Bureau of Investigation’s (FBI) Child Exploitation and Human Trafficking Task Force via the local field office are also providing support. Non-governmental and non-profit organizations, are also increasingly involved in the response effort, including Project Sister Family Services, the Committee for Safe and Healthy Housing, Tri-City Mental Health, Every ONE Free, and the Inland Valley Anti-Human Trafficking Task Force.

In addition to present City of Claremont, Police Commission ad hoc committee, and Claremont Police Department efforts (all of which are still evolving and adjusting to the situation), it is suggested that a more robust and methodical operational (response) plan should be developed. The plan should contain a preliminary component which seeks to characterize the illicit economy (prostitution and petty narcotics sales; along with its imbedded human trafficking component) which has taken firm root in south Claremont and its interrelationship with the similar and pre-

existing illicit economy centered on the *Blade* on Holt Ave. Derived from these characterizations and mapping, a targeting and resource plan should be constructed that seeks to degrade and disrupt this illicit economy in south Claremont and, ultimately, seeks to eradicate it as much as is reasonably achievable (intractable facets of the illicit economy can normally only be suppressed but never fully eliminated).

From a targeting perspective, the response plan would specifically address the groups and individuals engaging within the illicit economy and their linkages to licit activities such as hotel room bookings and even potentially liquor store sales. These groups and individuals can be responded to with an escalatory response continuum which runs the gambit from behavioral shaping and deterrence through arrest and prosecution.[17] Decision tree response protocols should be constructed as a means of doctrinal development into this document much as would be in a response playbook. Further, a victim support component must be created within the plan for those groomed, trafficked, and brutalized (much like cultist grooming) into the sex worker lifestyle.

Such proactive planning—using All of Government (AOG) and All of Community (AOC) resources—would be a natural progression from the current ad hoc and admittedly reactive Claremont public and policing policy processes. Ultimately, the City of Claremont represents a community which exists within the contested south Claremont physical space (operational environment) of the I-10 Freeway corridor and ultimately has the resources to shape that environment via the policies and programs it enacts. It is thus imperative that it act to restore greater quality of life to its south Claremont citizens and provide a better business setting for the conduct of legitimate commerce in that region of the city.

Keywords: Blade, Claremont, Human Trafficking, Illicit Economy, Organized Crime, Pimps, Pomona, Prostitution, Sex Trafficking

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Mick Rhodes, “Prostitution sting nets arrests in Claremont and Pomona.” *The Claremont Courier*. 24 September 2020, <https://claremont-courier.com/latest-news/t38992-28448/>.

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Endnotes

[1] Claremont Police Department. *Facebook*. 5 May 2022, <https://www.facebook.com/photo/?fbid=348956744003248&set=a.319542526944670>.

[2] Claremont Police Department. *Facebook*. 9 September 2021, <https://www.facebook.com/ClaremontPoliceDepartment/photos/a.115161253400697/373712657545554/>.

[3] For *Yelp* reviews of the south Claremont budget hotels go to; <https://www.yelp.com/biz/knights-inn-claremont-claremont>, <https://www.yelp.com/biz/claremont-lodge-claremont-2>, and <https://www.yelp.com/biz/motel-6-claremont-2>.

[4] “Claremont Police Meeting Agendas.” 3 March 2022-7 April 2022, <https://www.ci.claremont.ca.us/home/showpublisheddocument/18047/637843224068770000>.

[5] The preponderance of Black female prostitutes observed generally correlates with Pomona Police Department arrest statistics. They are as follows: “81% of those arrested by the Pomona Police Department’s Sexual Exploitation Trafficking Team over the last three years are women. They are also overwhelmingly people of color — 59.5% are Black, 26.6% are Hispanic and just 12.4% white.” Steven Felschundneff, “Killing brings urgent focus on Claremont area motel crime.” *The Claremont Courier*. 21 July 2022, <https://claremont-courier.com/latest-news/killing-brings-urgent-focus-on-claremont-area-motel-crime-66914/>. Male prostitutes undoubtedly frequent the south Claremont budget hotels also but were not as easily detectable.

[6] San Jose Ave is viewed as the firebreak below where prostitution takes place in Claremont, however, residents living in the community of homes in the lower Citadel Avenue area have in the past expressed some alarm over prostitutes sleeping in parked vehicles under the cover of darkness in their neighborhood. Also, one resident of the community in the past has observed

what appears to be prostitutes walking through their neighborhood just north of Oakmont Cemetery.

[7] For basic information on human (sex) trafficking tied to gangs, see *Gangs and Human Trafficking*. National Gang Center. 31 January 2020, <https://nationalgangcenter.ojp.gov/insights/47/gangs-and-human-trafficking>.

[8] The Holt *Blade* fluctuates in size with shifting concentrations of prostitutes. One recent characterization is that it is a mile long stretch. Nate Jackson, “How LA County’s Sex Worker Diversion Program Started With the Determination of One Public Defender.” Golden State Lawyer. 25 April 2022, <https://www.goldenstatelawyer.com/2022/04/how-la-countys-sex-worker-diversion-program-started-with-the-determination-of-one-public-defender/>.

[9] Pomona has focused its efforts on these cheap motels (and hotels) near to the Holt *Blade* by various statutes and requirements (such as not allowing hourly room rentals and the installation of security cameras / CCTV) in order to try to stamp out, or at least lessen, the prostitution taking place within them. See, “Pomona Motel to Take Steps to Curtail Prostitution, Human Trafficking, DA Says.” *NBC Los Angeles*. 4 September 2020, <https://www.nbclausangeles.com/news/local/pomona-motel-to-take-steps-to-curtail-prostitution-human-trafficking-da-says/2423603/> and Javier Rojas, “Pomona bans hourly motel rates to combat human trafficking.” *Daily Bulletin*. 21 October 2020, <https://www.dailybulletin.com/2020/10/21/pomona-bans-hourly-motel-rates-to-combat-human-trafficking/>.

[10] Additional regional police departments are providing mutual aid and even the California Highway Patrol may also support these suppression activities. Some examples of arrests and operations include, Ashley Ludwig, “Deputy Sentenced For Soliciting Prostitute In Claremont.” *Patch*. 10 May 2017, <https://patch.com/california/claremont-laverne/deputy-sentenced-soliciting-prostitute-claremont>, Stephen Ramirez, “7 arrested in latest Pomona prostitution sting on Holt Avenue.” *The Daily Bulletin*. 7 January 2018, <https://www.dailybulletin.com/2018/01/07/7-arrested-in-latest-pomona-prostitution-sting-on-holt-avenue/>, Brian Day, “18 Suspects, Including 91-Year-Old Man, Arrested During Pomona Prostitution Sting.” *KTLA News*. 9 March 2019, <https://ktla.com/news/local-news/18-suspects-including-91-year-old-man-arrested-during-pomona-prostitution-sting/>, and Mick Rhodes, “Prostitution sting nets arrests in Claremont and Pomona.” *The Claremont Courier*. 24 September 2020, <https://claremont-courier.com/latest-news/t38992-28448/>. For a critical view of these local law enforcement activities from the perspective (purportedly) of the safety and needs of sex workers, see Zipline Adventures, “Prostitution in Pomona California USA.” *YouTube*. 21 March 2021, https://www.youtube.com/watch?v=e2o8r9_MxMk.

[11] The prostitutes walking back down Indian Hill towards the *Blade* on Holt Ave are typically observed talking on their phones. The assumption is made that their pimp and /or the bottom are constantly in contact with them so that they do not stray or are left unmonitored if approached by other another pimp driving up on them for poaching purposes. Also they need to coordinate with their pimp where to transfer the cash that they obtained from their recent trick (sexual transaction).

[12] George Gascon, “Special Directive 20-7.” LA County District Attorney’s Office. 7 December 2020, <https://da.lacounty.gov/sites/default/files/pdf/SPECIAL-DIRECTIVE-20-07.pdf>.

[13] Some groups support this special order as protecting communities of color, disadvantaged women and transgender adults, and the mentally ill from being specifically targeted by draconian street policing policies. Components of this special order which seek to decriminalize various misdemeanor offenses have been elevated to the California state level via a new law (Senate Bill 357) signed by Governor Newsom which repeal anti-loitering statutes (California Penal Code Section 653.22). See Hannah Wiley, “California repeals anti-loitering law that sparked debate over decriminalizing sex work.” *Los Angeles Times*. 1 July 2022, <https://www.latimes.com/california/story/2022-07-01/gavin-newsom-signs-bill-to-repeal-californias-anti-loitering-law-debate-sex-work>.

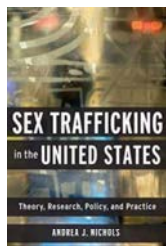
[14] Various regional *Blades* exist in Southern California in addition to the one in Pomona. San Bernardino, for example, has a very active one on G Street that has greatly negatively impacted the community in which it is embedded. This information is derived from one of the author’s direct observations coupled with law enforcement training undertaken. Other *Blades* exist in South Los Angeles on Figueroa Street and in Santa Ana on Harbor Boulevard. *Blades* serve as local ‘sex tourism’ spots for johns and can become well known ‘go to spots’ for them to frequent. Once the south Claremont budget hotels (which are readily freeway on and off accessible) become inexorably associated with the *Blade* on Holt Ave, it will become increasingly difficult to decouple this association once the ‘street reputation’ is solidified.

[15] Steven Felschundneff, “Killing brings urgent focus on Claremont area motel crime.” *The Claremont Courier*. 21 July 2022, <https://claremont-courier.com/latest-news/killing-brings-urgent-focus-on-claremont-area-motel-crime-66914/>. Also refer to Note 16 following.

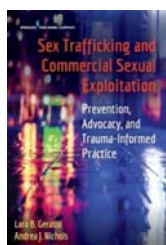
[16] The ad hoc committee is composed of Caleb Mason, Becky Margiotta, and Frank Bedoya. Documentation and a statement of direction related to initial efforts of this committee can be found at: “Claremont Police Meeting Agendas.” 3 March 2022-7 April 2022, <https://www.ci.claremont.ca.us/home/showpublisheddocument/18047/637843224068770000>. Also see the Image 7 (Sequence) in this research note. Discussion leading to the formation of this ad hoc committee can be found in the ‘Prostitution Enforcement (Oral Report)’ section of “Claremont Police Meeting Agenda.” 4 November 2021, <https://www.ci.claremont.ca.us/home/showpublisheddocument/17413/637732791210779922>.

[17] The City of Pomona, for instance, utilized a ‘public naming and shaming’ approach for a multi-month period in late 2020 and early 2021—though the deterrence value of this approach is unknown. As an example, see “Sex Purchaser Report.” Pomona Police Department. Form Date: 11/10/2020; Report Date: 3/16/2021, <https://www.pomonaca.gov/home/showpublisheddocument/2690>. About seven reports are listed on the city website; <https://www.pomonaca.gov/business/search?q=sex%20purchaser%20report>. They portray the regional draw of the Holt *Blade*. The entries also contain many 2021 arrest locations which help to define the *Blade*’s geographic expanse.

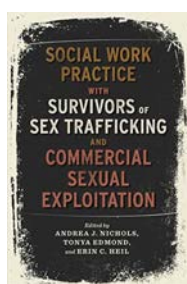
Additional Reading



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Lara B. Gerassi and Andrea J. Nichols, *[Sex Trafficking and Commercial Sexual Exploitation: Prevention, Advocacy, and Trauma-Informed Practice](#)*. New York: Springer, 2017.



Andrea J. Nichols, Tonya Edmond, and Erin Heil, Eds., *[Social Work Practice with Survivors of Sex Trafficking and Commercial Sexual Exploitation](#)*. New York: Columbia University Press, 2018.

Biography

Dr. Robert J. Bunker is the director of research and analysis and a managing partner at C/O Futures, LLC. An international security and counterterrorism professional, he was Futurist in Residence at the Behavioral Science Unit (BSU) at the Federal Bureau of Investigation (FBI) Academy in Quantico, VA, and Minerva Chair at the Strategic Studies Institute (SSI) of the U.S. Army War College, Carlisle, PA. Past law enforcement and military response protocol development has included counter-terrorist, counter-gang, and counter-cartel focuses. He can be reached at docbunker@cofutures.net.

Mae Key-Ketter is a junior at the University of Redlands majoring in political science and an intern with *Small Wars Journal-El Centro*. Her interests include political issues affecting the progress of women globally and domestic criminal law. She is a Gold Award Girl Scout and attended the United Nations 63rd Session on the Commission on the Status of Women, New York, NY in March 2019. She is a past C/O Futures, LLC intern whose research focus was on [Bloods and Crips migrating to Belize](#).

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About C/O Futures, LLC

C/O Futures, LLC is a small business, located near to the renowned Claremont Colleges consortium, that provides specialized research and analytical consulting and training services that facilitate client knowledge solutions for addressing future socio-political and operational environment shaping and response.

Our corporate mission is to further and protect liberal-democratic values and institutions—both public and private—in the face of disruptive systemic level change taking place during the transition from the modern to post-modern epochs of human civilization.

Website: <https://www.cofutures.net>

Shelley Desautels

Subject: FW: Meeting on Motels:

From: Ginger Elliott <[REDACTED]>

Sent: Tuesday, November 29, 2022 10:44 AM

To: Katie Wand <kwand@ci.claremont.ca.us>

Subject: Meeting on Motels:

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

As a member of Safe and Healthy Housing is walked the “nuisance” motels this past month. Even on such cursory review it is clear there is a major problem there. Pleas review the Long Beach ordinance for particular ways to address this issue. The 3.0 proposal doesn’t do the job.

Ginger Elliott

Sent from [Mail](#) for Windows

Shelley Desautels

Subject: FW: Hotel malfeasance in south Claremont

From: John Engelke <[REDACTED]>
Sent: Tuesday, November 29, 2022 12:38 PM
To: Katie Wand <kwand@ci.claremont.ca.us>
Cc: Jim Keith <[REDACTED]>
Subject: Re: Hotel malfeasance in south Claremont

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello Ms. Wand,

As an addendum to my previous letter, I wanted to point out that Monrovia, as well as other local cities, has successfully leveraged suggestions included here. Starting in the mid-1970s, Monrovia enjoyed a stunning track record of redevelopment success. They were so successful, in fact, that the city was able to finish redeveloping one part of town and then moved on to different areas. The efforts turned around a street notorious for rundown hotels, drug dealing and liquor stores into a stunning technology and business corridor backed by malls, shops and nearby residential development. South Claremont needs redevelopment focus.

The California Planning and Development Report (<https://www.cp-dr.com/articles/node-1945>) and the Los Angeles Times' "Monrovia Makes the Most of Redevelopment Tools" (<https://www.latimes.com/archives/la-xpm-1988-06-12-re-7002-story.html>) discuss how Monrovia rebuilt areas in malaise through an aggressive, multi-pronged approach that included police action, standards enforcement and shuttering illicit businesses while simultaneously encouraging new land use. Over the years the city has even leveraged investments to purchase property temporarily and demolish offending structures or alternately engaged eminent domain to take them over. Similarly, the city of Baldwin Park closed a crime-plagued hotel (<https://www.latimes.com/archives/la-xpm-1993-06-17-ga-4201-story.html>) through a series of coordinated police and city code enforcement action.

These articles from a few years ago remain meaningful simply because the state of problems is directly comparable. The low-budget and rundown hotels match the articles' subjects to a tee -- prostitution, rampant illegal drug vending and resultant social abuse is occurring right now in our midst, in front of our eyes. Given a plan of completely appropriate enforcement action, these examples become a guide that effective measures will get the criminal element out of south Claremont and reverse the structural decay quite decisively.

Where can we start? Tear down the abandoned, blighted old Greyhound Bus Terminal at Indian Hill and West American Avenue. Then, we must proceed with documenting illicit activities at the nearby Motel 6, Knight's Inn and Claremont Lodge. These establishments must comply or the city should step in to close them permanently. Coupled with some redevelopment foresight, south Claremont may be drastically improved.

Best Regards,

John Engelke

On Mon, Nov 28, 2022 at 8:33 PM John Engelke <john.engelke@gmail.com> wrote:

Hello Ms. Wand,

Unfortunately I cannot make it personally to the Community Listening Session on Motels and Hotels Tuesday evening but instead I request that my comments here be shared and entered into the record:

My property is no more than 2/3 mile from the cluster of low budget motels in south Claremont. I have witnessed all kinds of malfeasance at these businesses over the years, including an open-air market for drugs and prostitution. It did not have to be like this -- I've lived in Claremont my whole life and do recall a splendid Howard Johnson's and Rodeway Inn. Unfortunately, a malaise has apparently set in to city planning oversight over the past 10 years that allowed the economic and social plight of neighborhoods outside the city to creep into Claremont.

I urge everyone to read architectural and civic historian Mike Davis' analysis on suburban decay, "[Ozzie and Harriet in Hell: On the Decline of Inner Suburbs](#)". It's an insightful treatise on misperceptions, misplaced investments, poor civic management and racial inequities in the mismanagement of the City of Pomona. (The caveat is that this is an older article but it seems neighbors' mistakes from the past may be repeated.) **Spoiler:** Cities go to hell as a result of structural decay, poor civic planning and oversight. This mismanagement is in large part a contributing factor to misperceptions and entrenched racial inequity in contemporary society.

It's critical that Claremont not fall into this trap. Neighborhoods, communities and cities are what we make of them and in large a reflection of the support we afford them as community managers. I posit that south Claremont has been mismanaged, or perhaps in large part written off, and I ask the city to renew its focus on improving oversight of the businesses, architecture and city-provided services in the area.

There are a number of approaches, but it seems clear some sort of enforcement needs to be immediate:

1. Strict enforcement of health and occupancy laws, including an anti-prostitution/trafficking task force and an ordinance to shut down offending facilities that host illegal activities.
2. Renewed focus on documenting and recording violations at these hotels for posterity and enforcement actions.
3. Basic laws to limit misuse of the hotels as long-term rental properties, effectively flop houses.

Also, it seems the city can do a lot to change the trajectory of the neighborhood. Some actions may be undertaken to improve amenities to encourage different uses of the area:

1. Improve traffic by widening the underpass at Indian Hill. The road is narrow, constricting and creates gridlock, which makes the area less desirable and normatively isolated from other parts of the city.
2. Rezone some of the hotel locations for other purposes. We do not need low-budget hotels specializing in prostitution or flop houses in town, but moreover structural decay has set in as a malaise. These old low-budget buildings and old layouts were not set up for the test of time and must be rethought.
3. Require hotels to completely rework or remodel their exterior layout at time of ownership or business license change so that the building infrastructure is completely reworked. It will discourage low-budget proprietors from taking over run down and unmaintained facilities for illicit profiteering.
4. Consider designating the region as a revitalization zone to qualify for potential local, state and federal incentives to redevelop the properties. There could be a focus on sustainability and Green buildings.

There is a chance here to rethink the area around the 10 freeway before more damage is entrenched. With a little foresight and attention, this part of town can rid itself of the scourge brought by these facilities. In fact,

the city should have the capacity to take over properties engaging in abusive activities, and it should exercise that right as a necessity.

Please look at these suggestions as an opportunity to direct revitalization efforts to this part of town to make the entire city a wonderful place. The city must take action with haste. Refocus, re-energize and revitalize through sustained redevelopment.

Sincerely,

John Engelke

Shelley Desautels

Subject: FW: Hotel malfeasance in south Claremont

From: John Engelke <[REDACTED]>

Sent: Monday, November 28, 2022 8:33 PM

To: Katie Wand <kwand@ci.claremont.ca.us>

Cc: Jim Keith <[REDACTED]>

Subject: Hotel malfeasance in south Claremont

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello Ms. Wand,

Unfortunately I cannot make it personally to the Community Listening Session on Motels and Hotels Tuesday evening but instead I request that my comments here be shared and entered into the record:

My property is no more than 2/3 mile from the cluster of low budget motels in south Claremont. I have witnessed all kinds of malfeasance at these businesses over the years, including an open-air market for drugs and prostitution. It did not have to be like this -- I've lived in Claremont my whole life and do recall a splendid Howard Johnson's and Rodeway Inn. Unfortunately, a malaise has apparently set in to city planning oversight over the past 10 years that allowed the economic and social plight of neighborhoods outside the city to creep into Claremont.

I urge everyone to read architectural and civic historian Mike Davis' analysis on suburban decay, "[Ozzie and Harriet in Hell: On the Decline of Inner Suburbs](#)". It's an insightful treatise on misperceptions, misplaced investments, poor civic management and racial inequities in the mismanagement of the City of Pomona. (The caveat is that this is an older article but it seems neighbors' mistakes from the past may be repeated.) **Spoiler:** Cities go to hell as a result of structural decay, poor civic planning and oversight. This mismanagement is in large part a contributing factor to misperceptions and entrenched racial inequity in contemporary society.

It's critical that Claremont not fall into this trap. Neighborhoods, communities and cities are what we make of them and in large a reflection of the support we afford them as community managers. I posit that south Claremont has been mismanaged, or perhaps in large part written off, and I ask the city to renew its focus on improving oversight of the businesses, architecture and city-provided services in the area.

There are a number of approaches, but it seems clear some sort of enforcement needs to be immediate:

1. Strict enforcement of health and occupancy laws, including an anti-prostitution/trafficking task force and an ordinance to shut down offending facilities that host illegal activities.
2. Renewed focus on documenting and recording violations at these hotels for posterity and enforcement actions.
3. Basic laws to limit misuse of the hotels as long-term rental properties, effectively flop houses.

Also, it seems the city can do a lot to change the trajectory of the neighborhood. Some actions may be undertaken to improve amenities to encourage different uses of the area:

1. Improve traffic by widening the underpass at Indian Hill. The road is narrow, constricting and creates gridlock, which makes the area less desirable and normatively isolated from other parts of the city.
2. Rezone some of the hotel locations for other purposes. We do not need low-budget hotels specializing in prostitution or flop houses in town, but moreover structural decay has set in as a malaise. These old low-budget buildings and old layouts were not set up for the test of time and must be rethought.
3. Require hotels to completely rework or remodel their exterior layout at time of ownership or business license change so that the building infrastructure is completely reworked. It will discourage low-budget proprietors from taking over run down and unmaintained facilities for illicit profiteering.
4. Consider designating the region as a revitalization zone to qualify for potential local, state and federal incentives to redevelop the properties. There could be a focus on sustainability and Green buildings.

There is a chance here to rethink the area around the 10 freeway before more damage is entrenched. With a little foresight and attention, this part of town can rid itself of the scourge brought by these facilities. In fact, the city should have the capacity to take over properties engaging in abusive activities, and it should exercise that right as a necessity.

Please look at these suggestions as an opportunity to direct revitalization efforts to this part of town to make the entire city a wonderful place. The city must take action with haste. Refocus, re-energize and revitalize through sustained redevelopment.

Sincerely,

John Engelke

Shelley Desautels

Subject: FW: COMMENTS TO THE LISTENING SESSION: HOTEL/MOTELORDINANCE

From: Bob Gerecke <[REDACTED]>

Sent: Monday, November 28, 2022 11:37 PM

To: Katie Wand <kwand@ci.claremont.ca.us>

Cc: Sal Medina <smedina@ci.claremont.ca.us>; Jim Keith <[REDACTED]>

Subject: COMMENTS TO THE LISTENING SESSION: HOTEL/MOTELORDINANCE

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Claremont's ordinance should be similar to a Long Beach ordinance called a "Nuisance Motel Ordinance". It sets standards and describes the process of forcing the motel to correct problems or denying them a permit to operate. It sets the stage to shut them down if they aren't managed properly, and thus far some of ours aren't.

- We all know how much prostitution we see on Indian Hill Blvd near our three motels at the I-10 freeway. 57 people demonstrated on Saturday 8/27. Prostitutes continue to be bold. One walked past the 57 people while they were protesting.
- The Courier's police blotter frequently reports drug use and drug dealing in, and on the property of, these motels.
- Motel managers know that there are traffickers/pimps, scantily-clad young women and drug buyers and sellers staying at their motels, but they continue to rent to them. Motel owners do not add them to a no-rent list, as a prior owner did.

Guest reviews for the motels show that people are shocked at the conditions. Motel owners are not managing their property in a safe and healthy condition.

There must be ordinance provisions and an additional enforcement process to ensure:

- That people staying in motels have another address. The motel cannot be their only address.
- That a person can stay in the motel for at most 60 days in a half year.
- That motel rooms must be rented for a full day/night, not a few hours of "Day Use" for less money if the room is "closely monitored" (try to enforce that!), and then re-rented.
- That photo identification is copied or that the motel clerk has to sign that he has seen a photo ID and is accountable that the person is the same.
- That members of a group which rents rooms must personally sign in.
- That motels near the freeway have permitted parking where all visitors must sign in.
- As in our current Municipal Code, that a residential motel is allowed only if the motel "is located in an area with a concentration of amenities for guests, including restaurant, retail, recreation, open space, and exercise facilities".

Motels have many homeless people living there, paying with vouchers. Recently, the Knights Inn was filled with 90% voucher residents. Voucher residents struggling with their own issues will continue to be housed

next to criminals who will prey upon them and whom bad management won't stop renting to, because they bring in money. The new ordinance must be designed to prevent prostitution and drug peddling, which will otherwise occur next to the many vulnerable voucher residents. In addition, in order to rent to voucher residents, a motel must be required to have on-site social work staff capable of providing, or linking voucher residents with, the services they need.

There must be clear steps for forcing motels to shut down if they violate our municipal code requirements. Staff must actually take these steps.

Please consider that Auto Center Drive is a major source of sales tax revenue, which our City budget really needs for our economic sustainability. What we allow at the nearby motels and thereby on the ground affects the extent to which Claremont residents and others want to patronize or avoid Auto Center Drive. Allowing prostitution and drug dealing to occur is not the way to maximize the revenue-producing potential of Auto Center Drive.

Bob Gerecke

Memo to: Alisha Patterson
City Attorney, City of Claremont
Rutan & Tucker, LLP

From: Jim Abrams
Member Legal Advisor
California Hotel & Lodging Association
California Association of Boutique & Breakfast Inns

Date: September 7, 2022

Re: City of Claremont Proposed Hotel/Motel Ordinance (8/26/2022)

This Memo is submitted on behalf of the California Hotel & Lodging Association (CH&LA), which represents transient lodging establishments throughout the State of California, including the City of Claremont. CH&LA's membership includes, among other businesses, hotels, motels, bed and breakfast inns, resorts, spas, guest ranches, ski resorts, and vacation rentals.

CH&LA very much appreciates the fact that the City of Claremont is soliciting input from stakeholders in the lodging industry regarding the proposed hotel/motel ordinance, and that it has reached out to us to insure the proposed ordinance focuses on the actual problem the City faces and will not be illegal or restrain lodging operators from conducting their day-to-day business operations.

After reviewing the proposed ordinance, CH&LA has a number of questions, concerns, and suggestions regarding the proposed ordinance, and they are set out below.

A. Application of Proposed Ordinance to All Transient Lodging Establishments in City of Claremont

In your August 29, 2022, email to me, you explained the purpose of the proposed ordinance as follows: "In response to concerns raised by numerous members of the community, one of the priorities the City Council set this year was addressing criminal and code enforcement problems with motels near the I-10 freeway." Section 16.101.050 of the proposed ordinance imposed a number of **very specific requirements for every "motel" (as defined in the proposed ordinance)** "that is within one half mile (2,640 feet), measured 'as the crow flies' from outer property lines, of the on or off ramp to either the Interstate 210 Highway or the Interstate 10 Highway" **The**

provisions that apply to those particular motels are designed to address the **“criminal and code enforcement problems” generated by that particular set of motels.**

Unfortunately, the proposed ordinance applies to every **“hotel” “motel,” and “hotel/motel” (as defined)** in Claremont. In other words, the ordinance would apply to and regulate every transient lodging establishment in the City. While some of the provisions of the proposed ordinance should apply to all transient lodging establishments, there are other provisions in the proposed ordinance that should logically apply only to the problem motels specifically identified in Section 16.101.050, and not to all other transient lodging establishments.

CH&LA respectfully submits that a substantial number of the provisions in the proposed ordinance should apply to the motels identified in Section 16.101.050 but not to all of the other transient lodging establishments in Claremont.

B. Section 16.101.435 – Definition of Hotel

Is it intended to include reservation platforms such as Airbnb and VRBO in this definition?

C. Sections 16.900.435, 16.101.010, and 16.101.060 – Long-Term Stay Business Hotels

Section 16.101.010 defines a long-term stay business hotel as one “that allows guests to rent rooms primarily to business travelers for terms that exceed the maximum length of stay limitations in this chapter.”

CH&LA is having difficulty identifying exactly what type of lodging establishments this covers. Are they extended-stay hotels, such as Extended Stay America, Residence Inn by Marriott Hotels, and TownPlace Suites by Marriott, which typically provide the types of amenities specified in Sections 16.101.060 D, E, and F, or are they something different? Are they only for business travelers, or can anyone stay there?

We assume that there is one or more such hotels in Claremont. Could you please identify them for us so that we can determine what type of establishments these are make comments as appropriate?

D. Section 16.101.020 B – Maximum Length of Stay

Section 16.101.020 B states: “All guest rooms shall be used only for short-term, overnight accommodations for transients whose guest stays at such hotel/motel are thirty (30) consecutive calendar days or less, and sixty (60) cumulative days or less in any one hundred and eighty (180)-consecutive-day period.” We assume that the purpose of these time limits is to avoid having guests become permanent residents and/or is directed to the motels specified in Section 16.101.050, and we submit that it should not apply to all other transient lodging establishments in Claremont

It is common in the lodging industry for many hotel and motel guests to want to stay more than 30 days. Their reasons are completely legitimate, and this is very good business for lodging establishments. This provision will cause those guests to leave after 30 days, thereby costing the hotels **valuable business, and frustrating the guests’ travel plans.**

In addition, there are “**full-service**” hotels that sometimes rent rooms to long-term guests who stay there on an indefinite basis that might exceed **the time limits specified above. These individuals always remain “guests,” who can be summarily evicted, and do not become “tenants”** due to the passage of time. Civil Code Sections 1940(a), (b)(2).

For these reasons, this particular provision should be made applicable only to motels defined in Section 16.101.050.

E. Section 16.101.020 C – Agreement to Stay No More than 30 days

This particular provision is inappropriate, onerous, and impracticable, and it should be repealed or made to apply solely to motels identified in Section 16.101.050.

As with Section 16.101.020 B, it appears that this subsection is directed toward making sure lodging establishments, especially problem motels, do allow not let anyone become a permanent resident or let people stay for long periods of time, thereby promoting criminal behavior. This is another provision in the proposed ordinance that is appropriate to motels identified in Section 16.010.050, but it should not be applied to all other transient lodging establishments.

In today’s lodging industry, a great many individuals check in to a hotel online, using a kiosk, or via a mobile device, and, in some cases, they can go to their rooms without ever **having to go to the “front desk.”**

(<https://www.cvent.com/en/blog/hospitality/hotel-mobile-check-in>
<https://help.marriott.com/s/article/Article-22236>). This particular provision in the proposed ordinance would defeat the purpose of this technology and make hotel operations more difficult, **while frustrating guests' preferences.**

In addition, there are many hotel and motel guests who want to stay more than 30 days. This provision will cause those guests to leave after 30 days, thereby costing the hotels valuable business, and frustrating the **guests'** travel plans.

Moreover, this provision is impracticable from the standpoint of hotel operations. Making every single guest come to the front desk and sign a written agreement is going to be very inefficient and onerous from the standpoint of hotel operations, and many guests are simply going to refuse to sign the agreement. This is going to cause unpleasant incidents at the front desk, which no one wants.

Lastly, this provision (i.e., maximum of 30 days) conflicts with the time limits in Section 16.101.020 B, which allow stays of up to 60 days.

F. Section 16.101.020 D – Long-Term Stay Business Hotels

As discussed in Section B of this memo, CH&LA does not know what is included in the definition of long-term business hotels. We are concerned that this might include a number of brands of extended stay hotels, as well, possibly, as other types of establishments. We are therefore unable to determine what the impact of this particular provision might have on the lodging industry. Once we have a clearer understanding of what type(s) of lodging properties constitute long-term stay business hotels, we will offer comments as appropriate.

G. Section 16.101.030 – Minimum Length of Stay

This provision provides, in part: "The minimum rental term for a guest room in a hotel/motel must be sufficient for one overnight stay. No operator of any hotel/motel shall, let, lease, or rent any guest room more than once in any 18-hour period." **This provision may be appropriate for the motels** identified in Section 16.101.050, but it is certainly not appropriate for all other transient lodging establishments. There are legitimate reasons why it is inappropriate to require a hotel to rent a room for a minimum of one overnight stay.

For example, there are situations where a guest might check in to a hotel, be disappointed with their accommodations, and want to leave and go to

another property for whatever reason. This is not because the hotel is renting by the hour or doing anything unlawful, but because the guest might be disappointed or perhaps, they discover a maintenance issue. If the hotel lets someone out **of the reservation and it's early enough in the afternoon** for the hotel to clean it and fix the maintenance problem, then the hotel will re-rent it, because the hotel will otherwise have to credit the revenue back to the guest who departed. If the hotel can re-rent the room, it is gaining a business advantage.

In addition, there are situations where an individual legitimately needs a room for only a short period of time. For example, hotels, especially near airports, have travelers who have long layovers and want a place to rest and freshen up. They will use the room for only a few hours and the hotel will charge only for a partial day. (This is pertinent to Section 16.101.040 B (**"No operator of a hotel/motel shall accept an hourly rate or any increment less than the rate for a full day's room rental."**), discussed in Section I of this Memo.)

Furthermore, the prohibition against renting a guest room more than once in any 18-hour period, is perhaps appropriate for problem motels, but it is not appropriate for all other lodging establishments. What if a guest requests an early check-in or a late checkout? This provision is too restrictive for legitimate hotel operators and be reserved for properties that renting for unlawful purposes.

For these reasons, this particular provision should be deleted or made applicable solely to motels identified in Section 16.102.050.

H. Section 16.101.040 A – Kitchens

Many legitimate lodging establishments have accommodations that include kitchens. What is the rationale for this prohibition? Are there hotels or motels in Claremont that have kitchens? If so, what type of establishments are they? If that is the case, this provision should be deleted or made to apply solely to motels identified in Section 16.101.050.

I. Section 16.101.040 B – Room Rental Rates

Among other things, the provision requires that room rental rates "shall be charged by the day," and no "weekly or monthly room rental rates shall be offered." This is contrary to the business practices of many transient lodging establishments. For example, hotels offer "package" deals, such as Super Bowl weekend and New Year's Eve that include stays for multiple nights. These packages are priced accordingly. In addition, it is common practice

for extended-stay properties to charge by the week or the month. Here again, it appears that this particular provision is meant to apply to problem motels, and not to all of the other hotels and motels in Claremont.

In addition, many hotels very much try to incentivize guests to stay “a little bit longer” (e.g., by running promotions throughout the year), and seven-day stays are great business for them. Hotels offer weekly rates to make these longer stays more attractive.

Moreover, **this subsection prohibits a hotel from accepting “an hourly rate or any increment less than the rate for a full day’s room rental.”** This prohibition conflicts with common lodging industry practice, as explained in Section G of this Memo.

Therefore, this provision should be deleted or made to apply solely to those motels identified in Section 16.010.050.

J. Section 16.101.040 E 1.e. – Copying/Scanning Documents with Personal Guest Information

Paragraph 1.e. of this subsection requires lodging operators to maintain a **“photograph or scanned image of the identification documents of each guest” in its guest register.** Due to privacy and other concerns, this particular requirement is very problematic, it is contrary to California law, and it opens lodging operators to substantial legal liability.

In order to address these privacy-related concerns, the common mantra in the lodging industry, and with businesses generally, is to (1) obtain the minimum amount of “personal information” necessary, (2) keep it for the shortest time possible, and (3) keep all such information as confidential as possible by maintaining “reasonable security procedures and practices.”

California law requires organizations to implement reasonable security procedures and practices to protect personal information from unauthorized access, destruction, use, modification, or disclosure. California Civil Code Section 1798.81.5(b) makes this requirement **mandatory** (“A business that owns, licenses, or maintains personal information about a California resident shall implement and maintain reasonable security procedures and practices appropriate to the nature of the information, to protect the personal information from unauthorized access, destruction, use, modification, or disclosure.”)

In 2016, the then California Attorney General issued a California Data Breach Report (<https://oag.ca.gov/sites/all/files/agweb/pdfs/dbr/2016-data->

[breach-report.pdf](#)). The first recommendation in the Executive Summary of the **California Data Breach Report states**; “The 20 controls in the Center for Internet Security’s Critical Security Controls identify a minimum level of information security that all organizations that collect or maintain personal information should meet. The failure to implement all the Controls that apply to [a business] organization’s environment constitutes a lack of reasonable security.” (Emphasis added.)

CIS Critical Security Control 3: Data Protection states that businesses must “[d]evelop processes and technical controls to identify, classify, securely handle, retain, and dispose of data.”
(<https://www.cisecurity.org/controls/data-protection>)

The requirement in paragraph 1.e. of Section 16.101.040 to copy/scan **documents with “personal information”** – coupled with the requirement to keep that information for four years as specified by Section 16.101.040 E3 of the proposed ordinance – violates the statutory mandate in Civil Code Section 1798.81.5 and is antithetical to sound business privacy practice. Therefore, it must be deleted.

K. Section 16.101.040 E.1.g – Attestation

Making a hotel employee execute an attestation in the guest register regarding every guest who checks in every day is terribly onerous and unnecessary in most cases. This is another provision in the proposed ordinance that should be deleted or made to apply solely to those motels identified in Section 16.010.050.

L. Section 16.101.040 E2 -- Copying/Scanning Documents with Personal Guest Information

See discussion in Section J of this Memo.

M. Section 16.101.040 E3 – Maintenance of Guest Register

Four years is an unreasonably long period of time to require a lodging establishment to keep all of this information. It is typical for local jurisdictions to require that such records be maintained for only 90 days. See, for example, City of Los Angeles Municipal Code Section 41.49(a). (https://codelibrary.amlegal.com/codes/los_angeles/latest/lamc/0-0-0-128922.)

In addition, CH&LA is uncertain what type of audit is being referred to in this paragraph. Is it an audit to confirm compliance with the proposed ordinance, or is it some other type of audit?

N. Section 16.010.040 E4 – Inspection of Records by City or Its Agents

Requiring a lodging establishment to turn over such material without a warrant is unconstitutional. *City of Los Angeles v. Patel*, 576 U.S. 409 (2015).

O. Section 16.101.040 E5 – Inspection of Records, Etc. by Claremont Police Department

See comment in Section N of this Memo.

P. Sections 16.101.040 G, H, I, J – Guest Room Standards

Have violations of these standards been a problem in all transient lodging establishments in Claremont, or only in certain establishments?

CH&LA submits that there are important incentives for most transient lodging establishments to meet those requirements. Among other things, the traveling public and market forces will demand that lodging facilities to meet the requirements identified above in Sections 16.101.040 G, H, I, and J. For example, the American Automobile Association publishes Tour Books and other materials that recommend lodging establishments for, and AAA retains inspectors who are trained to inspect and recommend the specific properties to include in those publications.

If problems of this type are typically encountered only in certain properties, these standards should be limited to them.

Q. Section 16.101.040 H7 – Emergency Telephone Access

It should be noted that a majority of guests now carry mobile phones and can use them to make emergency calls. Also, CH&LA submits that this subsection is ambiguous in that it could arguably require an emergency telephone system over and above phones located in guest rooms. To clear up this ambiguity, CH&LA submits that this subsection be amended as follows:

Emergency Telephone Access. Guests shall have twenty-four (24) hour emergency access to a telephone (telephones located in guest rooms or a

payphone ~~is~~ are adequate) on the property. However, such a public telephone shall not be made generally available to the public so as to become a public nuisance.

R. Section 16.101.040 I5 – Landscaping

This subsection requires that all “areas on the property designated for landscaping, i.e., lawns, planter beds, and other unsurfaced locations, shall be maintained with properly trimmed living plant materials.... **(Emphasis added.)** Given current and anticipated drought conditions and local jurisdiction edicts, many hotels have done away with lawns, and other living plants. Therefore, this particular subsection should be deleted.

S. Section 16.101.060 – Long-Term Stay Business Hotels

See the comments in Sections C and F of this Memo.

T. Section 16.101.070 -- Amortization of Legal Nonconforming Conditions

This section requires that changes required/prohibited by the proposed ordinance **pertaining to hotel/motel operations** “take effect immediately (we **assume that means as of the “effective date”**). **Is the effective date** of the ordinance going to be the date that it is adopted by the City Council, or is the effective date going to be some date in the future after adoption by the City Council? If it is the former, and because changes in hotel/motel operations will take some time to implement, CH&LA submits that a reasonable implementation period be allowed.

CH&LA very much appreciates the opportunity to provide this input, and we look forward to continuing to work with the City of Claremont and its City Attorney to refine the proposed ordinance.

Nhi Atienza

From: Jeralyn Klasik [REDACTED]
Sent: Friday, September 30, 2022 3:06 PM
To: Nhi Atienza
Subject: Item #2: Hotel/Motel Ordinance on October 4, 2022 agenda
Attachments: Motel 6 reviews 2022.docx; Lodge reviews 2022.docx

Follow Up Flag: Follow up
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CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Planning Commissioners:

Attached you will find the most recent 2022 guest reviews of Claremont's Motel 6 and Claremont Lodge. Knight's Inn was not included because there were no online reviews more recent than 2021. The reviews are listed in the order of most recent first. I think you will find that the reviews with comments are the most interesting and that it doesn't take long to sift through these and get a taste for what guests are saying about the freeway motels.

The ordinance, in singling out the freeway motels, seems to be holding them to higher safety standards than what these guests have experienced in the past. I hope that the Commission will clarify the range of enforcement options in Section 16.101.080 in Version 2. The new safer standard need to be enforced, so this ordinance needs to have some real teeth in it.

Jerry Klasik

2022 MOTEL 6 REVIEWS

TripAdvisor 14 reviews 1.5/5

[Susanna B](#) wrote a review Apr 2022

[Bad beyond words](#)

Room was filthy and wreaked of smoke and stench. Floors dirty and sticky, bed linens smelled like a nightclub and prostitutes walk the parking lot at night.....Not safe, not clean, and totally disgusting. If the city gave a crap, I probably would have called the Health Department.

Date of stay: April 2022

[Explorer258374](#) wrote a review Apr 2022

[It's a dump](#)

As soon as we walked up the rugged(must have been installed over 2 decades ago) staircase to the 2nd floor we knew immediately it's a dump. Entered the room and beyond a doubt it is in fact a dump. Avoid this facility until it has gone thru a decent renovations.

YELP | 2 out of 5 stars in 40 reviews

[Samus M.](#)

5/22/2022

Apparently changing HDMI on the TV's is against policy. It's impossible. Terrible customer service. Employees will waste your time running in circles with you hoping the problem goes away. Manager doesn't have any manners and will rudely tell you nothing can be done, it doesn't constitute a refund and go back to your room. I will not be returning or recommending. Ever.

[S B.](#)

4/12/2022

Absolutely filthy, neglected and dangerous.

Prostitutes and sketchy people in the parking lot....

Rooms absolutely reek of cigarette/pot smoke (even though our room was a "non smoking" room.

Very sad as this used to be a nice hotel. They literally don't care about cleanliness, customer safety OR a good night rest. It should be condemned by the health dept., as the balcony looks

like it could collapse at any moment.
GROSS!!!

Michael E.
4/11/2022

I checked into the hotel in the daylight and the hotel seemed dirty and sketchy. When we got into the room, it smelled like very strong chemical deodorizer. Almost choking. We aired it out and went to dinner. Came back at night and saw two nearly naked prostitutes walking near our room, and a room that looked like they lived there. There were parties in cars that spilled into rooms of dangerous looking people.

We left. the line was too long to check out in the lobby, and it felt unsafe waiting, and the phone went unanswered when I tried to call to check out.

I have stayed at many Motel 6's and 95% of them have been clean and good values. One other time it was dirty, but not dangerous. Please read other reviews of this hotel and you will see that others agree that it is dangerous and dirty. I would remove them from Motel 6 brand association as it is a terrible place.

[Alex C.](#)
Pomona, CA
3/6/2022
[1 photo](#)

This place is disgusting the manager is rude and we found underwear in our sheets this place is nasty asf don't come here the employees are nasty asf



Nasty ass underwear



Booking.com First 3 pages back through June 2022

6.4/10 in 334 reviews

Anonymous 🇺🇸 United States of America · September 2022 · Family


Very Poor

Stephanie 🇺🇸 United States of America · September 2022 · Family


Won't be back until its cleared out

Liked · the location. lots of restaurants near. right off fwy. had a fridge and microwave

Disliked · waaaaaaaaaaaaayyyyyyy tooooooooooo much illegal activity going on there. All hours of the night especially on weekends. Not a family place I was scared to let my kids go outside. Paid way to much for a facility with all that going on right outside and there was no notice of pool being not only open but that there wasn't even water in it.


Valencia  United States of America · September 2022 Family

Very Good

Valencia  United States of America · September 2022 Family

Very Good

•

John  United States of America · August 2022 Solo traveler

Exceptional

•

Valencia  United States of Americas · September 2022 Couple

Good

•

Ahmed  Saudi Arabia · September 2022 Solo traveler


pleasent experience

Liked · perfect location it was in the centre and close to all places I need. My room was clean and quiet. of course at weekends the area got noisy sometimes with all these loud cars and motor cycles but every thing is good. I like the staff especially the guy in the mornings times.

Disliked · A/C sometimes loud

Nancy  United States of America · August 2022 Solo traveler


acceptable

Rodriguez  United States of America · July 2022 2 Solo traveler

Very Good

lemens  Austria · August 2022 Family

Good

Latoya  United States of America · July 2022 Solo


Exceptional

Dina  Mexico · July 2022 Family

Disappointing

Liked · -


Disliked · The room smelled a lot of marijuana, horrible stay, not recommended if you go with your family, and we only went to sleep to leave very early, but it was impossible to rest.

Javier  Spain · July 2022 Couple

Good

Liked · the bed and the location

Disliked · the environment and the environment

Steven  United States of America · July 2022 Solo traveler

nice room I'll rerun

Liked · room was large private separate restroom area

Disliked · i work from home and took my laptop for work and couldn't connect to the tv couldn't cast or do anything on the tv why would this be blocked why would they care if we plug in our devices to the tv ?

Muraira 🇲🇽 Mexico · May 2022 Solo traveler

Disappointing

Larrica 🇺🇸 United States of America · July 2022 Couple

Fair

Lisa 🇺🇸 United States of America · July 2022 Couple

Good location and clean

Liked · close to freeway

Disliked · none

Chanchanok 🇺🇸 United States of America · May 2022 Group

Reviewed: July 7, 2022

Fair

Liz 🇺🇸 United States of America July 2022 Family

Very Poor

Liked · Location is good. Exit from freeway. There are lots of food options nearby., even walking distance from hotel.

Disliked · Pool and jacuzzi unavailable!!! They DO NOT have NON-SMOKING Rooms. All rooms are stinky to cigarettes and drugs!!!! This is unacceptable to spend time with family!!!! NEVER BOOK AT MOTEL 6 CLAREMONT!!!!!!

John 🇺🇸 United States of America · July 2022 Group

Exceptional

10

Tina 🇺🇸 United States of America · July 2022 Couple

Reviewed: July 3, 2022

Wonderful

Javier 🇺🇸 United States of America · June 2022 Family

Reviewed: June 30, 2022

Bad

•

Anonymous 🇺🇸 United States of America · June 2022 Family

Very Poor

•

Rodriguez 🇺🇸 United States of America · June 2022 Solo traveler

Exceptional

Luis 🇺🇸 United States of America · June 2022 Family

Be honest what you offer!

Liked · No pool when stated pool and spa, It's smelled like cigarettes in a non-smoking room.
Homeless people kept trying to open my door all night


Disliked · Better security Smell the rooms before renting them out

Douglas 🇺🇸 United States of America · June 2022 Group

Exceptional

Liked · No

Disliked · No pool no spa both drained fix the pool guys

Nita  United States of America 1 night · June 2022 Couple Reviewed: June 9, 2022

convenient to our visiting friends but will not stay again in this facility. a baseline is good repairs and cleanliness.


Liked · looked good from exterior

Disliked · minimal furniture...no bureau, needs upkeep repairs big time in bathroom, Covid used as excuse for no shampoo or Kleenex, toweling is thin, kept thinking roaches were going to come out of bathroom, coffee splatter on bathroom door, no coffee/tea service or ice bucket provided. paid over \$100 for this night.

•

Anonymous  United States of America 1 night · June 2022 Family Reviewed: June 6, 2022

Bad

Wendy  United States of America 1 night · June 2022 Family Reviewed: June 4, 2022

Exceptional

2022 CLAREMONT LODGE REVIEWS

TripAdvisor – No reviews

Yelp 29 reviews in all 2.5/5 stars

Kinya R Glendora, CA 9/18/2022

One word. Prostitution. Claremont should close this trash down. It's unsettling / disgusting watching young girls get dropped off here to "work". The fact that Yelp is threatening my speech is also concerning. The owners of this business know the crime going in here.

[Teresa A.](#) San Francisco, CA 8/14/2022

Do not stay here it was so bad.. on one of the beds there was blood on the sheets in the room... I went to the front desk because the phone in our room did not even work... the front desk went and handed us sheets and told me to change it my self. The floors in our room was so dirty that our socks where black .. the towels in the bath room where nasty ... they had blood stains on them .. then to top it off here was people out side our room like at 3 in the morning doing drugs ... for 160 I will never stay here again .. do not waste your money here...

[Max S.](#) Orange, CA 5/2/2022

Dropped my cousin off to stay here while they was in town for a conference at their local college. It was a little hole-in-the-wall-y for our tastes. It looks like something out of a scary movie!

[theory p.](#) Claremont, CA 4/30/2022

I came here for a four day trip into Claremont and not a single night went by where I didn't have to go down to the office and get my card Reset to gain entry into the room I paid for. Every single day I had to go to the office and reset my card. I was without my cell phone for multiple days yet "cellphones" were constantly presented as the reason for the card failure. I complained about this multiple times and there was ZERO attempt to rectify or compensate this problem. Absolute nonchalance was the response. This is to say nothing of the sketchy online booking service which is a financial joke. Service is poor. But the room is a room and it is comfortable. Have a good time if you can

[Nidya M H.](#) Chino Hills, CA 3/28/2022


I just stay there for one day!!! Everything seem quite about alright!! But at check out time i was asked at door to pay for my extra time after 11am i was asked for a \$10 dollar fee not only was i brived but also threaten that if i didnt pay the fee i was not gonna be ever aloud to comeback!! And according to Frankie front desk guy!! The man briving me was their general manager!!

chairs - although no "lounge" sort of chairs. The bed was comfortable, and I liked the wood headboard behind it. All the standard room basics with a simple (and not tacky) layout.

Parking lot was directly in front of the lodge - appreciate being able to see my car from the room. On the other side of the parking lot is a really good Thai restaurant and a liquor store. They have a very tiny pool with some odd warning signs, which we had no time to use.


For an easy. convenient lodge - which is definitely what it is - it does the trick. Giving an extra star because I really appreciated all the interactions with the staff!

Booking.com 181 reviews in all 8.1/10 points

Mckinney  United States of America 1 night · September 2022 Couple

Exceptional


-

John  United States of America 1 night · August 2022 Couple

Fair


Liked · Convenient area. reservation available

Disliked · Air conditioning noisy, pillows flat, toilet and tub blocked, vagrants roaming around, unsafe, no breakfast.

Gavin  United States of America 2 nights · August 2022 Couple

Very Good


-

Alex  United States of America 2 nights · August 2022 Solo traveler

Wonderful


Liked · clean and comfortable

• •


Amira  United States of America 1 night · July 2022 Solo traveler

Exceptional

•

Anne  Germany 1 night · July 2022 Family

Disappointing


Karen  United States of America 1 night · April 2022 Family

Reviewed: July 6, 2022


Good

Christopher  United States of America 1 night · April 2022 Family


Good

Yujun  United States of America 1 night · June 2022 Solo traveler

Exceptional

Mike  United States of America 1 night · June 2022 Reviewed: June 8, 2022

Very Good

Eugene  United States of America 1 night · April 2022 Family Reviewed: May 5, 2022

Good, basic motel with plenty of parking. Close to freeway so that is good and bad. Slightly noisy.


Liked · Staff was friendly and nice. This is a standard issue motel next to the freeway.

Davis  United States of America · 1 night · April 2022 Solo traveler Reviewed: May 2, 2022

As an elderly woman traveling alone, I did not feel safe and would not stay here again.

Liked · Quiet. Close to the freeway. Close to good Thai restaurant and Starbucks.

Disliked · Did not like the location. Did not feel safe. Walking back from dinner, 4 police cars were in the parking lot.

Ondřej  Czech Republic · 3 nights · April 2022 Solo traveler


Relatively comfortable accommodation at an affordable price.

Mary  United States of America Reviewed: April 16, 2022

Short stay in April

Liked · Convenient to the bus and my cousin nearby. A few restaurants nearby if you don't want to go Claremont Village. Two convenience stores within walking distance.

Disliked · Sorry that this hotel is not using your site anymore.

Max  United States of America Reviewed: April 11, 2022


Pleasant

Aloha  United States of America · 1 night · March 2022 Family Reviewed: March 20, 2022


Will not stay here again.

Liked · Did not eat.

Disliked · Not clean as mentioned in previous customer reviews.

Muneer  United Arab Emirates 4 nights · March 2022 Solo traveler Reviewed: March 11, 2022

Very Good

Anita  United States of America 1 night · February 2022

We were happy with the price and cleanliness of the room.

Liked · We were greeted warmly by staff and were able to check in early. Very happy with the cleanliness of our room and cleaning service the next day.

Disliked · My side of the bed was very comfortable but my husband's side was not. The hotel was full and the other occupants were a little loud.

Nhi Atienza

From: Nhi Atienza
Sent: Monday, October 3, 2022 10:47 AM
To: Nhi Atienza
Subject: FW: CH&LA Comments to Proposed Claremont Hotel/Motel Ordinance
Attachments: Comments to Claremont Planning Commission.pdf

From: Jim Abrams [REDACTED]
Sent: Saturday, October 1, 2022 2:05 PM
To: Patterson, Alisha <APatterson@rutan.com>; Katie Wand <kwand@ci.claremont.ca.us>
Cc: Tamara Mims [REDACTED]; Andrew Behnke [REDACTED]; HT HOSPITALITY [REDACTED]; Lynn Mohrfeld [REDACTED]; Sam A [REDACTED]; Frank A. Weiser [REDACTED]; YOUNG, Wesley - G6 Hospitality [REDACTED]
Subject: CH&LA Comments to Proposed Claremont Hotel/Motel Ordinance

Hi, Alisha and Katie. First of all, I must say that although we have some comments and suggestions regarding the proposed ordinance, I am personally most impressed by all of the work that you and your colleagues at the city did to put together such an outstanding package!

CH&LA's comments are attached, and we very much appreciate you forwarding them to the Planning Commission.

We are all eager to see what the Planning Commission does. Regardless of the outcome, CH&LA certainly intends to collaborate with you and your colleagues, as well as the hotels and motels in Claremont, on these issues.

Thank you again for all of your most-appreciated collaboration and hard work.

Jim Abrams

BEFORE THE CLAREMONT PLANNING COMMISSION

Comments of the California Hotel & Lodging Association Regarding Proposed Amendments to Claremont Municipal Code Pertaining to Hotels and Motels

These comments are submitted on behalf of the California Hotel & Lodging Association (CH&LA), which represents transient lodging establishments throughout the State of California, including properties in the City of Claremont. CH&LA's membership includes, among other transient lodging establishments, hotels, motels, bed and breakfast inns, resorts, spas, guest ranches, ski resorts, vacation rentals, and extended-stay properties.

CH&LA first wants to thank the City's staff for working so collaboratively with the lodging industry. Staff endeavored to accommodate many of the industry's concerns, and this led to the development of a more workable proposed hotel/motel ordinance.

Nonetheless, CH&LA has a number of concerns and suggestions, and they are set out in the comments below. Unless otherwise indicated, CH&LA's comments below are made with reference to "Version 2" of the proposed amendments that the Planning Commission will be considering at its October 4, 2022, public hearing.

Except as otherwise indicated below, CH&LA agrees with staff's recommendation set forth on page 2 of the Planning Commission's Agenda Report and recommends that it be adopted.

1. Typographical Error

The Planning Commission's Meeting Agenda for the October 4 meeting states the following:

CONSIDER AN AMENDMENT TO THE CLAREMONT ZONING CODE (TITLE 16 TO THE CLAREMONT MUNICIPAL CODE) THAT, IF ADOPTED, WILL: (1) REPEAL SECTION 16.051.060 TITLED HOTELS/MOTELS; (2) REPLACE SECTION 16.051.060 WITH A NEW CHAPTER 16.101, ALSO TITLED HOTELS/MOTELS; AND (3) ADD NEW SECTIONS TO CHAPTER 16.900 (DEFINITIONS) PERTAINING TO HOTELS AND MOTELS (COLLECTIVELY REFERRED TO AS THE "HOTEL/MOTEL ORDINANCE"). (Emphasis added.)

However, Attachment C (Draft Planning Commission Resolution) contains slightly different language:

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CLAREMONT RECOMMENDING THE CITY COUNCIL APPROVE AMENDMENTS TO TITLE 16 OF THE CLAREMONT MUNICIPAL CODE TO: (1) REPEAL SECTION 16.051.050 TITLED "HOTELS/MOTELS"; (2) REPLACE SECTION 16.051.050 WITH A NEW CHAPTER 16.101 TITLED "HOTELS/MOTELS"; AND (3) ADD NEW SECTIONS TO CHAPTER 16.900 (DEFINITIONS) PERTAINING TO HOTELS AND MOTELS.

The references to Section 16.050.060 are the correct ones.

2. Section 16.101.010 – Definition of "Guest"

The proposed definition of this term is:

Guest shall mean **any person** occupying a hotel/motel room, regardless of whether they are the person who paid for the room. Guest shall not include employees and/or contractors of the hotel/motel who are occupying a guest room for work purposes, such as cleaning, maintenance, and repairs. Guest shall not include legal minors in the care or custody of a guest (e.g., a guest's children). (Emphasis added.)

As staff has appropriately pointed out in its Analysis contained in the meeting materials: "The scope of this definition is important because it will determine which individuals need to be included in the guest register (discussed [in Section 16.101.050)A1 of Version 2])."

(CH&LA wishes to note at this point that there does not appear to be any other requirement in Version 2 for a guest register. Are we correct in that regard?)

The proposed definition is problematic in that a great many hotel stays involve multiple parties, such as spouses, children, other relatives, and friends, who occupy a guest unit (e.g., in a separate bedroom in a suite, or in separate bed(s)).

City staff has attempted to address at least part of the problem by exempting "legal minors in the care or custody of a guest (e.g., a guest's children)." But this means that all of the other individuals discussed above will be included in this definition. Hence, all of these individuals will have to be included in any required guest register.

For these reasons, CH&LA respectfully submits that this definition be amended to read as follows:

Guest shall mean any person occupying a hotel/motel room, regardless of whether they are the person who paid for the room. Guest shall not include

employees and/or contractors of the hotel/motel who are occupying a guest room for work purposes, such as cleaning, maintenance, and repairs. Guest shall not include (1) legal minors in the care or custody of a guest (e.g., a guest's children); or (2) any other family members, relatives, or friends of a registered guest.

3. Section 16.101.040(B) – Day Use Rates

Staff's Analysis in the materials for the Planning Commission Meeting discusses day use rates as follows:

"Day Use" Rates: The Doubletree reported that its parent company (Hilton) offers a "day use" rate to business travelers, which is less than the overnight rate. This "day use" rate allows business travelers to rent a hotel room for a shorter period of time (e.g., as a workspace or a space to "freshen up") when the guest does not need overnight accommodations. Staff is wary of broadly allowing hourly room rentals, but agrees that, in narrow, closely-monitored circumstances, "day use" rates provide a benefit to the community. The "Version 2.0" Code amendments would allow "day use" rates, subject to advance written approval of the City's Community Development Director. The Director could not approve "day use" rates for any hotel or motel with a history of criminal activity, and the Director could revoke the approval if it results in criminal activities or is otherwise detrimental to the health, safety, or welfare of the community.

The first sentence of Section 16.101.040(B) reads as follows:

Notwithstanding Section 16.101.040(A), **with advance written approval of the Director**, operators may offer "day use" rates in increments less than the rate of an overnight room rental for bona fide programs of the hotel/motel, such as events, conferences, and day use work spaces for business travelers. (Emphasis added.)

Based on the reasons for the industry's practices involving day use rates, CH&LA respectfully submits that the requirement for advance written approval day use rates by the Director is unnecessary and inappropriate when applied to all hotels/motels in Claremont.

CH&LA therefore respectfully submits that (1) the highlighted language in the first sentence of this section be deleted, and (2) all of the language in this section following the first section should be deleted.

4. Section 16.101.040(C) – Credit Cards

This requirement appears to apply particularly (only?) to the motels covered by Section 16.101.050. Those motels will be required to obtain and view specified identification documents pursuant to Section 16.101.050A2 and,

among other things, will need to confirm that the picture on the document matches the guest. We respectfully ask whether it is necessary to also require those hotels to obtain a credit or debit card. The fact of the matter is that many people who stay at those properties don't have, or can't get, credit or debit cards, especially in these hard times. Requiring motels that collect cash to also meet this requirement will be extremely onerous, will cost them a lot of business, will be harmful to people who cannot obtain these cards, and will do little, if anything, to address the problems at issue.

Therefore, CH&LA respectfully submits that this section should be deleted.

5. Section 16.101.040F – Cleanliness

Many of the "cleanliness" standards in subsection F are vague in terms of the degree of cleanliness that is required for compliance. Is one stain on a carpet really a violation that can subject the lodging operator to penalties? If so, many of us have stayed in luxury hotels that won't meet these standards. In other words, a lodging operator must maintain a "perfect" property, which is not physically or practically possible. Thus, an inspector could find a violation at any hotel/motel at any time based on these standards. This will result in enforcement that will be so discretionary as to make it arbitrary.

For these reasons, it is essential that this subsection be amended to read as follows:

F. Cleanliness

Except for ordinary and reasonable wear and tear, the requirements in subparagraphs 1 – 6, inclusive, below, shall apply. ...

6. Section 16.101.040(K) – Inspections

K. Inspections. To ensure ongoing compliance with this chapter and any other federal, state, or local laws and regulations, the City of Claremont's Building and Safety Division, Planning Division (including Community Improvement), and/or Police Department (collective, "City Personnel") may require periodic inspections of a hotel/motel's premises, records (including the guest register), and/or surveillance footage. Nothing in this section shall prevent City Personnel and a hotel/motel operator from working together to schedule an inspection at a mutually agreeable date and time to minimize disruption to the hotel/motel's business and operations. (Emphasis added.)

This section permits “periodic inspections of a hotel/motel’s premises, records (including the guest register), and/or surveillance footage.” (Emphasis added.)

While Section 16.101.040(K) applies to all hotel/motel properties in Claremont, the only requirement to create and maintain a guest register is for motels regulated in Section 16.101.050. Therefore, CH&LA respectfully submits that the parenthetical phrase highlighted above be amended to read as follows: (including ~~the~~ *any required* guest register).

7. Section 16.101.050A1c – Identification Documents

The definition of “identification documents” in Section 16.101.010 includes: “any one of the following documents issued by a government agency: (1) a current passport; (2) a current driver’s license; (3) a current non-driver identification card; (4) current military identification.” (Emphasis added.)

Therefore, the parenthetical phrase in this subparagraph c should be illustrative only.

CH&LA submits that this subparagraph be amended to read as follows:

The identification number from the identification document the guest used to check in (e.g., the driver’s license number) and the issuing jurisdiction (e.g., state or country) for the identification document;

8. Section 16.101.050A1g – Attestation

This subsection requires a “signature of the representative of the operator who examined the identification document(s) presented and attestation that he, she, or they examined the identification document(s) and confirmed that the photograph is that of the guest.”

CH&LA has been informed by at least one of the impacted motels that its check in process is all handled with an iPad, and that the program will not let the hotel accept a guest without first examining a guest’s identification documents and confirming that the picture on the document matches the person who is registering. It is neither paratactical nor feasible to also have to get a wet signature by front desk staff.

Therefore, this requirement should be deleted.

9. Section 16.101.050A2 – “Person” versus “Guest”

The first sentence of this section reads:

No motel operator shall let, lease, or rent a guest room to any **person** without first reviewing the guest’s identification documents and recording the information listed above in the register required by this section. (Emphasis added.)

In light of the definition of “guest” in Section 16.101.010, should the word “person” instead be “guest”?

10. Section 16.101.050B – Secured Parking

This is almost certainly the most onerous and unworkable section in the proposed ordinance. Based on all of the input from the lodging industry in the process of developing a suitable hotel/motel ordinance, it appears that this particular requirement is not only highly impractical, but it will not accomplish its intended purpose. Moreover, it might well force one or more of the impacted motels to go out of business.

CH&LA fully appreciates the dilemma that the City of Claremont, along with its lodging facilities, are facing. But we submit that the provisions in this section are not the answer to the problem. Our concerns are set out below.

A. This section requires motels “to maintain physically controlled, fenced and gated access **to their parking areas.**” (Emphasis added.)

CH&LA has been informed that even if the motels in question comply with this section, *it will do little to bar access to those properties*. More specifically, even if their respective parking areas are physically controlled, fenced, and gated, people can readily gain access (i.e., from the back of Denny’s and other businesses behind the motels, and from adjacent sidewalks) without ever having to go on or through the motels’ parking areas.

In other words, this requirement will not do anything to address the problem, and in light of the fact that compliance is likely infeasible, CH&LA respectfully submits that this section should be deleted.

B. We are not sure what the words “physically controlled” mean. Does this refer to something over and above “fenced and gated access”? If so, this provision is very unclear, and this ambiguity needs to be removed.

C. This requirement assumes that it is physically and practically possible for the motels “to maintain physically controlled, fenced and gated access to their parking areas.” It is CH&LA’s understanding that the physical layout of the motels’ parking areas will make accomplishing this requirement very difficult, as well as extremely expensive. This is especially true because by the ordinance requires that the barriers are “constructed with high quality, attractive materials that are visually compatible with surrounding properties,” and it prohibits the use of chain link and barbed wire fences. This makes the entire requirement more costly and infeasible.

D. This section provides that if it is not feasible for a motel “to maintain physically controlled, fenced and gated access to their parking areas,” then “motels must install and maintain electronic arms that control incoming and outgoing traffic to their parking area.”

There are two problems with this particular provision:

There is no definition or guidance regarding what is “feasible.” The difficulty with this is discussed in more detail in Section E, below.

Moreover, the use of electronic arms presumes that access to the rest of the parking area is somehow barred (fences or gates?) and that the electronic arm is blocking some sort of restricted opening. We are having difficulty envisioning such a situation. This is very ambiguous (even doable?), and this problem needs to be corrected.

E. This section states, in part, that the “Director may waive the secured parking requirement if he, she, or they make a finding that secured access to a motel’s parking areas is either infeasible or unsafe.” Unfortunately, the ordinance provides no guidance or criteria for determining when securing access is infeasible.

As noted earlier, compliance with this requirement will be very costly, time consuming, and difficult. The motels impacted have to the city that providing such secured parking could put them out of business. For the motels that will be impacted, this obligation will likely be infeasible. It is therefore very important for the ordinance to provide guidance to the Director.

To that end, CH&LA would like to suggest that language along the lines of that provided in the Americans with Disabilities Act (ADA) in connection with its requirement that existing properties engage in “readily achievable” barrier removal. Specifically, the ADA requires that public accommodations (including hotels and motels) “shall remove architectural barriers in existing

facilities, including communication barriers that are structural in nature, where such removal is readily achievable, i.e., easily accomplishable and able to be carried out without much difficulty or expense.”

The ADA states that the factors to be considered in determining whether a particular action is readily achievable include: the nature and cost of the [accessibility] action needed, the overall financial resources of the site(s) involved, and the effect of the action on the expenses and resources of the business in question.

CH&LA respectfully submits that if the requirement for secured parking is not deleted in its entirety, that the ordinance be amended to include factors such as the ones listed above as pertinent to consideration of when something is infeasible.

F. If any of the motels have to close, it will result in a significant loss of transient occupancy tax revenue (for the calendar year 2021, Motel 6 paid Claremont almost \$411,000 in TOT).

For all of the above reasons, CH&LA submits that Section 16.101.050B either be deleted entirely or, at least, amended as indicated above.

11. Section 16.101.050C – Video Surveillance

Note that Version 2 designates this section as 16.101.050B.

CH&LA’s comments regarding this section are set out below.

A. CCTV systems are being required only of the motels covered by Section 16.101.050. CH&LA’s understanding is that these motels are in close proximity to a number of businesses, including a liquor store. These businesses generate a lot of the type of foot traffic that the city is trying to curb. A lot of that foot traffic is blamed on the motels. Are any of those other businesses required to have CCTV? If not, requiring them to have CCTV would go a long way toward ameliorating the issues the city is dealing with.

B. It is important to bear in mind that complete CCTV systems are very expensive. One CH&LA member hotel received quote for \$20,000 for hardware, wiring and installation plus \$15,000 annually for hosting of all of the cameras data. This was for an eleven-room property, so larger properties may require even more cameras and data retention.

For the reasons listed immediately above, CH&LA submits that compliance with this section will, at best, only be a partial solution to the problem it is designed to accomplish. In addition, installation and maintenance of such a CCTV system will be extremely costly to the motels. CH&LA therefore submits that this section should be deleted.

C. in addition, this section requires motels to maintain video footage for 90 days. Many lodging establishments retain the footage for a shorter period, such as 30 days. Storing the footage for 90 days will cost significantly more.

CH&LA submits that if the mandate to have CCTV is going to be retained in the proposed ordinance, it should be amended to read as follows:

Every operator of a motel shall install and maintain in good working order closed-circuit television (CCTV) cameras sufficient to maintain continuous visual coverage of all common areas and all parking areas. The video footage from these cameras must be maintained by the motel for a minimum of ~~ninety (90)~~ *thirty (30)* days before it is erased or overwritten. Surveillance footage must be made available to City Personnel in accordance with Section 16.101.040(K) above.

12. Section 16.101.070 – Amortization

Subsection B provides that the deadline for “changes that require physical improvements to the property and/or structures” is January 1, 2024. That deadline is slightly over one year from now, and we submit that some of the changes in question – such as the need to provide secured parking (if it is required) – will need more time than that. We respectfully submit that the amortization deadline for physical changes be extended to January 1, 2025.

The California Hotel & Lodging Association very much appreciates the Planning Commission’s consideration of our recommendations and comments above.

Shelley Desautels

Subject: FW: Wheeler Park Neighbors and Motel Allies -- Tuesday Night at 6:00 PM - Hughes Center Meeting Community Listening Session

Begin forwarded message:

From: Jim Keith <[REDACTED]>
Date: November 28, 2022 at 6:49:14 PM PST
To: Wheeler Park Neighbors <[REDACTED]>
Subject: Wheeler Park Neighbors and Motel Allies -- Tuesday Night at 6:00 PM - Hughes Center Meeting Community Listening Session

Please attend a community meeting to listen to information from our City staff about their work on the motels and hotels. There will then be time to ask questions about why they are ignoring our requests for urgent action on:

1. Setting up a staff investigation and enforcement team focused on any violations of the Municipal Code at our motels, including violations of health laws as well as existing limits on the duration of motel occupancy.
2. Assigning a full-time police department employee to assemble evidence that will support a legal defense against the lawsuits being threatened by Motel 6.
3. An ordinance that can result in required control of the motel parking lot if they do not correct their crime and prostitution record.
4. An ordinance that does not cancel out all limits on the number of people with homeless vouchers housed at a single motel, and without services for the homeless within.

Only persons in the audience can comment. This is a problem, since several of our active members of the Committee for Safe and Healthy Housing are sick with COVID, and cannot attend. That includes me.

Therefore, please represent our neighborhood at the meeting tomorrow. I understand it is hard to take time out of your evening, but it will mean a lot to us. We don't want the staff to come back with the same proposal and blame it on our non-participation in their outreach meeting.

Community Listening Session – Motels and Hotels
Tomorrow -- Tuesday, 11/29 – 6:00 PM
In the Padua Room at the Hughes Community
1700 Danbury Rd., Claremont

For listening only -- <https://zoom.us/j/99199561876>

Great News – Our Neighborhood Participation Matters!

This last Tuesday, the City Council upheld the action of the Architectural Commission to force Motel 6 to reinstate the quality of their Site and Landscape plan. The swimming pool is already filled again as the first step. Motel 6 repeatedly threatened the City with lawsuits based on vague issues. The Council stood up

unanimously to Motel 6, and our City staff and City Attorney saw that this is what the City Council wanted.

1. Jim Keith

City Email Invitation

1. Good morning:
- 2.
3. I hope that everyone had a Happy Thanksgiving. As a reminder, tomorrow at 6 p.m. we will be holding a Hotel/Motel Community Listening Session in the Padua Room at the Alexander Hughes Community Center (1700 Danbury Road, Claremont 91711).
- 4.
5. Everyone is welcome to attend. I want to again emphasize that no decisions regarding the Hotel/Motel Ordinance will be made at the Community Listening Session. The purpose of the Community Listening Session is for members of the public to ask questions and provide feedback on a proposed Hotel/Motel Ordinance, which City staff is currently working on and will present to the Police Commission and the Planning Commission at a joint meeting that will be held in 2023.
- 6.
7. Due to technical limitations, the Community Listening Session will not be a hybrid meeting where people can make comments and ask questions during the meeting via Zoom; however, there will be a “**view only**” Zoom link so that the meeting can be live streamed, and a recording of the meeting will be made available on the City’s website. Here is the **view only/live stream** link:
- 8.
9. When: Nov 29, 2022 06:00 PM Pacific Time (US and Canada)
10. Topic: Hotel/Motel Ordinance Listening Session
- 11.
12. Please click the link below to join the webinar:
13. <https://zoom.us/j/99199561876>
14. Or Telephone:
15. Dial(for higher quality, dial a number based on your current location):
16. US: +1 213 338 8477 or +1 669 900 6833
17. Webinar ID: 991 9956 1876
- 18.
19. If you are unable to attend the Community Listening Session but still want to ask a question or share your feedback, please feel free to email me that information.
- 20.
21. Thank you,
- 22.
- 23.



Katie Wand | Assistant to the City Manager

**City of Claremont | Administrative Services Department
City Manager’s Office**
207 Harvard Avenue | Claremont, CA 91711
(909) 399-5454 | KWand@ci.claremont.ca.us
www.claremontca.org | Follow Us! @CityofClaremont

24.  Please consider the environment before printing this email.

Nhi Atienza

From: Nhi Atienza
Sent: Tuesday, October 4, 2022 5:04 PM
To: Nhi Atienza
Subject: FYI- Hotel/Motel Ordinance

From: City of Claremont <contact@ci.claremont.ca.us>
Sent: Tuesday, October 04, 2022 4:44 PM
To: contact <contact@ci.claremont.ca.us>
Subject: Feedback for City of Claremont

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

You have received this feedback from Nick Parra [REDACTED] for the following page:

<https://www.ci.claremont.ca.us/Home/Components/Calendar/Event/5955/20?backlist=%2f>

To: City of Claremont Planning Commission: Please secure our safety by passing an effective nuisance hotel ordinance like Long Beach. Thank you. Nick Parra Wheeler Park Resident

Shelley Desautels

Subject: FW: Meeting on Motels:

From: Ginger Elliott <[REDACTED]>

Sent: Tuesday, November 29, 2022 10:44 AM

To: Katie Wand <kwand@ci.claremont.ca.us>

Subject: Meeting on Motels:

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

As a member of Safe and Healthy Housing is walked the “nuisance” motels this past month. Even on such cursory review it is clear there is a major problem there. Pleas review the Long Beach ordinance for particular ways to address this issue. The 3.0 proposal doesn’t do the job.

Ginger Elliott

Sent from [Mail](#) for Windows

Shelley Desautels

Subject: FW: Hotel malfeasance in south Claremont

From: John Engelke <[REDACTED]>
Sent: Tuesday, November 29, 2022 12:38 PM
To: Katie Wand <kwand@ci.claremont.ca.us>
Cc: Jim Keith <[REDACTED]>
Subject: Re: Hotel malfeasance in south Claremont

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello Ms. Wand,

As an addendum to my previous letter, I wanted to point out that Monrovia, as well as other local cities, has successfully leveraged suggestions included here. Starting in the mid-1970s, Monrovia enjoyed a stunning track record of redevelopment success. They were so successful, in fact, that the city was able to finish redeveloping one part of town and then moved on to different areas. The efforts turned around a street notorious for rundown hotels, drug dealing and liquor stores into a stunning technology and business corridor backed by malls, shops and nearby residential development. South Claremont needs redevelopment focus.

The California Planning and Development Report (<https://www.cp-dr.com/articles/node-1945>) and the Los Angeles Times' "Monrovia Makes the Most of Redevelopment Tools" (<https://www.latimes.com/archives/la-xpm-1988-06-12-re-7002-story.html>) discuss how Monrovia rebuilt areas in malaise through an aggressive, multi-pronged approach that included police action, standards enforcement and shuttering illicit businesses while simultaneously encouraging new land use. Over the years the city has even leveraged investments to purchase property temporarily and demolish offending structures or alternately engaged eminent domain to take them over. Similarly, the city of Baldwin Park closed a crime-plagued hotel (<https://www.latimes.com/archives/la-xpm-1993-06-17-ga-4201-story.html>) through a series of coordinated police and city code enforcement action.

These articles from a few years ago remain meaningful simply because the state of problems is directly comparable. The low-budget and rundown hotels match the articles' subjects to a tee -- prostitution, rampant illegal drug vending and resultant social abuse is occurring right now in our midst, in front of our eyes. Given a plan of completely appropriate enforcement action, these examples become a guide that effective measures will get the criminal element out of south Claremont and reverse the structural decay quite decisively.

Where can we start? Tear down the abandoned, blighted old Greyhound Bus Terminal at Indian Hill and West American Avenue. Then, we must proceed with documenting illicit activities at the nearby Motel 6, Knight's Inn and Claremont Lodge. These establishments must comply or the city should step in to close them permanently. Coupled with some redevelopment foresight, south Claremont may be drastically improved.

Best Regards,

John Engelke

On Mon, Nov 28, 2022 at 8:33 PM John Engelke <john.engelke@gmail.com> wrote:

Hello Ms. Wand,

Unfortunately I cannot make it personally to the Community Listening Session on Motels and Hotels Tuesday evening but instead I request that my comments here be shared and entered into the record:

My property is no more than 2/3 mile from the cluster of low budget motels in south Claremont. I have witnessed all kinds of malfeasance at these businesses over the years, including an open-air market for drugs and prostitution. It did not have to be like this -- I've lived in Claremont my whole life and do recall a splendid Howard Johnson's and Rodeway Inn. Unfortunately, a malaise has apparently set in to city planning oversight over the past 10 years that allowed the economic and social plight of neighborhoods outside the city to creep into Claremont.

I urge everyone to read architectural and civic historian Mike Davis' analysis on suburban decay, "[Ozzie and Harriet in Hell: On the Decline of Inner Suburbs](#)". It's an insightful treatise on misperceptions, misplaced investments, poor civic management and racial inequities in the mismanagement of the City of Pomona. (The caveat is that this is an older article but it seems neighbors' mistakes from the past may be repeated.) **Spoiler:** Cities go to hell as a result of structural decay, poor civic planning and oversight. This mismanagement is in large part a contributing factor to misperceptions and entrenched racial inequity in contemporary society.

It's critical that Claremont not fall into this trap. Neighborhoods, communities and cities are what we make of them and in large a reflection of the support we afford them as community managers. I posit that south Claremont has been mismanaged, or perhaps in large part written off, and I ask the city to renew its focus on improving oversight of the businesses, architecture and city-provided services in the area.

There are a number of approaches, but it seems clear some sort of enforcement needs to be immediate:

1. Strict enforcement of health and occupancy laws, including an anti-prostitution/trafficking task force and an ordinance to shut down offending facilities that host illegal activities.
2. Renewed focus on documenting and recording violations at these hotels for posterity and enforcement actions.
3. Basic laws to limit misuse of the hotels as long-term rental properties, effectively flop houses.

Also, it seems the city can do a lot to change the trajectory of the neighborhood. Some actions may be undertaken to improve amenities to encourage different uses of the area:

1. Improve traffic by widening the underpass at Indian Hill. The road is narrow, constricting and creates gridlock, which makes the area less desirable and normatively isolated from other parts of the city.
2. Rezone some of the hotel locations for other purposes. We do not need low-budget hotels specializing in prostitution or flop houses in town, but moreover structural decay has set in as a malaise. These old low-budget buildings and old layouts were not set up for the test of time and must be rethought.
3. Require hotels to completely rework or remodel their exterior layout at time of ownership or business license change so that the building infrastructure is completely reworked. It will discourage low-budget proprietors from taking over run down and unmaintained facilities for illicit profiteering.
4. Consider designating the region as a revitalization zone to qualify for potential local, state and federal incentives to redevelop the properties. There could be a focus on sustainability and Green buildings.

There is a chance here to rethink the area around the 10 freeway before more damage is entrenched. With a little foresight and attention, this part of town can rid itself of the scourge brought by these facilities. In fact,

the city should have the capacity to take over properties engaging in abusive activities, and it should exercise that right as a necessity.

Please look at these suggestions as an opportunity to direct revitalization efforts to this part of town to make the entire city a wonderful place. The city must take action with haste. Refocus, re-energize and revitalize through sustained redevelopment.

Sincerely,

John Engelke

Shelley Desautels

Subject: FW: Hotel malfeasance in south Claremont

From: John Engelke <[REDACTED]>

Sent: Monday, November 28, 2022 8:33 PM

To: Katie Wand <kwand@ci.claremont.ca.us>

Cc: Jim Keith <[REDACTED]>

Subject: Hotel malfeasance in south Claremont

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Sincerely,

John Engelke

Shelley Desautels

Subject: FW: COMMENTS TO THE LISTENING SESSION: HOTEL/MOTELORDINANCE

From: Bob Gerecke <[REDACTED]>

Sent: Monday, November 28, 2022 11:37 PM

To: Katie Wand <kwand@ci.claremont.ca.us>

Cc: Sal Medina <smedina@ci.claremont.ca.us>; Jim Keith <[REDACTED]>

Subject: COMMENTS TO THE LISTENING SESSION: HOTEL/MOTELORDINANCE

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Claremont's ordinance should be similar to a Long Beach ordinance called a "Nuisance Motel Ordinance". It sets standards and describes the process of forcing the motel to correct problems or denying them a permit to operate. It sets the stage to shut them down if they aren't managed properly, and thus far some of ours aren't.

- We all know how much prostitution we see on Indian Hill Blvd near our three motels at the I-10 freeway. 57 people demonstrated on Saturday 8/27. Prostitutes continue to be bold. One walked past the 57 people while they were protesting.
- The Courier's police blotter frequently reports drug use and drug dealing in, and on the property of, these motels.
- Motel managers know that there are traffickers/pimps, scantily-clad young women and drug buyers and sellers staying at their motels, but they continue to rent to them. Motel owners do not add them to a no-rent list, as a prior owner did.

Guest reviews for the motels show that people are shocked at the conditions. Motel owners are not managing their property in a safe and healthy condition.

There must be ordinance provisions and an additional enforcement process to ensure:

- That people staying in motels have another address. The motel cannot be their only address.
- That a person can stay in the motel for at most 60 days in a half year.
- That motel rooms must be rented for a full day/night, not a few hours of "Day Use" for less money if the room is "closely monitored" (try to enforce that!), and then re-rented.
- That photo identification is copied or that the motel clerk has to sign that he has seen a photo ID and is accountable that the person is the same.
- That members of a group which rents rooms must personally sign in.
- That motels near the freeway have permitted parking where all visitors must sign in.
- As in our current Municipal Code, that a residential motel is allowed only if the motel "is located in an area with a concentration of amenities for guests, including restaurant, retail, recreation, open space, and exercise facilities".

Motels have many homeless people living there, paying with vouchers. Recently, the Knights Inn was filled with 90% voucher residents. Voucher residents struggling with their own issues will continue to be housed

next to criminals who will prey upon them and whom bad management won't stop renting to, because they bring in money. The new ordinance must be designed to prevent prostitution and drug peddling, which will otherwise occur next to the many vulnerable voucher residents. In addition, in order to rent to voucher residents, a motel must be required to have on-site social work staff capable of providing, or linking voucher residents with, the services they need.

There must be clear steps for forcing motels to shut down if they violate our municipal code requirements. Staff must actually take these steps.

Please consider that Auto Center Drive is a major source of sales tax revenue, which our City budget really needs for our economic sustainability. What we allow at the nearby motels and thereby on the ground affects the extent to which Claremont residents and others want to patronize or avoid Auto Center Drive. Allowing prostitution and drug dealing to occur is not the way to maximize the revenue-producing potential of Auto Center Drive.

Bob Gerecke

Shelley Desautels

Subject: FW: Wheeler Park Neighbors and Motel Allies -- Tuesday Night at 6:00 PM - Hughes Center Meeting Community Listening Session

Begin forwarded message:

From: Jim Keith <[REDACTED]>
Date: November 28, 2022 at 6:49:14 PM PST
To: Wheeler Park Neighbors <[REDACTED]>
Subject: Wheeler Park Neighbors and Motel Allies -- Tuesday Night at 6:00 PM - Hughes Center Meeting Community Listening Session

Please attend a community meeting to listen to information from our City staff about their work on the motels and hotels. There will then be time to ask questions about why they are ignoring our requests for urgent action on:

1. Setting up a staff investigation and enforcement team focused on any violations of the Municipal Code at our motels, including violations of health laws as well as existing limits on the duration of motel occupancy.
2. Assigning a full-time police department employee to assemble evidence that will support a legal defense against the lawsuits being threatened by Motel 6.
3. An ordinance that can result in required control of the motel parking lot if they do not correct their crime and prostitution record.
4. An ordinance that does not cancel out all limits on the number of people with homeless vouchers housed at a single motel, and without services for the homeless within.

Only persons in the audience can comment. This is a problem, since several of our active members of the Committee for Safe and Healthy Housing are sick with COVID, and cannot attend. That includes me.

Therefore, please represent our neighborhood at the meeting tomorrow. I understand it is hard to take time out of your evening, but it will mean a lot to us. We don't want the staff to come back with the same proposal and blame it on our non-participation in their outreach meeting.

Community Listening Session – Motels and Hotels
Tomorrow -- Tuesday, 11/29 – 6:00 PM
In the Padua Room at the Hughes Community
1700 Danbury Rd., Claremont

For listening only -- <https://zoom.us/j/99199561876>

Great News – Our Neighborhood Participation Matters!

This last Tuesday, the City Council upheld the action of the Architectural Commission to force Motel 6 to reinstate the quality of their Site and Landscape plan. The swimming pool is already filled again as the first step. Motel 6 repeatedly threatened the City with lawsuits based on vague issues. The Council stood up

unanimously to Motel 6, and our City staff and City Attorney saw that this is what the City Council wanted.

1. Jim Keith

City Email Invitation

1. Good morning:
- 2.
3. I hope that everyone had a Happy Thanksgiving. As a reminder, tomorrow at 6 p.m. we will be holding a Hotel/Motel Community Listening Session in the Padua Room at the Alexander Hughes Community Center (1700 Danbury Road, Claremont 91711).
- 4.
5. Everyone is welcome to attend. I want to again emphasize that no decisions regarding the Hotel/Motel Ordinance will be made at the Community Listening Session. The purpose of the Community Listening Session is for members of the public to ask questions and provide feedback on a proposed Hotel/Motel Ordinance, which City staff is currently working on and will present to the Police Commission and the Planning Commission at a joint meeting that will be held in 2023.
- 6.
7. Due to technical limitations, the Community Listening Session will not be a hybrid meeting where people can make comments and ask questions during the meeting via Zoom; however, there will be a “**view only**” Zoom link so that the meeting can be live streamed, and a recording of the meeting will be made available on the City’s website. Here is the **view only/live stream** link:
- 8.
9. When: Nov 29, 2022 06:00 PM Pacific Time (US and Canada)
10. Topic: Hotel/Motel Ordinance Listening Session
- 11.
12. Please click the link below to join the webinar:
13. <https://zoom.us/j/99199561876>
14. Or Telephone:
15. Dial(for higher quality, dial a number based on your current location):
16. US: +1 213 338 8477 or +1 669 900 6833
17. Webinar ID: 991 9956 1876
- 18.
19. If you are unable to attend the Community Listening Session but still want to ask a question or share your feedback, please feel free to email me that information.
- 20.
21. Thank you,
- 22.
- 23.



Katie Wand | Assistant to the City Manager

City of Claremont | Administrative Services Department
City Manager’s Office
207 Harvard Avenue | Claremont, CA 91711
(909) 399-5454 | KWand@ci.claremont.ca.us
www.claremontca.org | Follow Us! @CityofClaremont

24.  Please consider the environment before printing this email.

Nhi Atienza

From: Nhi Atienza
Sent: Monday, October 3, 2022 10:47 AM
To: Nhi Atienza
Subject: FW: CH&LA Comments to Proposed Claremont Hotel/Motel Ordinance
Attachments: Comments to Claremont Planning Commission.pdf

From: Jim Abrams [REDACTED]
Sent: Saturday, October 1, 2022 2:05 PM
To: Patterson, Alisha <APatterson@rutan.com>; Katie Wand <kwand@ci.claremont.ca.us>
Cc: Tamara Mims [REDACTED]; Andrew Behnke [REDACTED]; HT HOSPITALITY [REDACTED]; Lynn Mohrfeld [REDACTED]; Sam A [REDACTED]; Frank A. Weiser [REDACTED]; YOUNG, Wesley - G6 Hospitality [REDACTED]
Subject: CH&LA Comments to Proposed Claremont Hotel/Motel Ordinance

Hi, Alisha and Katie. First of all, I must say that although we have some comments and suggestions regarding the proposed ordinance, I am personally most impressed by all of the work that you and your colleagues at the city did to put together such an outstanding package!

CH&LA's comments are attached, and we very much appreciate you forwarding them to the Planning Commission.

We are all eager to see what the Planning Commission does. Regardless of the outcome, CH&LA certainly intends to collaborate with you and your colleagues, as well as the hotels and motels in Claremont, on these issues.

Thank you again for all of your most-appreciated collaboration and hard work.

Jim Abrams

BEFORE THE CLAREMONT PLANNING COMMISSION

Comments of the California Hotel & Lodging Association Regarding Proposed Amendments to Claremont Municipal Code Pertaining to Hotels and Motels

These comments are submitted on behalf of the California Hotel & Lodging Association (CH&LA), which represents transient lodging establishments throughout the State of California, including properties in the City of Claremont. CH&LA's membership includes, among other transient lodging establishments, hotels, motels, bed and breakfast inns, resorts, spas, guest ranches, ski resorts, vacation rentals, and extended-stay properties.

CH&LA first wants to thank the City's staff for working so collaboratively with the lodging industry. Staff endeavored to accommodate many of the industry's concerns, and this led to the development of a more workable proposed hotel/motel ordinance.

Nonetheless, CH&LA has a number of concerns and suggestions, and they are set out in the comments below. Unless otherwise indicated, CH&LA's comments below are made with reference to "Version 2" of the proposed amendments that the Planning Commission will be considering at its October 4, 2022, public hearing.

Except as otherwise indicated below, CH&LA agrees with staff's recommendation set forth on page 2 of the Planning Commission's Agenda Report and recommends that it be adopted.

1. Typographical Error

The Planning Commission's Meeting Agenda for the October 4 meeting states the following:

CONSIDER AN AMENDMENT TO THE CLAREMONT ZONING CODE (TITLE 16 TO THE CLAREMONT MUNICIPAL CODE) THAT, IF ADOPTED, WILL: (1) REPEAL SECTION 16.051.060 TITLED HOTELS/MOTELS; (2) REPLACE SECTION 16.051.060 WITH A NEW CHAPTER 16.101, ALSO TITLED HOTELS/MOTELS; AND (3) ADD NEW SECTIONS TO CHAPTER 16.900 (DEFINITIONS) PERTAINING TO HOTELS AND MOTELS (COLLECTIVELY REFERRED TO AS THE "HOTEL/MOTEL ORDINANCE"). (Emphasis added.)

However, Attachment C (Draft Planning Commission Resolution) contains slightly different language:

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CLAREMONT RECOMMENDING THE CITY COUNCIL APPROVE AMENDMENTS TO TITLE 16 OF THE CLAREMONT MUNICIPAL CODE TO: (1) REPEAL SECTION 16.051.050 TITLED "HOTELS/MOTELS"; (2) REPLACE SECTION 16.051.050 WITH A NEW CHAPTER 16.101 TITLED "HOTELS/MOTELS"; AND (3) ADD NEW SECTIONS TO CHAPTER 16.900 (DEFINITIONS) PERTAINING TO HOTELS AND MOTELS.

The references to Section 16.050.060 are the correct ones.

2. Section 16.101.010 – Definition of "Guest"

The proposed definition of this term is:

Guest shall mean any person occupying a hotel/motel room, regardless of whether they are the person who paid for the room. Guest shall not include employees and/or contractors of the hotel/motel who are occupying a guest room for work purposes, such as cleaning, maintenance, and repairs. Guest shall not include legal minors in the care or custody of a guest (e.g., a guest's children). (Emphasis added.)

As staff has appropriately pointed out in its Analysis contained in the meeting materials: "The scope of this definition is important because it will determine which individuals need to be included in the guest register (discussed [in Section 16.101.050)A1 of Version 2])."

(CH&LA wishes to note at this point that there does not appear to be any other requirement in Version 2 for a guest register. Are we correct in that regard?)

The proposed definition is problematic in that a great many hotel stays involve multiple parties, such as spouses, children, other relatives, and friends, who occupy a guest unit (e.g., in a separate bedroom in a suite, or in separate bed(s)).

City staff has attempted to address at least part of the problem by exempting "legal minors in the care or custody of a guest (e.g., a guest's children)." But this means that all of the other individuals discussed above will be included in this definition. Hence, all of these individuals will have to be included in any required guest register.

For these reasons, CH&LA respectfully submits that this definition be amended to read as follows:

Guest shall mean any person occupying a hotel/motel room, regardless of whether they are the person who paid for the room. Guest shall not include

employees and/or contractors of the hotel/motel who are occupying a guest room for work purposes, such as cleaning, maintenance, and repairs. Guest shall not include (1) legal minors in the care or custody of a guest (e.g., a guest's children)- or (2) any other family members, relatives, or friends of a registered guest.

3. Section 16.101.040(B) – Day Use Rates

Staff's Analysis in the materials for the Planning Commission Meeting discusses day use rates as follows:

"Day Use" Rates: The Doubletree reported that its parent company (Hilton) offers a "day use" rate to business travelers, which is less than the overnight rate. This "day use" rate allows business travelers to rent a hotel room for a shorter period of time (e.g., as a workspace or a space to "freshen up") when the guest does not need overnight accommodations. Staff is wary of broadly allowing hourly room rentals, but agrees that, in narrow, closely-monitored circumstances, "day use" rates provide a benefit to the community. The "Version 2.0" Code amendments would allow "day use" rates, subject to advance written approval of the City's Community Development Director. The Director could not approve "day use" rates for any hotel or motel with a history of criminal activity, and the Director could revoke the approval if it results in criminal activities or is otherwise detrimental to the health, safety, or welfare of the community.

The first sentence of Section 16.101.040(B) reads as follows:

Notwithstanding Section 16.101.040(A), with advance written approval of the Director, operators may offer "day use" rates in increments less than the rate of an overnight room rental for bona fide programs of the hotel/motel, such as events, conferences, and day use work spaces for business travelers. (Emphasis added.)

Based on the reasons for the industry's practices involving day use rates, CH&LA respectfully submits that the requirement for advance written approval day use rates by the Director is unnecessary and inappropriate when applied to all hotels/motels in Claremont.

CH&LA therefore respectfully submits that (1) the highlighted language in the first sentence of this section be deleted, and (2) all of the language in this section following the first section should be deleted.

4. Section 16.101.040(C) – Credit Cards

This requirement appears to apply particularly (only?) to the motels covered by Section 16.101.050. Those motels will be required to obtain and view specified identification documents pursuant to Section 16.101.050A2 and,

among other things, will need to confirm that the picture on the document matches the guest. We respectfully ask whether it is necessary to also require those hotels to obtain a credit or debit card. The fact of the matter is that many people who stay at those properties don't have, or can't get, credit or debit cards, especially in these hard times. Requiring motels that collect cash to also meet this requirement will be extremely onerous, will cost them a lot of business, will be harmful to people who cannot obtain these cards, and will do little, if anything, to address the problems at issue.

Therefore, CH&LA respectfully submits that this section should be deleted.

5. Section 16.101.040F – Cleanliness

Many of the "cleanliness" standards in subsection F are vague in terms of the degree of cleanliness that is required for compliance. Is one stain on a carpet really a violation that can subject the lodging operator to penalties? If so, many of us have stayed in luxury hotels that won't meet these standards. In other words, a lodging operator must maintain a "perfect" property, which is not physically or practically possible. Thus, an inspector could find a violation at any hotel/motel at any time based on these standards. This will result in enforcement that will be so discretionary as to make it arbitrary.

For these reasons, it is essential that this subsection be amended to read as follows:

F. Cleanliness

Except for ordinary and reasonable wear and tear, the requirements in subparagraphs 1 – 6, inclusive, below, shall apply. ...

6. Section 16.101.040(K) – Inspections

K. Inspections. To ensure ongoing compliance with this chapter and any other federal, state, or local laws and regulations, the City of Claremont's Building and Safety Division, Planning Division (including Community Improvement), and/or Police Department (collective, "City Personnel") may require periodic inspections of a hotel/motel's premises, records (including the guest register), and/or surveillance footage. Nothing in this section shall prevent City Personnel and a hotel/motel operator from working together to schedule an inspection at a mutually agreeable date and time to minimize disruption to the hotel/motel's business and operations. (Emphasis added.)

This section permits “periodic inspections of a hotel/motel’s premises, records (including the guest register), and/or surveillance footage.” (Emphasis added.)

While Section 16.101.040(K) applies to all hotel/motel properties in Claremont, the only requirement to create and maintain a guest register is for motels regulated in Section 16.101.050. Therefore, CH&LA respectfully submits that the parenthetical phrase highlighted above be amended to read as follows: (including ~~the~~ *any required* guest register).

7. Section 16.101.050A1c – Identification Documents

The definition of “identification documents” in Section 16.101.010 includes: “any one of the following documents issued by a government agency: (1) a current passport; (2) a current driver’s license; (3) a current non-driver identification card; (4) current military identification.” (Emphasis added.)

Therefore, the parenthetical phrase in this subparagraph c should be illustrative only.

CH&LA submits that this subparagraph be amended to read as follows:

The identification number from the identification document the guest used to check in (e.g., the driver’s license number) and the issuing jurisdiction (e.g., state or country) for the identification document;

8. Section 16.101.050A1g – Attestation

This subsection requires a “signature of the representative of the operator who examined the identification document(s) presented and attestation that he, she, or they examined the identification document(s) and confirmed that the photograph is that of the guest.”

CH&LA has been informed by at least one of the impacted motels that its check in process is all handled with an iPad, and that the program will not let the hotel accept a guest without first examining a guest’s identification documents and confirming that the picture on the document matches the person who is registering. It is neither paratactical nor feasible to also have to get a wet signature by front desk staff.

Therefore, this requirement should be deleted.

9. Section 16.101.050A2 – “Person” versus “Guest”

The first sentence of this section reads:

No motel operator shall let, lease, or rent a guest room to any person without first reviewing the guest’s identification documents and recording the information listed above in the register required by this section. (Emphasis added.)

In light of the definition of “guest” in Section 16.101.010, should the word “person” instead be “guest”?

10. Section 16.101.050B – Secured Parking

This is almost certainly the most onerous and unworkable section in the proposed ordinance. Based on all of the input from the lodging industry in the process of developing a suitable hotel/motel ordinance, it appears that this particular requirement is not only highly impractical, but it will not accomplish its intended purpose. Moreover, it might well force one or more of the impacted motels to go out of business.

CH&LA fully appreciates the dilemma that the City of Claremont, along with its lodging facilities, are facing. But we submit that the provisions in this section are not the answer to the problem. Our concerns are set out below.

A. This section requires motels “to maintain physically controlled, fenced and gated access to their parking areas.” (Emphasis added.)

CH&LA has been informed that even if the motels in question comply with this section, *it will do little to bar access to those properties*. More specifically, even if their respective parking areas are physically controlled, fenced, and gated, people can readily gain access (i.e., from the back of Denny’s and other businesses behind the motels, and from adjacent sidewalks) without ever having to go on or through the motels’ parking areas.

In other words, this requirement will not do anything to address the problem, and in light of the fact that compliance is likely infeasible, CH&LA respectfully submits that this section should be deleted.

B. We are not sure what the words “physically controlled” mean. Does this refer to something over and above “fenced and gated access”? If so, this provision is very unclear, and this ambiguity needs to be removed.

C. This requirement assumes that it is physically and practically possible for the motels “to maintain physically controlled, fenced and gated access to their parking areas.” It is CH&LA’s understanding that the physical layout of the motels’ parking areas will make accomplishing this requirement very difficult, as well as extremely expensive. This is especially true because by the ordinance requires that the barriers are “constructed with high quality, attractive materials that are visually compatible with surrounding properties,” and it prohibits the use of chain link and barbed wire fences. This makes the entire requirement more costly and infeasible.

D. This section provides that if it is not feasible for a motel “to maintain physically controlled, fenced and gated access to their parking areas,” then “motels must install and maintain electronic arms that control incoming and outgoing traffic to their parking area.”

There are two problems with this particular provision:

There is no definition or guidance regarding what is “feasible.” The difficulty with this is discussed in more detail in Section E, below.

Moreover, the use of electronic arms presumes that access to the rest of the parking area is somehow barred (fences or gates?) and that the electronic arm is blocking some sort of restricted opening. We are having difficulty envisioning such a situation. This is very ambiguous (even doable?), and this problem needs to be corrected.

E. This section states, in part, that the “Director may waive the secured parking requirement if he, she, or they make a finding that secured access to a motel’s parking areas is either infeasible or unsafe.” Unfortunately, the ordinance provides no guidance or criteria for determining when securing access is infeasible.

As noted earlier, compliance with this requirement will be very costly, time consuming, and difficult. The motels impacted have to the city that providing such secured parking could put them out of business. For the motels that will be impacted, this obligation will likely be infeasible. It is therefore very important for the ordinance to provide guidance to the Director.

To that end, CH&LA would like to suggest that language along the lines of that provided in the Americans with Disabilities Act (ADA) in connection with its requirement that existing properties engage in “readily achievable” barrier removal. Specifically, the ADA requires that public accommodations (including hotels and motels) “shall remove architectural barriers in existing

facilities, including communication barriers that are structural in nature, where such removal is readily achievable, i.e., easily accomplishable and able to be carried out without much difficulty or expense.”

The ADA states that the factors to be considered in determining whether a particular action is readily achievable include: the nature and cost of the [accessibility] action needed, the overall financial resources of the site(s) involved, and the effect of the action on the expenses and resources of the business in question.

CH&LA respectfully submits that if the requirement for secured parking is not deleted in its entirety, that the ordinance be amended to include factors such as the ones listed above as pertinent to consideration of when something is infeasible.

F. If any of the motels have to close, it will result in a significant loss of transient occupancy tax revenue (for the calendar year 2021, Motel 6 paid Claremont almost \$411,000 in TOT).

For all of the above reasons, CH&LA submits that Section 16.101.050B either be deleted entirely or, at least, amended as indicated above.

11. Section 16.101.050C – Video Surveillance

Note that Version 2 designates this section as 16.101.050B.

CH&LA’s comments regarding this section are set out below.

A. CCTV systems are being required only of the motels covered by Section 16.101.050. CH&LA’s understanding is that these motels are in close proximity to a number of businesses, including a liquor store. These businesses generate a lot of the type of foot traffic that the city is trying to curb. A lot of that foot traffic is blamed on the motels. Are any of those other businesses required to have CCTV? If not, requiring them to have CCTV would go a long way toward ameliorating the issues the city is dealing with.

B. It is important to bear in mind that complete CCTV systems are very expensive. One CH&LA member hotel received quote for \$20,000 for hardware, wiring and installation plus \$15,000 annually for hosting of all of the cameras data. This was for an eleven-room property, so larger properties may require even more cameras and data retention.

For the reasons listed immediately above, CH&LA submits that compliance with this section will, at best, only be a partial solution to the problem it is designed to accomplish. In addition, installation and maintenance of such a CCTV system will be extremely costly to the motels. CH&LA therefore submits that this section should be deleted.

C. in addition, this section requires motels to maintain video footage for 90 days. Many lodging establishments retain the footage for a shorter period, such as 30 days. Storing the footage for 90 days will cost significantly more.

CH&LA submits that if the mandate to have CCTV is going to be retained in the proposed ordinance, it should be amended to read as follows:

Every operator of a motel shall install and maintain in good working order closed-circuit television (CCTV) cameras sufficient to maintain continuous visual coverage of all common areas and all parking areas. The video footage from these cameras must be maintained by the motel for a minimum of ~~ninety (90)~~ *thirty (30)* days before it is erased or overwritten. Surveillance footage must be made available to City Personnel in accordance with Section 16.101.040(K) above.

12. Section 16.101.070 – Amortization

Subsection B provides that the deadline for “changes that require physical improvements to the property and/or structures” is January 1, 2024. That deadline is slightly over one year from now, and we submit that some of the changes in question – such as the need to provide secured parking (if it is required) – will need more time than that. We respectfully submit that the amortization deadline for physical changes be extended to January 1, 2025.

The California Hotel & Lodging Association very much appreciates the Planning Commission’s consideration of our recommendations and comments above.

Nhi Atienza

From: Jeralyn Klasik [REDACTED]
Sent: Friday, September 30, 2022 3:06 PM
To: Nhi Atienza
Subject: Item #2: Hotel/Motel Ordinance on October 4, 2022 agenda
Attachments: Motel 6 reviews 2022.docx; Lodge reviews 2022.docx

Follow Up Flag: Follow up
Flag Status: Flagged

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Planning Commissioners:

Attached you will find the most recent 2022 guest reviews of Claremont's Motel 6 and Claremont Lodge. Knight's Inn was not included because there were no online reviews more recent than 2021. The reviews are listed in the order of most recent first. I think you will find that the reviews with comments are the most interesting and that it doesn't take long to sift through these and get a taste for what guests are saying about the freeway motels.

The ordinance, in singling out the freeway motels, seems to be holding them to higher safety standards than what these guests have experienced in the past. I hope that the Commission will clarify the range of enforcement options in Section 16.101.080 in Version 2. The new safer standard need to be enforced, so this ordinance needs to have some real teeth in it.

Jerry Klasik

2022 MOTEL 6 REVIEWS

TripAdvisor 14 reviews 1.5/5

Susanna B wrote a review Apr 2022

Bad beyond words

Room was filthy and wreaked of smoke and stench. Floors dirty and sticky, bed linens smelled like a nightclub and prostitutes walk the parking lot at night.....Not safe, not clean, and totally disgusting. If the city gave a crap, I probably would have called the Health Department.

Date of stay: April 2022

Explorer258374 wrote a review Apr 2022

It's a dump

As soon as we walked up the rugged(must have been installed over 2 decades ago) staircase to the 2nd floor we knew immediately it's a dump. Entered the room and beyond a doubt it is in fact a dump. Avoid this facility until it has gone thru a decent renovations.

YELP | 2 out of 5 stars in 40 reviews

Samus M.

5/22/2022

Apparently changing HDMI on the TV's is against policy. It's impossible. Terrible customer service. Employees will waste your time running in circles with you hoping the problem goes away. Manager doesn't have any manners and will rudely tell you nothing can be done, it doesn't constitute a refund and go back to your room. I will not be returning or recommending. Ever.

S B.

4/12/2022

Absolutely filthy, neglected and dangerous.

Prostitutes and sketchy people in the parking lot....

Rooms absolutely reek of cigarette/pot smoke (even though our room was a "non smoking" room.

Very sad as this used to be a nice hotel. They literally don't care about cleanliness, customer safety OR a good night rest. It should be condemned by the health dept., as the balcony looks

like it could collapse at any moment.
GROSS!!!

Michael E.
4/11/2022

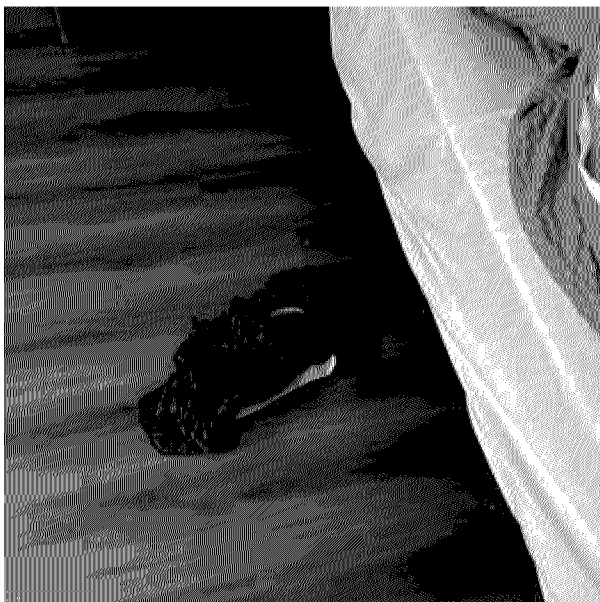
I checked into the hotel in the daylight and the hotel seemed dirty and sketchy. When we got into the room, it smelled like very strong chemical deodorizer. Almost choking. We aired it out and went to dinner. Came back at night and saw two nearly naked prostitutes walking near our room, and a room that looked like they lived there. There were parties in cars that spilled into rooms of dangerous looking people.

We left. the line was too long to check out in the lobby, and it felt unsafe waiting, and the phone went unanswered when I tried to call to check out.

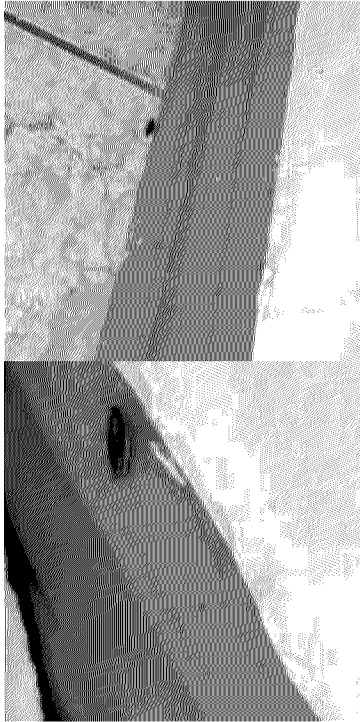
I have stayed at many Motel 6's and 95% of them have been clean and good values. One other time it was dirty, but not dangerous. Please read other reviews of this hotel and you will see that others agree that it is dangerous and dirty. I would remove them from Motel 6 brand association as it is a terrible place.

Alex C.
Pomona, CA
3/6/2022
1 photo

This place is disgusting the manager is rude and we found underwear in our sheets this place is nasty asf don't come here the employees are nasty asf




Nasty ass underwear




Booking.com First 3 pages back through June 2022

6.4/10 in 334 reviews

Anonymous  United States of America · September 2022 · Family

Very Poor

Stephanie  United States of America · September 2022 · Family

Won't be back until its cleared out

Liked · the location. lots of restaurants near. right off fwy. had a fridge and microwave

Disliked · waaaaaaaaaaaaayyyyyyy tooooooooo much illegal activity going on there. All hours of the night especially on weekends. Not a family place I was scared to let my kids go outside. Paid way to much for a facility with all that going on right outside and there was no notice of pool being not only open but that there wasn't even water in it.

Valencia 🇺🇸United States of America · September 2022 Family

Very Good

Valencia 🇺🇸United States of America · September 2022 Family

Very Good

•

John 🇺🇸United States of America · August 2022 Solo traveler

Exceptional

•

Valencia 🇺🇸United States of Americas · September 2022 Couple

Good

•

Ahmed 🇸🇦Saudi Arabia · September 2022 Solo traveler

pleasent experience

Liked · perfect location it was in the centre and close to all places I need. My room was clean and quiet. of course at weekends the area got noisy sometimes with all these loud cars and motor cycles but every thing is good. I like the staff especially the guy in the mornings times.

Disliked · A/C sometimes loud

Nancy 🇺🇸United States of America · August 2022 Solo traveler

acceptable

Rodriguez 🇺🇸United States of America · July 2022 2Solo traveler

Very Good

lemens 🇦🇹Austria · August 2022 Family

Good

Latoya 🇺🇸United States of America · July 2022 Solo

Exceptional

Dina 🇲🇽Mexico · July 2022 Family

Disappointing

Liked · -

Disliked · The room smelled a lot of marijuana, horrible stay, not recommended if you go with your family, and we only went to sleep to leave very early, but it was impossible to rest.

Javier 🇪🇸Spain · July 2022 Couple

Good

Liked · the bed and the location

Disliked · the environment and the environment

Steven 🇺🇸United States of America · July 2022 Solo traveler

nice room I'll rerun

Liked · room was large private separate restroom area

Disliked · i work from home and took my laptop for work and couldn't connect to the tv couldn't cast or do anything on the tv why would this be blocked why would they care if we plug in our devices to the tv ?

Muraira 🇲🇽 Mexico · May 2022 Solo traveler

Disappointing

Larrica 🇺🇸 United States of America · July 2022 Couple

Fair

Lisa 🇺🇸 United States of America · July 2022 Couple

Good location and clean

Liked · close to freeway

Disliked · none

Chanchanok 🇺🇸 United States of America · May 2022 Group

Reviewed: July 7, 2022

Fair

Liz 🇺🇸 United States of America July 2022 Family

Very Poor

Liked · Location is good. Exit from freeway. There are lots of food options nearby., even walking distance from hotel.

Disliked · Pool and jacuzzi unavailable!!! They DO NOT have NON-SMOKING Rooms. All rooms are stinky to cigarettes and drugs!!!! This is unacceptable to spend time with family!!!! NEVER BOOK AT MOTEL 6 CLAREMONT!!!!!!

John 🇺🇸 United States of America · July 2022 Group

Exceptional

10

Tina 🇺🇸 United States of America · July 2022 Couple

Reviewed: July 3, 2022

Wonderful

Javier 🇺🇸 United States of America · June 2022 Family

Reviewed: June 30, 2022

Bad

•

Anonymous 🇺🇸 United States of America · June 2022 Family

Very Poor

•

Rodriguez 🇺🇸 United States of America · June 2022 Solo traveler

Exceptional

Luis 🇺🇸 United States of America · June 2022 Family

Be honest what you offer!

Liked · No pool when stated pool and spa, It's smelled like cigarettes in a non-smoking room.
Homeless people kept trying to open my door all night

Disliked · Better security Smell the rooms before renting them out

Douglas 🇺🇸 United States of America · June 2022 Group

Exceptional

Liked · No

Disliked · No pool no spa both drained fix the pool guys

Nita 🇺🇸 United States of America 1 night · June 2022 Couple Reviewed: June 9, 2022

convenient to our visiting friends but will not stay again in this facility. a baseline is good repairs and cleanliness.

Liked · looked good from exterior

Disliked · minimal furniture...no bureau, needs upkeep repairs big time in bathroom, Covid used as excuse for no shampoo or Kleenex, toweling is thin, kept thinking roaches were going to come out of bathroom, coffee splatter on bathroom door, no coffee/tea service or ice bucket provided. paid over \$100 for this night.

•

Anonymous 🇺🇸 United States of America 1 night · June 2022 Family Reviewed: June 6, 2022

Bad

Wendy 🇺🇸 United States of America 1 night · June 2022 Family Reviewed: June 4, 2022

Exceptional

2022 CLAREMONT LODGE REVIEWS

TripAdvisor – No reviews

Yelp 29 reviews in all 2.5/5 stars

Kinya R Glendora, CA 9/18/2022

One word. Prostitution. Claremont should close this trash down. It's unsettling / disgusting watching young girls get dropped off here to "work". The fact that Yelp is threatening my speech is also concerning. The owners of this business know the crime going in here.

Teresa A. San Francisco, CA 8/14/2022

Do not stay here it was so bad.. on one of the beds there was blood on the sheets in the room... I went to the front desk because the phone in our room did not even work... the front desk went and handed us sheets and told me to change it my self. The floors in our room was so dirty that our socks where black .. the towels in the bath room where nasty ... they had blood stains on them .. then to top it off here was people out side our room like at 3 in the morning doing drugs ... for 160 I will never stay here again .. do not waste your money here...

Max S.Orange, CA 5/2/2022

Dropped my cousin off to stay here while they was in town for a conference at their local college. It was a little hole-in-the-wall-y for our tastes. It looks like something out of a scary movie!

theory p.Claremont, CA 4/30/2022

I came here for a four day trip into Claremont and not a single night went by where I didn't have to go down to the office and get my card Reset to gain entry into the room I paid for. Every single day I had to go to the office and reset my card. I was without my cell phone for multiple days yet "cellphones" were constantly presented as the reason for the card failure. I complained about this multiple times and there was ZERO attempt to rectify or compensate this problem. Absolute nonchalance was the response. This is to say nothing of the sketchy online booking service which is a financial joke. Service is poor. But the room is a room and it is comfortable. Have a good time if you can

Nidya M H. Chino Hills, CA 3/28/2022


I just stay there for one day!!! Everything seem quite about alright!! But at check out time i was asked at door to pay for my extra time after 11am i was asked for a \$10 dollar fee not only was i brived but also threaten that if i didnt pay the fee i was not gonna be ever aloud to comeback!! And according to Frankie front desk guy!! The man briving me was their general manager!!

chairs - although no "lounge" sort of chairs. The bed was comfortable, and I liked the wood headboard behind it. All the standard room basics with a simple (and not tacky) layout.

Parking lot was directly in front of the lodge - appreciate being able to see my car from the room. On the other side of the parking lot is a really good Thai restaurant and a liquor store. They have a very tiny pool with some odd warning signs, which we had no time to use.


For an easy. convenient lodge - which is definitely what it is - it does the trick. Giving an extra star because I really appreciated all the interactions with the staff!

Booking.com 181 reviews in all 8.1/10 points

Mckinney  United States of America 1 night · September 2022 Couple

Exceptional


•

John  United States of America 1 night · August 2022 Couple

Fair


Liked · Convenient area. reservation available

Disliked · Air conditioning noisy, pillows flat, toilet and tub blocked, vagrants roaming around, unsafe, no breakfast.

Gavin  United States of America 2 nights · August 2022 Couple

Very Good


•

Alex  United States of America 2 nights · August 2022 Solo traveler

Wonderful


Liked · clean and comfortable

• •


Amira  United States of America · 1 night · July 2022 Solo traveler

Exceptional

•

Anne  Germany · 1 night · July 2022 Family

Disappointing


Karen  United States of America · 1 night · April 2022 Family

Reviewed: July 6, 2022

Good

Christopher  United States of America · 1 night · April 2022 Family


Good

Yujun  United States of America · 1 night · June 2022 Solo traveler

Exceptional

Mike  United States of America · 1 night · June 2022 Reviewed: June 8, 2022

Very Good

Eugene  United States of America · 1 night · April 2022 Family Reviewed: May 5, 2022

Good, basic motel with plenty of parking. Close to freeway so that is good and bad. Slightly noisy.

Liked · Staff was friendly and nice. This is a standard issue motel next to the freeway.

Davis 🇺🇸United States of America · 1 night · April 2022 Solo traveler Reviewed: May 2, 2022

As an elderly woman traveling alone, I did not feel safe and would not stay here again.

Liked · Quiet. Close to the freeway. Close to good Thai restaurant and Starbucks.

Disliked · Did not like the location. Did not feel safe. Walking back from dinner, 4 police cars were in the parking lot.

Ondřej 🇨🇪Czech Republic · 3 nights · April 2022 Solo traveler

Relatively comfortable accommodation at an affordable price.

Mary 🇺🇸United States of America Reviewed: April 16, 2022

Short stay in April

Liked · Convenient to the bus and my cousin nearby. A few restaurants nearby if you don't want to go Claremont Village. Two convenience stores within walking distance.

Disliked · Sorry that this hotel is not using your site anymore.

Max 🇺🇸United States of America Reviewed: April 11, 2022


Pleasant

Aloha 🇺🇸United States of America · 1 night · March 2022 Family Reviewed: March 20, 2022


Will not stay here again.

Liked · Did not eat.

Disliked · Not clean as mentioned in previous customer reviews.

Muneer  United Arab Emirates · 4 nights · March 2022 Solo traveler Reviewed: March 11, 2022

Very Good

Anita  United States of America 1 night · February 2022

We were happy with the price and cleanliness of the room.

Liked · We were greeted warmly by staff and were able to check in early. Very happy with the cleanliness of our room and cleaning service the next day.

Disliked · My side of the bed was very comfortable but my husband's side was not. The hotel was full and the other occupants were a little loud.

Nhi Atienza

From: Bob Gerecke [REDACTED]
Sent: Monday, October 3, 2022 11:46 PM
To: Nhi Atienza
Subject: Comment on Planning Commission agenda item: Motel Ordinance
Attachments: Reviews for PC meeting - Jerry Klasik.docx; Consultant Report on Prostitution In I-10 Freeway Corridor 7-29-2022.pdf

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Planning Commissioners,

Instead of the proposed Hotel/Motel Ordinance, Claremont should duplicate a Long Beach ordinance called a "Nuisance Motel Ordinance". It sets standards and describes the process of forcing the motel to correct problems or denying them a permit to operate. It sets the stage to shut them down if they aren't managed properly.

- We all know how much prostitution we see on Indian Hill Blvd near our three motels at the I-10 freeway. 57 people demonstrated on Saturday 8/27. Prostitutes continue to be bold. One walked past the 57 people while they were protesting.
- The Courier's police blotter frequently reports drug use and drug dealing in, and on the property of, these motels.
- Motel managers know that there are traffickers/pimps, young women and drug buyers and sellers staying at their motels, but they continue to rent to them. Motel owners do not add them to a no-rent list, as a prior owner did.

The attached guest reviews for the motels show that people are shocked at the conditions. Motel owners are not managing their property in a safe and healthy condition.

The City staff has proposed an ordinance change that is worse than what we already have in the Municipal Code. There is no additional enforcement process. Pretending that their proposed ordinance is in response to the motel problems documented by the attached consultant's study they paid for, they are actually removing protections. Despite the findings of the study, the staff proposes:

- No more requirement that people staying in motels have another address. The motel can be their only address.
- No more requirement that a person can stay in the motel for at most 60 days in a half year.
- No more requirement that motel rooms must be rented for a minimum of 18 hours. The rooms can be used for "Day Use" for less money if the room is "closely monitored" (try to enforce that!), and then it can be re-rented.
- No requirement that photo identification is copied or that the motel clerk has to sign that he has seen a photo ID and is accountable that the person is the same.
- Groups can rent rooms and not personally sign in.

- Despite the Police Commission proposal that motels near the freeway have permitted parking where all visitors must sign in, the staff states that they “have not yet determined whether secured parking is feasible and safe for the freeway motels.”
- In our current Municipal Code, a residential motel was only allowed if the motel “is located in an area with a concentration of amenities for guests, including restaurant, retail, recreation, open space, and exercise facilities”. The new ordinance proposes to delete this.

Motels have many homeless people living there, paying with vouchers. Recently, the Knights Inn was filled with 90% voucher residents. Voucher residents struggling with their own issues will continue to be housed next to criminals who will prey upon them and whom bad management won't stop renting to, because they bring in money.

The proposed ordinance actually removes protections against prostitution and drug peddling, which will occur next to the many vulnerable voucher residents in every motel in town. And there are no clear steps for forcing motels to shut down if they violate our remaining more-permissive municipal code requirements.

Please reject the proposed ordinance and request that you be offered the alternative of the Long Beach “Nuisance Motel Ordinance”. If the proposed ordinance is enacted, the failures of the staff to enforce our standards for the past years may be turned into permanent Claremont law.

Thank you for your consideration and for your service on our most important Commission.

Bob Gerecke

Reviews for PC meeting

Motel 6

TRIPADVISOR

April, 2022 Absolutely filthy, neglected and dangerous. Prostitutes and sketchy people in the parking lot.... Rooms absolutely reek of cigarette/pot smoke (even though our room was a "non smoking" room. Very sad as this used to be a nice hotel. They literally don't care about cleanliness, customer safety OR a good night rest. It should be condemned by the health dept., as the balcony looks like it could collapse at any moment. GROSS!!!

April 11, 2022: I checked into the hotel in the daylight and the hotel seemed dirty and sketchy. When we got into the room, it smelled like very strong chemical deodorizer. Almost choking. We aired it out and went to dinner. Came back at night and saw two nearly naked prostitutes walking near our room, and a room that looked like they lived there. There were parties in cars that spilled into rooms of dangerous looking people.

We left. the line was too long to check out in the lobby, and it felt unsafe waiting, and the phone went unanswered when I tried to call to check out.

I have stayed at many Motel 6's and 95% of them have been clean and good values. One other time it was dirty, but not dangerous. Please read other reviews of this hotel and you will see that others agree that it is dangerous and dirty. I would remove them from Motel 6 brand association as it is a terrible place.

BOOKING.COM: Sept **Won't be back until its cleared out**

Liked · the location. lots of restaurants near. right off fwy. had a fridge and microwave

Disliked · waaaaaaaaaaaaayyyyyyy toooooooo much illegal activity going on there. All hours of the night especially on weekends. Not a family place I was scared to let my kids go outside. Paid way to much for a facility with all that going on right outside and there was no notice of pool being not only open but that there wasn't even water in it.

September **Very Poor**

Liked · Location is good. Exit from freeway. There are lots of food options nearby., even walking distance from hotel.

Disliked · Pool and jacuzzi unavailable!!! They DO NOT have NON-SMOKING Rooms. All rooms are stinky to cigarettes and drugs!!!! This is unacceptable to spend time with family!!!! NEVER BOOK AT MOTEL 6 CLAREMONT!!!!!!

Claremont Lodge

YELP

Kinya R Glendora, CA [9/18/2022](#)

One word. Prostitution. Claremont should close this trash down. It's unsettling / disgusting watching young girls get dropped off here to "work". The fact that Yelp is threatening my speech is also concerning. The owners of this business know the crime going in here.

[Teresa A.](#) San Francisco, CA [8/14/2022](#)

Do not stay here it was so bad.. on one of the beds there was blood on the sheets in the room... I went to the front desk because the phone in our room did not even work... the front desk went and handed us sheets and told me to change it my self. The floors in our room was so dirty that our socks where black .. the towels in the bath room where nasty ... they had blood stains on them .. then to top it off here was people out side our room like at 3 in the morning doing drugs ... for 160 I will never stay here again .. do not waste your money here...

BOOKING.COM

Davis  United States of America 1 night · [April 2022](#) Solo traveler Reviewed: May 2, 2022

As an elderly woman traveling alone, I did not feel safe and would not stay here again.

Liked · Quiet. Close to the freeway. Close to good Thai restaurant and Starbucks.

Disliked · Did not like the location. Did not feel safe. Walking back from dinner, 4 police cars were in the parking lot.

Prostitution in South Claremont I-10 Freeway Corridor: A Preliminary Assessment

C/O Futures Illicit Economy Research Note Series

Robert J. Bunker and Mae Key-Ketter

29 July 2022

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Prostitution in south Claremont, CA along the I-10 freeway corridor and centered around three budget hotels (on both sides of the freeway) is a growing community concern due to its increasing prevalence and overt and emboldened nature. At times, it resembles an ‘open-air sex market’ with prostitutes coming and going with a general air of impunity. Prostitution has long been a malady within the city of Pomona (which lies to the south of Claremont) along an area of Holt Ave (known as the *Blade*). The prostitution problem in Pomona, however, has now metastasized to the point that south Claremont has also become feral with this activity.

Key Information: Mick Rhodes, “Prostitution sting nets arrests in Claremont and Pomona.” *The Claremont Courier*. 24 September 2020, <https://claremont-courier.com/latest-news/t38992-28448/>:

The world’s oldest profession took a hit last week when the Claremont Police Department and Pomona PD teamed up for a joint prostitution sting that netted nine arrests.

The sting took place in broad daylight September 17 near Indian Hill Boulevard and Holt Avenue. It involved an undercover Pomona PD officer in her thirties posing as a prostitute in order to lure customers, who were then arrested for misdemeanor solicitation.

Though the sting site was in Pomona, prostitutes working along Holt Avenue often bring their johns back to motels in Claremont, hence the joint operation.

“It’s kind of both our problems because a lot of times the way it works is the prostitutes are down walking around working near Holt Avenue and Indian Hill and that’s typically where they’ll pick up the johns from and then a lot of the prostitutes have rooms back at the Motel 6 and the Claremont Lodge,” said Sgt. David Hardin, Claremont PD’s lead for the joint operation and a 17-year veteran of the force.

“They’ll go down there, they’ll pick them up and then they’ll bring them back to the hotel. So that’s why it’s our problem.”

Claremont police have been stepping up patrols in the Indian Hill/10 freeway area of late after seeing a rise in criminal activity, specifically in and around the Motel 6, Claremont Lodge and Knight’s Inn.

“I’m sure you remember about month or so ago we had the two shootings that occurred at Motel 6,” Sgt. Hardin said. “One of the main issues that some of the criminal activity down there was revolving around was the increase in prostitution. That was the reason we conducted the sting.”

Eight of the nine men arrested were charged with misdemeanor solicitation...

...The September 17 sting started about 2 p.m. and finished up about 7 p.m. Police chose the relatively early in the day start time to avoid potential conflicts with any of the actual prostitutes that work in the area, Sgt. Hardin said...

...Though no money changed hands, once a verbal agreement is established between an undercover officer and a john, police have “the elements of a crime,” Sgt. Hardin said...

Key Information: Claremont Police Department, “Nine Prostitutes Arrested for Solicitation.”
Facebook. 9 September 2021

<https://www.facebook.com/ClaremontPoliceDepartment/photos/a.115161253400697/373712657545554/>:

Nine Prostitutes Arrested for Solicitation: On September 8, 2021, Detectives from the Claremont Police Department, along with Pomona Police Department’s Sexual Exploitation and Trafficking Team (SETT) conducted a prostitution sting in the area of Indian Hill Blvd and IS-10. Both police departments have received multiple complaints from residents, business owners, and passerby’s regarding the prostitutes working in the area. Throughout the day, beginning at 8:30am, the detectives were able to observe multiple violations of solicitation for prostitution by these individuals. After observing the violations, the subjects were contacted and ultimately arrested.

A total of nine suspects were arrested during the detail. They were transported to the Claremont PD Jail, where they were booked and later released. The suspects who were arrested were from as far away as Missouri, Nebraska, Nevada, and Arizona. Everyone that was arrested was offered resources and services to assist them in getting out of the lifestyle. One of them accepted the services and was immediately assisted.

Due to the current special directive set forth by District Attorney George Gascon, it is HIGHLY unlikely that these charges will be filed, however, the cases will still be presented to the District Attorney’s office for consideration. The Claremont

Police Department is committed to addressing the concerns brought forth by our citizens and will continue to enforce laws to the best of our ability.

ADDITIONAL: There are different types of “stings” that are done in order to control prostitution. The sting done yesterday was directed towards those selling sex with trained staff on hand ready to direct those contacted to resources. (We work closely with our local Project Sister who offers services for those involved in Human Trafficking). Those that chose not to accept the resources were booked on the charges of prostitution. We also do “reverse stings” where we target the male customers through the use of female officers as decoy prostitutes. When information is developed or obtained to arrest a “pimp,” then the “pimp” is arrested (our ultimate goal).

Key Information: Steven Felschundneff, “Claremont police work to address growing prostitution problem.” *The Claremont Courier*. 11 November 2021, <https://claremont-courier.com/city-government/claremont-police-work-to-address-growing-prostitution-problem-47606/>:

The growing problem of prostitution in Claremont seems to have reached a crescendo in the last few months, with residents in the south part of town reporting a significant increase in women soliciting customers on the streets adjacent to the intersection of Indian Hill Boulevard and the 10 Freeway. There have also been reports of people having sex in vehicles parked on side streets in the area...

...The police have fielded multiple complaints from business owners, residents and passersby who want to know what the city is doing to address this problem.

In response, Lieutenant Karlan Bennett gave a presentation at the police commission meeting providing an update on the department’s response to citizen complaints about prostitution.

For decades, prostitution has been more of a problem in Pomona, specifically on Holt Boulevard. In the past, sex workers who stay in south Claremont hotels would discretely leave their rooms and not start working until they reached Holt. Recently, however, the prostitutes are being more bold and begin looking for customers as soon as they leave the hotel property.

“It’s become pretty apparent in talking with Pomona officers and their conversations with the people they are contacting, that Indian Hill Boulevard has become an extension of Holt Boulevard. So that is one of the reasons why we are talking about this here in the City of Claremont tonight,” Lieutenant Bennett said...

...Claremont police partner with the Pomona Police Department’s Sexual Exploitation and Trafficking Team (SETT) to address prostitution enforcement. The department also works with the Federal Bureau of Investigation which has a specific human trafficking task force...

...Commissioner Caleb Mason asked if the city is ready to crack down on the hotels where the crimes seem to be originating, which reflects the will of many residents in the area. He suggested forming an ad hoc committee to explore the options including putting pressure on the city council to act.

“It seems pretty evident to me that there is a locus of crime of all sorts across the spectrum that is associated with particular businesses that don’t seem to be doing anything about it,” he said.

Lieutenant Bennett responded that the department works closely with the managers of the hotels and that officers are present there many times a day but certainly don’t have a permanent presence. He did note that one of the hotels had recently hired a security guard...

...The commission did form an ad hoc committee, including Margiotta, Mason and Frank DeLeo, to explore the options of controlling crime at the hotels.

Key Information: Steven Felschundneff, “Proposed ordinance puts crime onus on motels.” *The Claremont Courier*. 14 April 2022, <https://claremont-courier.com/latest-news/proposed-ordinance-puts-crime-onus-on-motels-64979/>:

Last Thursday, the Claremont Police Commission sent a clear message that prostitution and other crimes centered around the motels in the south part of town will no longer be left to fester.

By a unanimous vote, the commission passed a draft nuisance ordinance that, if adopted, would put pressure on the owners of Knights Inn, Claremont Lodge and Motel 6 to curb the criminal activities at their properties or face sanctions, including the possibility of losing business licenses.

The resolution is just a framework at this point, and it will be up to the city attorney and ultimately the city council to create the final ordinance. However, that could occur fairly quickly, according to commissioner Caleb Mason, who co-authored the draft ordinance.

Mason and fellow commissioner, Becky Margiotta, worked on the draft for several months as part of an ad hoc committee charged with addressing the growing problem. The committee was formed last year following frequent public complaints about the mostly young women, openly soliciting sex for sale in the area around Indian Hill Boulevard and the 10 Freeway.

Open and blatant prostitution seems to have escalated since Los Angeles County District Attorney, George Gascon, issued Special Order 20-07 under which his office will not prosecute certain misdemeanor offenses including loitering to commit prostitution...

...The ad hoc committee’s draft ordinance requires the managers or owners of the motels to keep a detailed register of guests, including capturing an image of the person’s identification document. Managers must refuse to rent a room to anyone who does not provide acceptable identification.

Any guest paying with cash would also have to present a valid credit card that the manager would then be required to verify through the card issuer.

The motel managers would be prohibited from renting rooms for less than a full day’s rate, and can’t re-rent the same room again for an 18-hour period if someone checks out early. For example, if somebody checks in at 9 p.m. that room would not be available again until 3 p.m. the following day.

All of the motels must install and maintain closed circuit television cameras “sufficient to maintain continuous visual coverage of all common areas and all parking areas.” And the video footage must be maintained for a minimum of 30 days.

The owners and managers must make everything covered under the ordinance — including register logs, records, common areas, parking lots and video — available to law enforcement upon request.

Additionally, the committee recommends that “the city council should direct the city attorney to research and consider available legal processes, including potential actions and remedies under California’s public nuisance and Red Light Abatement laws.”

Most of the provisions in Claremont’s draft came from the city of Long Beach’s ordinance, which officials there have found to be very successful in reducing crime.

Following a short discussion, the commission elected to add language to the draft ordinance that required parking areas be restricted to registered guests and visitors who agreed to show an ID...

...The task of enforcing the ordinance would fall not only on the shoulders of police, but on any employee who conducts code or public safety enforcement...

...The next step will be for City Attorney Alisha Patterson to evaluate the draft, and to work with the council on a final version. After that it would be placed on a future city council agenda for public input and a final vote.

Key Information: Claremont Police Department, “Human Trafficking Awareness Symposium.” *Facebook*. 5 May 2022, <https://www.facebook.com/photo/?fbid=340390238193232&set=a.319542526944670:>

The Claremont Police Department, along with Project Sister Family Services and other community partners, will be hosting a Human Trafficking Awareness Symposium on Monday, May 16 at 7pm at the Hughes Center. There will also be special presentations from the Inland Valleys Anti-Human Trafficking Task Force and the Pomona Police Department's Sexual Exploitation and Trafficking Team (SETT).

Key Information: Claremont Police Department, "PRESS RELEASE: Claremont Police Make Ten Arrests During Special Hotel Crime Suppression Detail." *Facebook*. 18 May 2022, <https://www.facebook.com/photo/?fbid=348956744003248&set=a.319542526944670>:

On Thursday, May 12, 2022, the Claremont Police Department executed a special crime suppression detail at the hotels adjacent to the 10 Freeway along Indian Hill Boulevard.

Nine officers worked the direct crime suppression detail in the south section of Claremont from 5:00pm to 1:00am. During the eight-hour detail, Officers made ten arrests.

Officers arrested one individual in possession of a loaded concealed firearm and made a second arrest for possession of a "Ghost Gun" along with an extended gun magazine. A "Ghost Gun" is a homemade firearm that lacks a serial number and is untraceable.

The other arrests ranged from possession of Oxycodone and Xanax laced with fentanyl for sale, possession of narcotics, soliciting on the freeway, driving on a suspended driver's license, and warrant arrests. Officers issued two hazardous citations and impounded one vehicle.

The special crime suppression detail was coordinated in response to concerns from residents and businesses about the increase in criminal activity in the area surrounding the hotels. The City and the Claremont Police Department have been working with the hotels' management as well as adjacent property owners to clean up the area and address crime. The Claremont Police Department is also collaborating with the Pomona Police Department, District Attorney Gascon, Project Sister Family Services, and the Committee for Safe and Healthy Housing to provide education, outreach, and resources related to human trafficking in the region.

Key Information: Ginger Elliot, Sonja Stump, Jim Keith and Al Villanueva, "Viewpoint: Taking back the streets of south Claremont." *The Claremont Courier*. 26 May 2022, <https://claremont-courier.com/latest-news/viewpoint-taking-back-the-streets-of-south-claremont-65922/>:

On Monday, May 16, at the City of Claremont's Human Trafficking Symposium at the Hughes Center, residents showed up en masse and overwhelmingly responded

to a growing cancer that must be eradicated at the South Claremont corridor of the I-10 Freeway and Indian Hill Boulevard: the out of control sex trafficking, prostitution, criminal behavior, and drug use and dealing at the Knights Inn, Motel 6 and Claremont Lodge. It has become the biggest eyesore in the City of Claremont and is threatening the tranquility and public safety of our community...

...Prostitution is a serious mental health issue that threatens the future welfare of children, both female and male. Children who grow up in emotionally abusive and dysfunctional homes are vulnerable to the sex trafficking trade. Most women, including minors, who are being prostituted have gone through a lot of emotional and physical trauma and abuse. The street and organized prison gangs who recruit the vulnerable for the sex trade use these innocents for monetary gain.

Christina Jimenez, keynote speaker from Project Sister, (a nonprofit that provides healing services for abused women), noted during the symposium, that the “dollar value of sex trafficking is as much if not more than drug trafficking in the Pomona Valley.”

One of the unintended consequences of the COVID pandemic during the last three years is the proliferation of mental health issues, including increased drug use and suicides, mass shootings, increased gang activity and violence, and the streets along south Indian Hill Boulevard becoming saturated with street prostitution...

What are we as a community to do?

If the cancer is not addressed, it will only spread. We have to take back the streets of south Claremont...

...The Claremont City Council must adopt a city ordinance like that of the City of Long Beach to hold accountable the motels and businesses that foster the sociological and economic conditions of street prostitution. Property management of the rogue motels must provide deterrence and not allow crime to fester on their motel grounds.

But the most important component of community policing is the understanding that justice is restorative and not retributive. Incarceration is a dehumanizing experience. Nonprofits like Project Sister and Tri-City Mental Health must step up to the plate and provide alternatives of healing to young prostitutes, addicts, gang members and lost ones who are lost in the culture of despair with no hope.

Key Information: Steven Felschundneff, “Killing brings urgent focus on Claremont area motel crime.” *The Claremont Courier*. 21 July 2022, <https://claremont-courier.com/latest-news/killing-brings-urgent-focus-on-claremont-area-motel-crime-66914/>:

The killing of a young man at the Claremont Lodge this week has cast a renewed focus on the many problems emanating from the motels adjacent to Indian Hill Blvd. and the 10 Freeway in Claremont.

Criminal activity associated with the Claremont Lodge, Motel 6 and Knight's Inn motels is nothing new, as anyone who reads the Police Blotter can attest. But Claremont police have noted a marked increase in activity they attribute to Los Angeles County District Attorney George Gascon's special directive 20-07, which instructed his staff not to prosecute certain misdemeanor crimes.

One of the crimes covered under the special directive is loitering to commit prostitution, which police say has led to a sharp increase in the sex trade in and around these motels. Beginning in January, [Senate Bill 357](#), which was recently signed into law by Governor Gavin Newsom, will make loitering for prostitution legal in California.

To educate the public about what occurs at Claremont's southern border, officers from the Pomona Police Department's Sexual Exploitation Trafficking Team have presented two primers about street prostitution and human trafficking, most recently at the July 7 police commission meeting.

During the meeting, PPD officer Sean Gonzalez painted a stark picture of street sex work in Pomona, which has historically taken place along Holt Avenue, but in recent years has migrated north on Indian Hill Boulevard, reaching the motels in Claremont. The sex trade, including many of the sex acts themselves, often take place in cars along residential streets adjacent to Holt and Indian Hill, he said.

Police said many of the sex workers, both minors and adults, work for pimps engaged in the lucrative business of exploiting them for profit, and some of these mostly young women work against their will.

"Most exploiters have ties to organized crime and criminal street gangs and see the sex industry as less dangerous and more profitable than narcotics or other criminal enterprises," Gonzalez contended...

...On Wednesday, the COURIER called the three problematic motels to ask what management was doing to actively combat sex work at the properties.

A person called Frankie who answered the phone at Motel 6 transferred the call to a "DM," who did not pick up the phone. A man at the Knights Inn said the question could only be answered by a manager, then hung up when asked for the manager's name. At the Claremont Lodge, a woman named Jessica said she didn't know anything about sex work at the motel and recommended calling back to speak with a manager, who had left for the day.

To help combat sex trade, as well as other criminal behavior at the motels, the city is working on a special nuisance ordinance, and is currently gathering input from stakeholders and those in the motel industry. The city tentatively plans to present the ordinance to the planning commission and city council this fall, according to City Attorney Alisha Patterson.

That ordinance would be part of a three-pronged approach combined with the threat of a “red-light abetment lawsuit,” and a stepped up focus on ensuring compliance of existing rules at the motels, which could include both policing and code enforcement.

Imagery

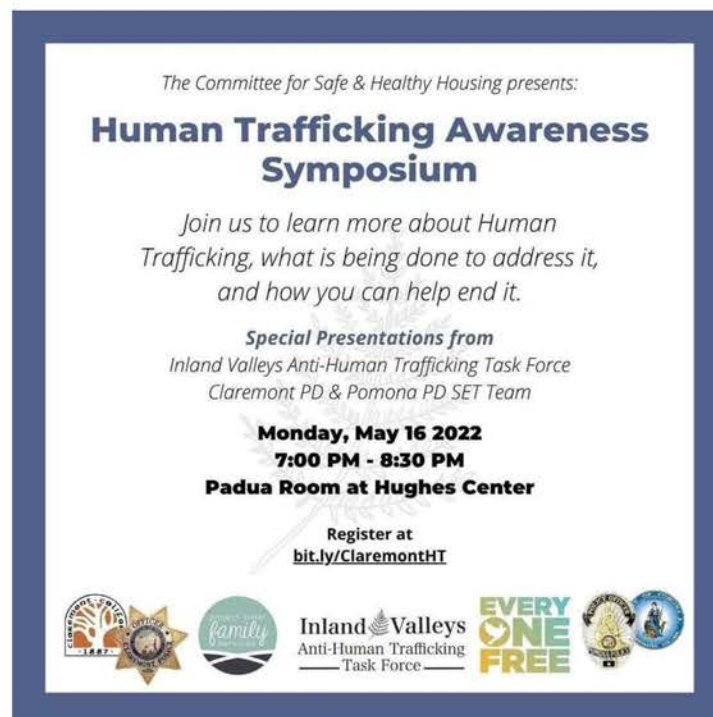


Image 1. Human Trafficking Awareness Symposium.
Source: Claremont Police Department (Posted 5 May 2022).[1]



*Image. 2. Prostitute Soliciting a Potential John in South Claremont, CA.
Source: Claremont Police Department (Posted 9 September 2021).[2]*



*Image 3. Blade Area of Holt Ave and East End Ave, Pomona, CA.
Source: The Authors (6:45 PM, 14 July 2022).*



*Image 4a & 4b. East End Ave and Holt Ave & St. Paul St and East End Ave;
Blade Areas, Pomona, CA.*

Source: The Authors (7:30 PM, 26 July 2022).



*Image 5. Walking Back from a South Claremont Hotel to Holt Ave Blade.
Above Lincoln Ave on Indian Hill Blvd, Pomona.*

Source: The Authors (7:15 PM, 27 July 2022).

 **Bobbyink E.**
Ventura, CA
📍 90 📅 18 🗨️ 3

👍👍👍👍👍 10/13/2020

This place is dangerous period!!! Definitely Lock the doors to your car at this location. There's a lot of prostitution, some parties and fights at this location. I was also asked where I was from by a couple gang members here, not to mention the drug attic's lurking around asking for change or foil. I mean who asks for foil at 6am, I know your not trying to bake a cake.

👍 Useful 😄 Funny 🧊 Cool

 **Cry B.**
Phillips Ranch, Phillips Ranch, CA
📍 0 📅 20 🗨️ 1

👍👍👍👍👍 7/17/2021

OK first off let me tell you if you are with a family this is NOT the place this place has pimps and prostitutes and DRUG calls...literally all over the place you get a show if you sit in your car and you watch I had a condom wrappers outside my car not to mention I asked for a downstairs unit because I have a handicap and I was given an upstairs unit no elevator!!!! Yes they take animals that's great but so does Extended Stay America and they are clean and nice and have a kitchen and for about the same price. Clean up the trash literally the trash around the place and the actual trash around the place it looks tacky. #MotelSex #Motelpimp

👍 Useful 1 😄 Funny 🧊 Cool

 **Mike B.**
Pomona, CA
📍 0 📅 3

👍👍👍👍👍 11/16/2021

This is a motel for hookers. I used to live around here and pimps would buy this place up and let the tricks walk down to holt. I would never rest my head there hookers and John's buisness everywhere.

👍 Useful 😄 Funny 🧊 Cool

 **S B.**
Santa Clarita, CA
📍 0 📅 8 🗨️ 2

👍👍👍👍👍 4/12/2022

Absolutely filthy, neglected and dangerous.
Prostitutes and sketchy people in the parking lot...
Rooms absolutely reek of cigarette/pot smoke (even though our room was a "non smoking" room. Very sad as this used to be a nice hotel. They literally don't care about cleanliness, customer safety OR a good night rest. It should be condemned by the health dept., as the balcony looks like it could collapse at any moment.
GROSS!!!

👍 Useful 1 😄 Funny 🧊 Cool

Image 6 Sequence. South Claremont Hotels Yelp Review Examples, 2020-2022.[3]

Proposed Motel Ordinance

(Draft Language to Be Reviewed/Edited as Necessary by City Attorney)

- A. Every owner, manager or operator of any hotel or motel within the City shall keep a register in which shall be entered the name and address of each guest, and a photograph or scanned image of the guest's Identification Documents as defined herein, prior to the guest's occupancy of any room, and which shall record which guest has rented which room. No owner, manager or operator of any hotel or motel shall let, lease, or rent a hotel or motel room to any person without first reviewing and photographing or scanning the guest's Identification Documents, as set forth herein.
- B. Acceptable Identification Documents are, exclusively, any one of the following documents: (1) current U.S. Passport; (2) current state-issued driver's license; (3) current state-issued non-driver identification card; (4) current United States military identification. An Identification Document accepted by the owner, manager, or operator of any hotel or motel within the City must include a photograph of the guest presenting it that the owner, manager or operator of the hotel or motel recognizes as a photo of the guest. For avoidance of doubt, any document that is represented by a guest to be one of the above documents, but which does not include a photo, or does not include a photo that the owner, manager or operator of any hotel or motel recognizes as the photo of the guest, is not an acceptable Identification Document under this provision.
- C. No owner, manager, or operator of any hotel or motel shall, let, lease, or rent a hotel or motel room to any person who does not (a) present one of these Identification Documents, and (b) permit the Identification Document to be photographed or scanned and maintained by the owner, manager, or operator of the hotel or motel pursuant to this ordinance.
- D. The register shall indicate the day, month, year and hour of arrival of each guest and the number or other identifying symbol of location of the room, dwelling unit or space rented or assigned each guest and the date that such guest departs. Each entry in the Register shall also include a photograph or legible scan of the Identification Document presented by the guest associated with that entry. The individual employee, owner, manager, or operator who examines the Identification Document presented shall also sign the register attesting to his or her examination of the Identification Document and confirmation that the photo is that of the guest. All such Registers shall be maintained for a period of three (3) years from and after the date of entry. No person shall alter, deface or erase such a register so as to make the information recorded therein illegible or unintelligible.
- E. No owner, manager, or operator of any hotel or motel shall, let, lease, or rent a hotel or motel room for any rate less than a full day's rental rate.
- F. No owner, manager, or operator of any hotel or motel shall, let, lease, or rent any hotel or motel room more than once in any 18-hour period. The following example illustrates this provision for avoidance of doubt: if a room is rented at 9 p.m., that room shall not be rented again until at least 3 p.m. the following day.
- G. No owner, manager, or operator of any hotel or motel shall accept cash as payment for letting, leasing, or renting any hotel or motel room within the City, unless such owner, manager, or operator of any hotel or motel also obtains from the guest a valid credit card, and confirms the validity of the credit card with the credit card issuer, for an amount at least equal to a full day's rent, prior to the guest's occupancy of any room.
- H. Every owner, manager or operator of any hotel or motel within the City shall install and maintain in good working order closed-circuit television (CCTV) cameras sufficient to maintain continuous visual coverage of all common areas and all parking areas. The video footage from these cameras must be maintained by the owner, manager or operator for a minimum of 30 days before it is erased or overwritten.
- I. Inspection of all books, records, files, common areas, parking areas, and video footage maintained under this Ordinance, of all hotels and motels that are open for business within the City, may be made at any time by any member of the Police Department for the purpose of determining that the provisions of this Section are met. Refusal to allow such inspection is a violation of this Ordinance.

Image 7 Sequence. City of Claremont Proposed Motel Ordinance, 7 April 2022.[4]

Who: Derived from field observations by the authors these are female prostitutes, predominately Black but also Hispanic and White, who are engaging in sexual activities with paying customers (johns).[5] Pimps, who terrorize and oversee the prostitutes—and also traffic them—are readily involved (as well as their top girl—“the bottom”—who serves as their chief lieutenant) but more covert in their activities. Street taxes paid to organized street (and prison-linked) gangs are quite common and typically associated with these activities which potentially generate large sums of cash for a pimp (or more organized crew) on a daily basis.

What: Soliciting or engaging in the act of prostitution [California Penal Code section §647(b)]. Such activities are being facilitated by open solicitation in parking lots and on the street in south Claremont and north Pomona or arranged via online or texting methods and then engaged in at south Claremont hotels as well as being conducted in parked vehicles in out of the way areas such as in parking lots or behind buildings. Johns will often pick up the prostitutes in their cars and drive over to the budget hotels where the couple (or more) will go to a hotel room to engage in a money for services offered transaction.

When: The prostitution and related activity (i.e., petty narcotics sales) is primarily taking place during the late afternoon and evening/early morning (nighttime) hours.

Where: The illicit activity is taking place in the south Claremont I-10 corridor on both sides of the I-10 freeway centered around the three hotels (Knights Inn, Claremont Lodge, and Motel 6) as well as extending south into north Pomona down Indian Hill Blvd into the *Blade* along Holt Blvd.[6]

Why: The budget hotels in south Claremont represent a readily exploitable resource (low-end hotel rooms and lax booking requirements and oversight) that the prostitution component of the illicit economy in Pomona (centered on the *Blade* on Holt Ave) has utilized to extend its activities into the I-10 freeway corridor.

C/O Futures Analysis

Pomona has had a long and sordid tradition of prostitution centered on the *Blade* that had formed along Holt Ave some decades ago. This is primarily due to the fragile social structures and limited political capacity of the city. One based on a large population but very constrained financial resources due to its loss of industries and a lower social economic (working class) demographic contributing to a marginal tax base. As revenue streams are consequently limited for policing and the delivery of other community goods, this has resulted in the inability of the community to fully suppress prostitution and related criminal activities, such as human trafficking linked to dedicated rings and street gangs, from taking place.[7] Still, the Pomona Police Department (PPD) has engaged in various operations, campaigns, and undercover stings over the years in an attempt to suppress prostitution activity as much as it can.

Blades shift over time with the present one situated on the north side of Holt Avenue concentrated in the vicinity of East End Avenue through Saint Paul Street and extending well over to Clark Avenue and beyond.[8] The illicit business transactions that take place are carried out behind commercial buildings, in parked cars, or in one of the many cheap Pomona motels that exist around

the *Blade* (which are typically more affordable than the hotels in Claremont).[9] Still, at some point in time (undetermined as of this note), the budget hotels in south Claremont became increasingly linked to this *Blade* with discreet liaisons between prostitutes and johns ensuing. This relationship between the Pomona *Blade* and the south Claremont budget hotels had remained low key for some time. With the prostitution cross associations between Pomona and Claremont taking place and the expected normal cooperation between neighboring policing agencies, numerous instances of combined, as well as Claremont or Pomona specific, prostitution stings and arrests have taken place over the past five years or so.[10]

The current overt and blatant prostitution situation along the south Claremont I-10 Freeway corridor has been increasingly documented and discussed in the news media and in Claremont Police social media (refer to the **Key Information** section contained in this note) since at least the end of 2021. The extent of this threat to the community has been acknowledged by city and police officials, local leaders, and concerned citizens—and even mentioned in *Yelp* hotel reviews (*Image 6 Sequence*) over the last few years. As of the writing of this note, it is still an ongoing endeavor that has been recently confirmed by the authors' field observations. Prostitutes and johns were actively observed coming and going to hotel rooms in at least one of the budget hotels (the Motel 6) and prostitutes were also viewed walking down under the I-10 overpass on Indian Hill Ave as they were starting their trek back to Pomona.[11] It would be fair to say that Claremont, as a whole, has been somewhat blindsided by these events and even now is reactively attempting to address it. Those living and working within the afflicted area where this component of the illicit economy has taken hold have watched incrementally as this social cancer has set in and metastasized.

The generators of the prostitution now openly established in south Claremont, and the collateral ferality in terms of drugs and violence that comes with it, appear to be as follows:

- The COVID-19 pandemic hitting full force in the early months of 2020 and continuing on well into 2021 (with various surges and shutdowns taking place) has been both a national US and subsequently Claremont specific challenge to the economic and social integrity of communities and governance. With people losing their livelihoods, students being isolated from their friends, and homelessness levels increasing a mental health crisis ensued. Ultimately, City of Claremont economic and personnel resources were highly strained with lower levels of incivility (& criminality) being overlooked as basic community and policing services were prioritized. As a result, various forms of criminal activity—such as prostitution and the organized groups and individuals participating in it—have taken advantage of this societal and governance crisis by actively exploiting new illicit market niches and location opportunities that presented themselves.
- The budget hotels in south Claremont are businesses first and foremost—their intent is to generate profit for their owners (be it a franchise owner, stockholders, et al). The hotels in south Claremont cater to the lower social-economic strata of society (based on their price points) and typically view a customer as a customer. Managers and staff have in the past turned a blind eye to prostitution taking place in and on their premises, but more so while they faced economic hardship during the pandemic as they became desperate in their need to generate revenue. Over the last few years, this has become a slippery slope wherein those hotels have increasingly become associated with prostitution which in turn has limited their

attractiveness for many individuals and families (within the lower social-economic strata) renting their rooms.

- The Claremont Police Department (CPD) has finite economic resources provided to it and allocates them in a process of resource allocation triage in terms of how and where it can direct them. The CPD has not been able to sustain anything near a full-time late afternoon / evening through early morning presence (based on principal illicit economy operating times) in the vicinity of the budget hotels. At best, sporadic presence has been maintained although, with the more recent spotlight on this community threat, CPD unit dwell times and undercover operations have undoubtedly increased. Still, prostitutes overtly hang out and /or walk around the hotels, local businesses, and sidewalk areas as they eventually head back down to Pomona (assuming they are unable to secure a new trick locally). This is because even overtly deployed Claremont police units are of marginal value for deterrence purposes.
- Los Angeles County District Attorney, George Gascon, who issued Special Order 20-07 (which took effect 7 December 2020)[12] has directed his office personnel not to engage in the prosecution of loitering to commit prostitution charges (a misdemeanor offense; Penal Code §653.22). This has removed a tool that can be utilized by CPD to deter prostitutes from being able to position themselves (loiter) in south Claremont on the side of a street / sidewalk and in parking lots in order to engage in solicitation for their sexual services. Given the new state bill signed by the current California governor (which will take effect 1 January 2023), this anti-loitering tool will now be fully removed from the table by state statute.[13]

The community threat of ongoing and blatant prostitution taking place in Claremont's I-10 corridor is multilevel. At the physical level, overt prostitution, petty drug deals (and in some instances use), and the loitering of groups of individuals is readily apparent and give the area a feral edge to it. Public and business spaces have been co-opted by various street denizens, many with mental health challenges, with the illicit (and barter) economy being increasingly overlaid on top of the traditional formal one. Members of street gangs (either current or former) are also sporadically represented and easily identifiable by their arm, neck, and, in some instances, facial tattoos. This mix of elements makes for very real street criminality and violence potentials witnessed by the pattern of ongoing incidents as chronicled in Claremont Police Department call outs and arrests highlighted weekly in *The Claremont Courier* 'Police Blotter' section.

At the psychological level, living and working in a residential and business community plagued with petty street criminality and the associated violence that comes with it brings about the ongoing stress of fearing for one's safety and the ambiguity of not knowing when one will be subjected to uncivil behavior (erratic actions and panhandling), solicitation for sexual services and drug sales, intimidation, and escalating forms of criminality tied to robbery and physical harm. Young women wearing certain types of clothing in the I-10 Corridor can become mistakenly identified as being 'in the industry' and solicited by johns and potentially stigmatized by others in the community. For children raised in such an environment, the detrimental effects on their mental health and development are pretty clear. When street solicitation, drug deals and use, and other forms of street criminality are constantly being viewed, over time they become accepted as the new normal of their childhood and everyday life.

Further, the damage to Claremont’s reputation as a center of learning (the small-town college economy) and as a great community in which to raise children has to be considered. Long viewed as the “Oxford of the West” and the “City of Trees and PhDs,” the open-air sex bizarre which has developed around the budget hotels in the south of the city brings with it the counter-narrative of “Stumps and Chumps” and other derogatory labels.[14] Already, we are starting to see an increasing socio-economic division of the community with the emergence of a ‘no-go area’ where mid and north Claremont residents will not enter based on perceptions of high crime and concerns over their personal safety. This stigmatizes those upstanding citizens living in these areas and negatively impacts their property values.

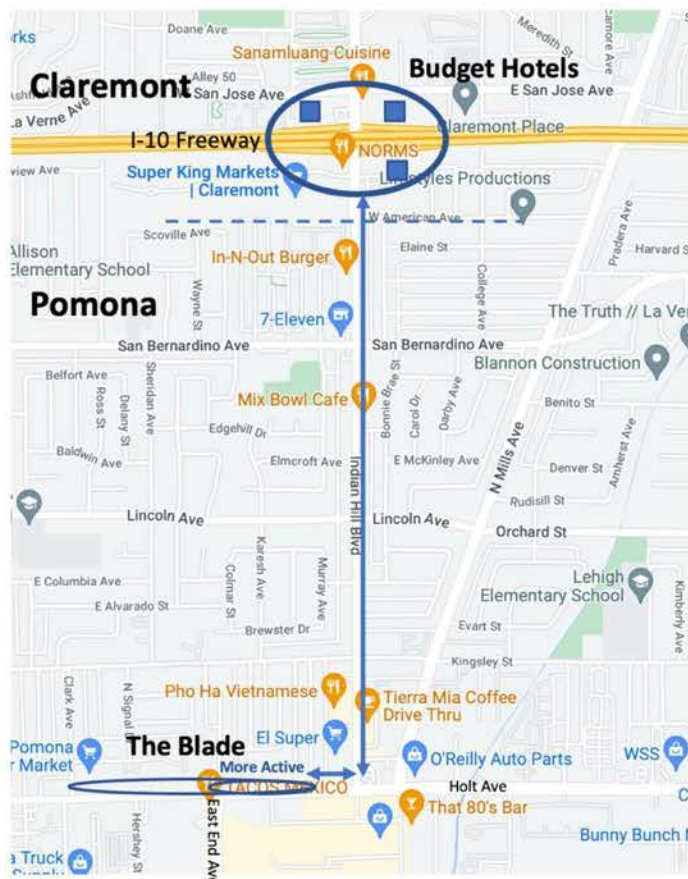


Figure 1. South Claremont I-Freeway Corridor and Relationship to the Blade in Pomona

The south Claremont prostitution situation is being openly discussed in various city government settings and community involvement with an initial Human Trafficking Awareness Symposium was held on the 16th of May 2022. Presently, per the *Claremont Courier*, the City of Claremont via its Police Commission ad hoc committee is engaging in a three-pronged approach to address this community threat:

- First, it is looking to enact a Long Beach city modeled ordinance to respond to the increased and overt nature of prostitution taking place. The onus of the ordinance is placed on the hotels themselves who can face sanctions, even potentially losing their business licenses, if they do not cooperate with city statute’s. Aspects of the ordinance include requiring and storing an image of those renting rooms, with cash payments validated by

credit card authentication so that false IDs are discovered / identities are confirmed. Rooms rented hourly and / or turned over too quickly due to early check outs (based on certain criteria) would also be stipulated against in this anti-prostitution ordinance as would the installation of a close circuit television (CCTV) system covering common areas with tapes retained for 30 days which are accessible to the CPD on demand.

- Second, a notional follow-on “red-light abatement lawsuit” has been floated (as a warning shot across the bow) which would be directed at the motels in question if they did not comply with current and future city ordinances and business regulations. The Claremont city legal team is still looking into the potential viability of this hotel compliance tool if the need existed.
- Third, the City is interfacing with the three budget hotels in the I-10 corridor to ensure compliance with existing rules and regulations that they are required to operate under. This is apparently being done via both policing and code enforcement personnel.[15]

For the components and wording (A.-I.) of the actual Ad Hoc Committee’s proposed motel (hotel) ordinance—subject to review and editing by the Claremont City Attorney—refer to *Image 7 Sequence*.

Further, based on the authors’ field observations conducted in June and July 2022, marked police units have been parking in overt positions in and around the I-10 corridor—such as on the local streets and in the hotel and nearby business parking lots—to serve as an attempted deterrent against prostitutes, pimps, and johns engaging in their activities. The dwell time of these units has been limited, however, due to finite staffing resources and the previous question of the actual deterrence value given Special Order 20-07. Undercover activities conducted by Claremont police and affiliated task force units have also been ongoing.

At the political level, the City Council and various city departments are working together with an ad hoc Police Commission committee—the Hotel Ad Hoc Committee (March 2022) / Ad Hoc Committee on Crime Related to City Motels (April 2022)—to create regulations and policies to respond to the south Claremont prostitution problem.[16] At the law enforcement and policing level—in addition to the Claremont Police Department—the Pomona Police Department’s Sexual Exploitation and Trafficking Team (SETT) and the Federal Bureau of Investigation’s (FBI) Child Exploitation and Human Trafficking Task Force via the local field office are also providing support. Non-governmental and non-profit organizations, are also increasingly involved in the response effort, including Project Sister Family Services, the Committee for Safe and Healthy Housing, Tri-City Mental Health, Every ONE Free, and the Inland Valley Anti-Human Trafficking Task Force.

In addition to present City of Claremont, Police Commission ad hoc committee, and Claremont Police Department efforts (all of which are still evolving and adjusting to the situation), it is suggested that a more robust and methodical operational (response) plan should be developed. The plan should contain a preliminary component which seeks to characterize the illicit economy (prostitution and petty narcotics sales; along with its imbedded human trafficking component) which has taken firm root in south Claremont and its interrelationship with the similar and pre-

existing illicit economy centered on the *Blade* on Holt Ave. Derived from these characterizations and mapping, a targeting and resource plan should be constructed that seeks to degrade and disrupt this illicit economy in south Claremont and, ultimately, seeks to eradicate it as much as is reasonably achievable (intractable facets of the illicit economy can normally only be suppressed but never fully eliminated).

From a targeting perspective, the response plan would specifically address the groups and individuals engaging within the illicit economy and their linkages to licit activities such as hotel room bookings and even potentially liquor store sales. These groups and individuals can be responded to with an escalatory response continuum which runs the gambit from behavioral shaping and deterrence through arrest and prosecution.[17] Decision tree response protocols should be constructed as a means of doctrinal development into this document much as would be in a response playbook. Further, a victim support component must be created within the plan for those groomed, trafficked, and brutalized (much like cultist grooming) into the sex worker lifestyle.

Such proactive planning—using All of Government (AOG) and All of Community (AOC) resources—would be a natural progression from the current ad hoc and admittedly reactive Claremont public and policing policy processes. Ultimately, the City of Claremont represents a community which exists within the contested south Claremont physical space (operational environment) of the I-10 Freeway corridor and ultimately has the resources to shape that environment via the policies and programs it enacts. It is thus imperative that it act to restore greater quality of life to its south Claremont citizens and provide a better business setting for the conduct of legitimate commerce in that region of the city.

Keywords: Blade, Claremont, Human Trafficking, Illicit Economy, Organized Crime, Pimps, Pomona, Prostitution, Sex Trafficking

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Endnotes

[1] Claremont Police Department. *Facebook*. 5 May 2022, <https://www.facebook.com/photo/?fbid=348956744003248&set=a.319542526944670>.

[2] Claremont Police Department. *Facebook*. 9 September 2021, <https://www.facebook.com/ClaremontPoliceDepartment/photos/a.115161253400697/373712657545554/>.

[3] For *Yelp* reviews of the south Claremont budget hotels go to; <https://www.yelp.com/biz/knights-inn-claremont-claremont>, <https://www.yelp.com/biz/claremont-lodge-claremont-2>, and <https://www.yelp.com/biz/motel-6-claremont-2>.

[4] “Claremont Police Meeting Agendas.” 3 March 2022-7 April 2022, <https://www.ci.claremont.ca.us/home/showpublisheddocument/18047/637843224068770000>.

[5] The preponderance of Black female prostitutes observed generally correlates with Pomona Police Department arrest statistics. They are as follows: “81% of those arrested by the Pomona Police Department’s Sexual Exploitation Trafficking Team over the last three years are women. They are also overwhelmingly people of color — 59.5% are Black, 26.6% are Hispanic and just 12.4% white.” Steven Felschundneff, “Killing brings urgent focus on Claremont area motel crime.” *The Claremont Courier*. 21 July 2022, <https://claremont-courier.com/latest-news/killing-brings-urgent-focus-on-claremont-area-motel-crime-66914/>. Male prostitutes undoubtedly frequent the south Claremont budget hotels also but were not as easily detectable.

[6] San Jose Ave is viewed as the firebreak below where prostitution takes place in Claremont, however, residents living in the community of homes in the lower Citadel Avenue area have in the past expressed some alarm over prostitutes sleeping in parked vehicles under the cover of darkness in their neighborhood. Also, one resident of the community in the past has observed

what appears to be prostitutes walking through their neighborhood just north of Oakmont Cemetery.

[7] For basic information on human (sex) trafficking tied to gangs, see *Gangs and Human Trafficking*. National Gang Center. 31 January 2020, <https://nationalgangcenter.ojp.gov/insights/47/gangs-and-human-trafficking>.

[8] The Holt *Blade* fluctuates in size with shifting concentrations of prostitutes. One recent characterization is that it is a mile long stretch. Nate Jackson, "How LA County's Sex Worker Diversion Program Started With the Determination of One Public Defender." Golden State Lawyer. 25 April 2022, <https://www.goldenstatelawyer.com/2022/04/how-la-countys-sex-worker-diversion-program-started-with-the-determination-of-one-public-defender/>.

[9] Pomona has focused its efforts on these cheap motels (and hotels) near to the Holt *Blade* by various statutes and requirements (such as not allowing hourly room rentals and the installation of security cameras / CCTV) in order to try to stamp out, or at least lessen, the prostitution taking place within them. See, "Pomona Motel to Take Steps to Curtail Prostitution, Human Trafficking, DA Says." *NBC Los Angeles*. 4 September 2020, <https://www.nbclosangeles.com/news/local/pomona-motel-to-take-steps-to-curtail-prostitution-human-trafficking-da-says/2423603/> and Javier Rojas, "Pomona bans hourly motel rates to combat human trafficking." *Daily Bulletin*. 21 October 2020, <https://www.dailybulletin.com/2020/10/21/pomona-bans-hourly-motel-rates-to-combat-human-trafficking/>.

[10] Additional regional police departments are providing mutual aid and even the California Highway Patrol may also support these suppression activities. Some examples of arrests and operations include, Ashley Ludwig, "Deputy Sentenced For Soliciting Prostitute In Claremont." *Patch*. 10 May 2017, <https://patch.com/california/claremont-laverne/deputy-sentenced-soliciting-prostitute-claremont>, Stephen Ramirez, "7 arrested in latest Pomona prostitution sting on Holt Avenue." *The Daily Bulletin*. 7 January 2018, <https://www.dailybulletin.com/2018/01/07/7-arrested-in-latest-pomona-prostitution-sting-on-holt-avenue/>, Brian Day, "18 Suspects, Including 91-Year-Old Man, Arrested During Pomona Prostitution Sting." *KTLA News*. 9 March 2019, <https://ktla.com/news/local-news/18-suspects-including-91-year-old-man-arrested-during-pomona-prostitution-sting/>, and Mick Rhodes, "Prostitution sting nets arrests in Claremont and Pomona." *The Claremont Courier*. 24 September 2020, <https://claremont-courier.com/latest-news/138992-28448/>. For a critical view of these local law enforcement activities from the perspective (purportedly) of the safety and needs of sex workers, see Zipline Adventures, "Prostitution in Pomona California USA." *YouTube*. 21 March 2021, https://www.youtube.com/watch?v=e2o8r9_MxMk.

[11] The prostitutes walking back down Indian Hill towards the *Blade* on Holt Ave are typically observed talking on their phones. The assumption is made that their pimp and /or the bottom are constantly in contact with them so that they do not stray or are left unmonitored if approached by other another pimp driving up on them for poaching purposes. Also they need to coordinate with their pimp where to transfer the cash that they obtained from their recent trick (sexual transaction).

[12] George Gascon, “Special Directive 20-7.” LA County District Attorney’s Office. 7 December 2020, <https://da.lacounty.gov/sites/default/files/pdf/SPECIAL-DIRECTIVE-20-07.pdf>.

[13] Some groups support this special order as protecting communities of color, disadvantaged women and transgender adults, and the mentally ill from being specifically targeted by draconian street policing policies. Components of this special order which seek to decriminalize various misdemeanor offenses have been elevated to the California state level via a new law (Senate Bill 357) signed by Governor Newsom which repeal anti-loitering statutes (California Penal Code Section 653.22). See Hannah Wiley, “California repeals anti-loitering law that sparked debate over decriminalizing sex work.” *Los Angeles Times*. 1 July 2022, <https://www.latimes.com/california/story/2022-07-01/gavin-newsom-signs-bill-to-repeal-californias-anti-loitering-law-debate-sex-work>.

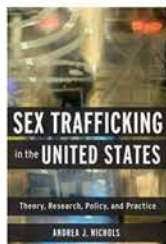
[14] Various regional *Blades* exist in Southern California in addition to the one in Pomona. San Bernardino, for example, has a very active one on G Street that has greatly negatively impacted the community in which it is embedded. This information is derived from one of the author’s direct observations coupled with law enforcement training undertaken. Other *Blades* exist in South Los Angeles on Figueroa Street and in Santa Ana on Harbor Boulevard. *Blades* serve as local ‘sex tourism’ spots for johns and can become well known ‘go to spots’ for them to frequent. Once the south Claremont budget hotels (which are readily freeway on and off accessible) become inexorably associated with the *Blade* on Holt Ave, it will become increasingly difficult to decouple this association once the ‘street reputation’ is solidified.

[15] Steven Felschundneff, “Killing brings urgent focus on Claremont area motel crime.” *The Claremont Courier*. 21 July 2022, <https://claremont-courier.com/latest-news/killing-brings-urgent-focus-on-claremont-area-motel-crime-66914/>. Also refer to Note 16 following.

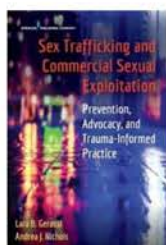
[16] The ad hoc committee is composed of Caleb Mason, Becky Margiotta, and Frank Bedoya. Documentation and a statement of direction related to initial efforts of this committee can be found at: “Claremont Police Meeting Agendas.” 3 March 2022-7 April 2022, <https://www.ci.claremont.ca.us/home/showpublisheddocument/18047/637843224068770000>. Also see the Image 7 (Sequence) in this research note. Discussion leading to the formation of this ad hoc committee can be found in the ‘Prostitution Enforcement (Oral Report)’ section of “Claremont Police Meeting Agenda.” 4 November 2021, <https://www.ci.claremont.ca.us/home/showpublisheddocument/17413/637732791210779922>.

[17] The City of Pomona, for instance, utilized a ‘public naming and shaming’ approach for a multi-month period in late 2020 and early 2021—though the deterrence value of this approach is unknown. As an example, see “Sex Purchaser Report.” Pomona Police Department. Form Date: 11/10/2020; Report Date: 3/16/2021, <https://www.pomonaca.gov/home/showpublisheddocument/2690>. About seven reports are listed on the city website; <https://www.pomonaca.gov/business/search?q=sex%20purchaser%20report>. They portray the regional draw of the Holt *Blade*. The entries also contain many 2021 arrest locations which help to define the *Blade*’s geographic expanse.

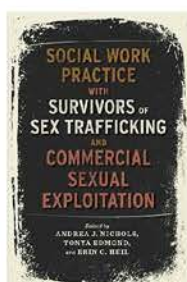
Additional Reading



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Andrea J. Nichols, Tonya Edmond, and Erin Heil, Eds., *[Social Work Practice with Survivors of Sex Trafficking and Commercial Sexual Exploitation](#)*. New York: Columbia University Press, 2018.

Biography

Dr. Robert J. Bunker is the director of research and analysis and a managing partner at C/O Futures, LLC. An international security and counterterrorism professional, he was Futurist in Residence at the Behavioral Science Unit (BSU) at the Federal Bureau of Investigation (FBI) Academy in Quantico, VA, and Minerva Chair at the Strategic Studies Institute (SSI) of the U.S. Army War College, Carlisle, PA. Past law enforcement and military response protocol development has included counter-terrorist, counter-gang, and counter-cartel focuses. He can be reached at docbunker@cofutures.net.

Mae Key-Ketter is a junior at the University of Redlands majoring in political science and an intern with *Small Wars Journal-El Centro*. Her interests include political issues affecting the progress of women globally and domestic criminal law. She is a Gold Award Girl Scout and attended the United Nations 63rd Session on the Commission on the Status of Women, New York, NY in March 2019. She is a past C/O Futures, LLC intern whose research focus was on [Bloods and Crips migrating to Belize](#).

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About C/O Futures, LLC

C/O Futures, LLC is a small business, located near to the renowned Claremont Colleges consortium, that provides specialized research and analytical consulting and training services that facilitate client knowledge solutions for addressing future socio-political and operational environment shaping and response.

Our corporate mission is to further and protect liberal-democratic values and institutions—both public and private—in the face of disruptive systemic level change taking place during the transition from the modern to post-modern epochs of human civilization.

Website: <https://www.cofutures.net>

Nhi Atienza

From: Bob Gerecke [REDACTED]
Sent: Tuesday, October 4, 2022 8:30 AM
To: Nhi Atienza
Subject: ADDITIONAL COMMENT TO PLANNING COMMISSION ON HOTEL/MOTEL ORDINANCE

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Commissioners,

In addition, please consider that Auto Center Drive is a major source of sales tax revenue, which our City budget really needs for our economic sustainability. What we create at the nearby motels and thereby on the ground will affect whether Claremont residents and others will want to patronize or avoid Auto Center Drive.

Making prostitution and drug dealing easier, as the proposed ordinance would do, is not the way to go.

Bob Gerecke

Nhi Atienza

From: Nhi Atienza
Sent: Tuesday, October 4, 2022 5:04 PM
To: Nhi Atienza
Subject: FYI- Hotel/Motel Ordinance

From: City of Claremont <contact@ci.claremont.ca.us>
Sent: Tuesday, October 04, 2022 4:44 PM
To: contact <contact@ci.claremont.ca.us>
Subject: Feedback for City of Claremont

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

You have received this feedback from Nick Parra [REDACTED] for the following page:

<https://www.ci.claremont.ca.us/Home/Components/Calendar/Event/5955/20?backlist=%2f>

To: City of Claremont Planning Commission: Please secure our safety by passing an effective nuisance hotel ordinance like Long Beach. Thank you. Nick Parra Wheeler Park Resident

Jamie Costanza

Subject: FW: My comment for council meeting on proposed ordinance

From: HT HOSPITALITY [REDACTED]
Date: March 8, 2023 at 6:07:41 PM PST
To: Katie Wand <kwand@ci.claremont.ca.us>
Subject: My comment for council meeting on proposed ordinance

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Claremont City Council Members,

RE: Response to city ordinance raised by community members.

Once Jackie Lacey’s term as District Attorney ended and George Gascon took the office, he imposed a special directive 20-07 which opened the door for criminal activities including trespassing and prostitution, making matters worse. Governor Newsom signed controversial legislation, SB 357, which restricts police officers from arresting people for loitering with the intent to engage in prostitution. The unwanted activity in our communities is a direct result of these reckless and irresponsible changes in our legislation. The decisions of Mr. Gascon and Mr. Newsom have directly opened the floodgates on a wide range of criminal activity and to blame or punish small businesses is unwarranted.

Enforcing crippling ordinances on businesses is a misplaced effort to thwart crime. The only way to stop crime from taking place is to have legislation that doesn’t encourage and protect it so that our police officers can arrest criminals. Some parts of the proposed ordinance are against the economy, like re-renting, day use rent, and limits on the cumulative days a guest can stay. It helps housekeepers to get more work, more hours for desk clerks, as well as helps with maintenance, landscaping, future developments, utilities etc. This has nothing to do with prostitution or criminal activities. Chief Aaron Fate also testified on this and the city of Claremont staff recommended these items as well.

We have taken the proper steps to cease any and all illegal activity as it is bad for business.

We would appreciate it if you would reconsider the enforcement of these ordinances which are a constraint to our business. We highly urge you to reconsider recommendations from the staff of the City of Claremont and our legal advisor from CHLA.

Thank You,

Hines & Trisha
HT Hospitality
DBA CLAREMONT LODGE

City Council
City of Claremont
Public Meeting March 14, 2023

These comments and suggestions are submitted on behalf of the California Hotel & Lodging Association (CHLA)¹ regarding a new proposed hotel/motel ordinance for the City of Claremont.

CHLA has concerns and objections regarding the proposed ordinance (Ordinance)² in general, as well as objections and suggestions regarding specific provisions in it (those provision-specific objections and suggestions are set out in Attachment A appended hereto.)

CHLA's fundamental objection to the Ordinance pertains to its overall nature and scope. What started out as an effort to address crime and prostitution at certain motels has evolved into a measure that treats all Claremont lodging properties as troublesome business enterprises that must be tightly regulated and controlled to what is an unacceptable degree.

To understand CHLA's essential opposition to the Ordinance, it is necessary to review the process by which the it evolved:

- Responding to complaints from its residents, law enforcement, and staff pertaining to crime and prostitution involving certain motels, Claremont established a "Police Commission Ad Hoc Committee on Crime Related to City Motels." The committee met in the spring of 2022 and, among other things, made a recommendation to the Police Commission that "[t]he City Council [should] consider adoption of a Motel Ordinance including the core elements set forth in [its draft proposed ordinance.]"

¹ CHLA represents transient lodging establishments throughout the State of California, including the City of Claremont. CHLA's membership includes, among other businesses, hotels, motels, bed and breakfast inns, extended-stay hotels, resorts, spas, guest ranches, ski resorts, and vacation rentals.

² At the time that this document was prepared, the only version of the Ordinance available was the one disseminated by the Planning Commission on February 21, 2023. It is not known if the final Ordinance that will be considered by the City Council on March 14 will be different than the February 21 version analyzed in Attachment A. To the extent that it needs to do so, CHLA will submit additional comments after it reviews the final proposed version. The term ordinance is sometimes used to refer to other versions preceding the February 21, 2022, Ordinance.

- In April 2022, the Claremont Police Commission approved a Statement of Direction regarding enforcement of laws affecting prostitution and crime related to motels within the city. The Statement of Direction guided the “Police Commission Recommended Ordinance” (dated August 26, 2022) which was drafted by the City Attorney. The stated purpose of the recommended ordinance was to deal with certain “problem” motels near the freeways.³ Importantly, that document was based on the premise that it would apply to all hotels/motels in the city, but that it should contain provisions that deal with the problems that prompted it in the first place, i.e., problem motels.
- CHLA thereafter submitted to staff detailed comments that identified numerous provisions in the staff’s proposal that were onerous or incompatible with well-recognized lodging industry practices. The most fundamental concern that CHLA had was the fact that the proposal had shifted from dealing with specific “problem” motels to encompassing all lodging establishments in Claremont.
- In conjunction with the Planning Commission’s consideration of staff’s proposal, staff noted that, based on public comments from members of the community and stakeholders in the hotel/motel industry, requesting certain changes to the amended ordinance, it “agreed that many of the proposed changes [from CHLA and others] improved the clarity, effectiveness, and enforceability of the proposed ordinance.”
- Staff subsequently drafted a new proposed ordinance and convened a Zoom meeting to discuss it. That meeting included representatives of Claremont’s lodging establishments, CHLA and other lodging industry individuals, Claremont police officials, and several members of city staff. The meeting resulted in consensus regarding amendments to the proposed ordinance. This resulted in a new proposed ordinance that

³ The original (August 26, 2022) proposed hotel/motel ordinance disseminated by city staff stated the following:

16.101.000 Intent.

The general purpose of these regulations is to address nuisance activity that occurs in and around local motels and use a collaborative approach to abate the activity. The intent is to promote the health, safety, comfort, convenience, prosperity, and general welfare by requiring that businesses that offer shelter to visitors, transient guests, and other residents provide a minimum level of cleanliness, quality, and security. (Emphasis added.)

recognized the needs and concerns of the lodging industry and still contained specific provisions to deal the city's concerns with certain problem establishments.

- Claremont's Police and Planning Commissions held a joint meeting on January 28, 2023, to consider the latest proposed ordinance. There was vociferous input from some residents who did not feel that the ordinance dealt sufficiently with problem motels.⁴

This meeting resulted in the commissions giving staff detailed "directions" that completely changed the scope and nature of the Ordinance to target all hotels and motels with draconian and unreasonable measures that draw no distinction between those lodging establishments that do not present difficulties for the city and the "problem" properties that initiated this entire process.

- In response to those directions, staff prepared a new document that was presented to, and approved by, the Planning Commission on February 21, 2023.

CHLA wishes to point out that hotel/motel ordinances in other cities do not impose many of the onerous requirements and prohibitions related to normal lodging industry practices.⁵

Moreover, during the development of the Ordinance, members of the public recommended that Claremont adopt language like the "nuisance motels" provisions in the Long Beach Municipal Code, which apply only to motels that have been declared nuisances.

⁴ It should be noted that some Claremont residents basically "took over" this and other public meetings to the point that at least one person representing a Claremont lodging property felt so intimidated that they do not feel it is worthwhile to appear in person at the City Council's March 14 Public Meeting.

⁵ See for example, the lodging-related ordinances in **Oakland** (https://library.municode.com/ca/oakland/codes/code_of_ordinances?nodeId=TIT8HESA_C_H8.03HOMOROHOOPT) and (https://library.municode.com/ca/oakland/codes/code_of_ordinances?nodeId=TIT8HESA_CH8.03HOMOROHOOPT), **Los Angeles** MC Section 41.49 (https://codelibrary.amlegal.com/codes/los_angeles/latest/lamc/0-0-0-128922), and **Long Beach** MC Sections 5.48.10 and Chapter 57 "Nuisance Motel" ordinance (https://library.municode.com/ca/long_beach/codes/municipal_code?nodeId=TIT5REBUTRP_R_CH5.48HOMO_5.48.010HOMORE), and (https://library.municode.com/ca/long_beach/codes/municipal_code?nodeId=TIT5REBUTRPR_CH5.57NUMORE).

Hence, the current proposed ordinance has gone far beyond dealing with problem hotels/motels and would impose onerous and unreasonable requirements and prohibitions on all lodging establishments⁶ – including the need to obtain a conditional use permit (CUP) for many routine lodging industry practices.⁷

CHLA submits that whatever ordinance the City Council adopts focus especially on the lodging establishments in Claremont that actually cause problems – i.e., properties that have been declared nuisances or that are the subject of unreasonable calls for service, etc. The provisions of the Ordinance that would apply to non-nuisance/problem hotels should not require a CUP or compliance with many of the provisions discussed Attachment A.

Based on the foregoing and the comments in Attachment A, CHLA strongly urges the City Council to send the proposed ordinance back to staff to make appropriate amendments.

Respectfully submitted,

Jim Abrams
Member Legal Advisor
California Hotel & Lodging Association
California Association of Boutique & Breakfast Inns

⁶ It should be noted that although the Ordinance purports to apply to all hotel/motels, it provides that “the requirements listed [section 16.101.040] shall apply to every hotel/motel in the City.” This implies that other provisions in the ordinance apply only to certain lodging establishments (e.g., problem establishments). If this is the city’s intention, the scope of the Ordinance needs to be made clear.

⁷ This is a list of the ordinary, routine practices engaged in by transient lodging establishments for which the proposed ordinance would require a CUP:

- Allowing guests to stay for more than 30 consecutive days
- Allowing guests to stay for more than 60 cumulative days in as 180-day period
- Renting rooms for periods of less than 18 hours
- Renting rooms for periods shorter than an “overnight stay”
- Offering a “day use” program
- Re-renting rooms when guests check out earlier than originally planned
- Using digital check-in procedures

ATTACHMENT A

Proposed Hotel/Motel Ordinance Adopted by
Claremont Planning Commission February 21, 2023

CHLA Comments Are Shown in Red

16.101.010 Definitions.

For the purpose of this chapter, unless the context clearly requires otherwise, the words and phrases defined in this section shall have the following meanings:

Director shall mean the City's Director of Community Development or his, her, or their designee.

Guest shall mean any person who is authorized to enter a hotel/motel room and who the hotel/motel operator has provided with a hotel/motel room key.

Identification documents shall mean, exclusively, any one of the following documents issued by a government agency: (1) a current passport; (2) a current driver's license; (3) a current non-driver identification card; (4) current military identification. To be accepted by the operator of a hotel/motel, an identification document must include a photograph of the guest presenting it that the operator recognizes as a photograph of the guest. For avoidance of doubt, any document that is represented by a guest to be one of the above documents, but which does not include a photograph, or does not include a photograph that the operator of the hotel/motel recognizes as the photograph of the guest, is not an acceptable identification document.

Long-term stay hotel shall mean a hotel that allows guests to rent rooms for terms that exceed the maximum length of stay limitations in this chapter. These establishments as defined are sometimes referred to as "extended-stay hotels", such as Residence Inn by Marriott Hotels or Extended Stay America.

Operator shall include owners and managers of a hotel/motel and their agents and employees.

16.101.020 Maximum Length of Stay.

A. A hotel/motel shall be used only for transient occupancy. No person shall

utilize a hotel/motel as his or her primary residence, except a resident manager of the hotel/motel. A hotel/motel may include one dwelling unit for use as a resident manager's unit.

B. All guest rooms shall be used only for short-term, overnight accommodations for guests. Unless a hotel/motel has obtained a conditional use permit in accordance with Chapter 16.303 authorizing longer-term stays, (CHLA submits that a CUP should be required only for those lodging establishments that are creating problems) the length of time any guest occupies any hotel/motel room shall not exceed the following limits:

1. Maximum Consecutive Length of Stay: Thirty (30) consecutive calendar days; It is not uncommon in the lodging industry for guests in hotels/motels that are not "long-term stay hotels," as defined in Section 16.101.010, to want to stay more than 30 days. Their reasons are completely legitimate, and this is very good business for lodging establishments. For example, families that want to visit for an extended time, a traveling nurse who has a temporary assignment of several months, insurance adjusters in town to handle claims related to a storm, contractors working on a three-month project, and so on. This provision will cause those guests to leave after 30 days, thereby costing the hotels valuable business, and frustrating the guests' travel plans. and

2. Maximum Cumulative Length of Stay: Sixty (60) cumulative in any one hundred and eighty (180) consecutive calendar day period. As noted immediately above, there are legitimate reasons why numerous guests in hotels/motels that do not qualify as long-term stay hotels want to stay for more than 60 cumulative days in a 180-day period. This provision will force those individuals to move to another hotel/motel or stay in properties in properties in other cities near Claremont.

Also, CHLA assumes that one of the purposes of these time limits is to avoid having guests become permanent residents. There are "full-service" hotels that rent rooms to long-term guests who stay there for a longer, perhaps indefinite period of time that might exceed the time limits specified above. These individuals always remain "guests," who can be summarily evicted, and do not become "tenants" due to the passage of time. Civil Code Sections 1940(a), (b)(2).

It is important to note that city staff's recommendation for the January 28, 2023, joint meeting of the Planning and Police Commissions states:

“There should be no limit for cumulative length of stay, but hotels/motels must require guests to remove all of their belongings between stays to allow for cleaning and maintenance. Pros:

- This allows hotels/motels to rent rooms to guests who stay in Claremont during the week for work and return home on weekends (e.g., contractors, visiting professors, parents of college athletes who visit Claremont frequently to attend games, etc.). These kinds of intermittent stays are very common at Claremont hotels and have not resulted in problems in Claremont.
- Guests do not obtain tenants’ rights if the length of stay does not exceed 30 days.
- Requiring guests to remove all belongings between stays allows hotels/motels to ensure room is clean and well-maintained and ensures that guest rooms do not become de-facto residential units...”

If a guest room(s) is (are) rented, let, or otherwise provided to any guest for the maximum time periods allowed by this section, then the hotel/motel shall not rent, let, or otherwise provide any other guest room to the guest in a manner that results in the guest’s stay at the hotel/motel exceeding these limits. A hotel/motel shall not allow a guest to change rooms in an attempt to evade these limits on maximum length of stay.

C. One of the purposes of these maximum length of stay limits is to ensure that hotels/motels regularly clean and maintain their guest rooms and do not allow guests’ belongings to accumulate in an unsafe or unsanitary manner. Hotels/motels shall not permit guests to store their belongings in their guest rooms after checking out. Before a new rental term begins, hotels/motels shall ensure that all of the prior guests’ belongings have been removed and the guest room is clean and in a good state of repair.

D. The limitations on maximum length of stay in subsection (B) of this section shall not apply to a hotel that the City has specifically approved as a long-term stay hotel through the issuance of a conditional use permit in accordance with Chapter 16.303.

16.101.030 Minimum Length of Stay.

A. Hotels: Unless a hotel has obtained a conditional use permit in accordance with Chapter 16.303 authorizing shorter-term stays, the minimum rental term for a guest room in a hotel must be sufficient for at least one overnight stay.

B. Motels: Unless a motel has obtained a conditional use permit in accordance with Chapter 16.303 authorizing shorter-term stays, the minimum rental term for a guest room in a motel must be sufficient for at least one overnight stay that is at least eighteen hours (18) long.

As explained in the comments pertaining to Section 16.101.040A below, there are many legitimate reasons why guests don't always need a hotel/motel room for an entire overnight stay. Staff recommended that there should be no minimum hour requirement.

CHLA submits that this minimum should be removed or, at the least, a conditional use permit (CUP) should be required only for those hotels/motels that are creating problems.

C. Re-Renting Rooms: Unless a hotel/motel has obtained a conditional use permit in accordance with Chapter 16.303 authorizing the hotel/motel to re-rent vacant rooms, a hotel/motel shall not re-rent a guest room to a new or different guest until the previous guest's full reserved length of stay period has expired. For example, if a hotel/motel guest reserves a room for seven (7) nights, but the guest checks out after one (1) night, the hotel/motel shall not re-rent that room until the seven (7) day reserved length of stay period has expired.

This subsection is extremely onerous and unreasonable, and CHLA strongly urges the City Council not to adopt it. This restriction literally handicaps the very nature of the lodging business by preventing hotels/motels from re-selling a guestroom when someone checks out early. It is common for guests to change their plans at the last minute because of an illness, an emergency back at home, a work event, etc. They may also decide to check out on the same day of their arrival because they are simply unhappy with the accommodations, such as bed comfort or a minor maintenance issue in the guestroom.

To use the example set forth in this subsection, "if a hotel/motel guest reserves a room for seven nights, but the guest checks out after one night, the hotel/motel shall not re-rent that room until the seven day [sic] reserved length of stay period has expired." (Emphasis added.) This means that if a guest checks out after the first day, for example, the hotel/motel must leave that room vacant for an additional six days! Once room nights are lost, lodging properties cannot magically recoup the money for past unoccupied nights that were forced by the city to be unoccupied because a guest was unhappy with the room or had to depart earlier than expected.

Further, when guests check out early, whether on the day of arrival or a few days into their stay, lodging establishments refund them for unused nights in most instances. If lodging properties are prohibited from re-renting the room for the remaining nights of a guest's stay, the property will retain the guest's money for the extra days. Guests will be angry and dispute the

charge with their payment card issuers. This will result in a “charge-back” of that amount to the hotel/motel, which ultimately lose that revenue.

The success of Claremont’s hotels/motels, and the city’s reputation, will be compromised if properties cannot at least try to resell an unoccupied, clean room because a guest had to check out early. Eventually, once word gets out, frequent guests will know that the city’s cancellation and early departure policies are extreme, and consumers will choose to stay elsewhere in fear that they might not be able to get out of their reservation should the need arise.

Note that staff’s recommendation to the Planning and Police Commissions is that hotels/motels should be allowed to re-rent rooms in these circumstances.

“Pros:

- Based on staff’s experience with Claremont’s hotels/motels, prohibiting hotels/motels from re-renting vacant rooms after a guest checks out early is unnecessary (i.e., it is a solution in search of a problem). It is not unusual for a guest to check-out early for a variety of legitimate reasons (e.g., their plans changed, they didn’t like the room, they were only using the room for day use, etc.).
- In Claremont, the minimum hour requirement will result in a substantial loss of income for hotels/motels with no anticipated reduction in criminal or nuisance activities.
- From an economic development standpoint, it is not in the City’s best interests for its hotels/motels to turn away guests when they have empty rooms available.

To forbid the establishment from trying to resell the room for the remainder of a guest's initial planned stay is draconian and shockingly unreasonable.

16.101.040 Requirements for All Hotel/Motels.

The requirements listed in this section shall apply to every hotel/motel in the City. This implies that other provisions in the ordinance apply only to certain lodging establishments. If this is the city’s intention, the scope of the ordinance needs to be made clear.

The general purpose of these requirements is to proactively prevent and reactively address certain criminal activity, including prostitution and human trafficking.

A. Room Rental Rates: Unless a hotel/motel has obtained a conditional use permit in accordance with Chapter 16.303 authorizing shorter-term rental rates, no operator of a hotel/motel shall accept an hourly rate or any

increment less than the rate for at least one overnight room rental (hereafter "day use rates"). In addition to the findings and requirements set forth in Chapter 16.303, the decision-making body shall not approve a conditional use permit for day use rates unless it makes all of the following findings:

1. The hotel/motel is in full compliance with this chapter.
2. The hotel/motel does not have a history of criminal activities on site that could be exacerbated by day use rates, such as prostitution and/or human trafficking.
3. The use of day use rates at this location is unlikely to result in criminal or nuisance activities or otherwise be detrimental to the health, safety, or welfare of the community.

There are situations in which an individual legitimately needs a room for only a short period of time, i.e., less than a day. For example, hotels, especially near airports, have travelers who have long layovers and want a place to rest and freshen up. Or an out-of-town individual might need a hotel/motel room for part of a day in order to complete some work. These people will use the room for only a few hours and the hotel will charge only for a partial day. Staff recommended that there be no minimum hour requirement.

CHLA submits that the requirement of a CUP for day rates should be made applicable only to problem hotels/motels.

B. Guest Register & Check In Procedures:

1. Contents of Guest Register: The hotel/motel operator shall keep a register that includes all of the following:
 - a. The full name of each guest;
 - b. Each guest's date of birth;
 - c. The permanent address of each guest, if any;
 - d. The identification number from the identification document the guest used to check in (e.g., the driver's license number) and the issuing jurisdiction (e.g., state or country) for the identification document;
 - e. The dates of occupancy (including the day, month, year, and hour of the guest's check in and check out times);
 - f. The room number or letter (or other identifying symbol if guest rooms are not numbered or lettered);
 - g. The room rate;
 - h. The make, model, and license plate number of any vehicle that

the guest will park in the hotel/motel's parking area(s); and
i. A signature of the representative of the operator who examined the identification document(s) presented and attestation that he, she, or they examined the identification document(s) and confirmed that the photograph is that of the guest.

Subdivision i is unnecessary and unworkable in many lodging establishments. The check-in process at many hotels/motels is fully automated, and in some cases the technology does not allow for desk staff to enter an attestation signature. In order to capture a staff signature, it can be necessary to revamp a property's systems and devices. If the staff member's signature cannot be captured electronically, it will be necessary to create a separate document for the signature, which will make the check-in process longer and more complex.

Equally important, subdivision i would require a lodging property's hourly employees to personally and legally attest that they personally checked a guest's identification documents can subject the employee, as well as the property, to criminal liability under Section 16.101.070A, which applies to "any person responsible for violating any provision" of the ordinance. Line level employees are going to be concerned about taking on such liability.

2. Scanned Identification Documents: No hotel/motel operator shall allow a guest to occupy a guest room for any period of time without first scanning or otherwise making a digital copy of the guest's identification document(s).

Due to privacy and other concerns, this requirement is very problematic, it is contrary to California law, it opens guests to identity theft, and it subjects lodging operators to substantial legal liability. To address these concerns, the common mantra in the lodging industry, and with businesses generally, is to (1) obtain the minimum amount of "personal information" necessary, (2) keep it for the shortest time possible, and (3) keep all such information as confidential as possible by maintaining "reasonable security procedures and practices."

California law requires organizations to implement reasonable security procedures and practices to protect personal information from unauthorized access, destruction, use, modification, or disclosure. California Civil Code Section 1798.81.5(b) makes this requirement mandatory ("A business that owns, licenses, or maintains personal information about a California resident shall implement and maintain reasonable security procedures and practices appropriate to the nature of the information, to protect the personal information from unauthorized access, destruction, use, modification, or disclosure.")

In 2016, the then California Attorney General issued a California Data Breach Report (<https://oag.ca.gov/sites/all/files/agweb/pdfs/dbr/2016-data-breach-report.pdf>). The first recommendation in the Executive Summary of the California Data Breach Report states; “The 20 controls in the Center for Internet Security’s Critical Security Controls identify a minimum level of information security that all organizations that collect or maintain personal information should meet. The failure to implement all the Controls that apply to [a business] organization’s environment constitutes a lack of reasonable security.” (Emphasis added.)

CIS Critical Security Control 3: Data Protection states that businesses must “[d]evelop processes and technical controls to identify, classify, securely handle, retain, and dispose of data.” (<https://www.cisecurity.org/controls/data-protection>)

The requirement in paragraph 1.e. of Section 16.101.040 to copy/scan documents with “personal information” – coupled with the requirement to keep that information for four years as specified by Section 16.101.040 B6 of the proposed ordinance – violates the statutory mandate in Civil Code Section 1798.81.5 and must be deleted.

3. Credit or Debit Card: No hotel/motel operator shall allow a guest to occupy a guest room for any period of time without first obtaining a valid credit or debit card in the guest’s name (as opposed to a prepaid card) from the guest who is paying for the room and confirming that the name on the card matches the name on the guest’s identification document(s). If the guest is not using the credit or debit card to pay for the room (e.g., the guest is paying with cash), the hotel/motel operator must confirm the validity of the credit or debit card with the card issuer.

This requirement presumes that a guest who is checking in is also the person who is paying for the room – this is not true in many cases. For example, a significant portion of the business of hotels/motels in Claremont is derived from “corporate” guests whose rooms are paid for by their employers, or who use a corporate credit card in the name of someone other than the guest. Similarly, parents use their credit cards to pay for the rooms of Claremont college students, and guests who might not have credit cards use gift certificates to obtain guest rooms. There are many similar situations. This requirement should be deleted.

Notwithstanding the foregoing, this requirement shall not prevent hotels/motels from renting a guest room to a guest who is paying for the

room with voucher from a governmental agency or a bona fide nonprofit entity.

4. Exception for Digital Check-Ins: With advance approval of a conditional use permit in accordance with Chapter 16.303, an operator of a hotel/motel may obtain a waiver of one or more requirements in Paragraphs (1)(i), (2), and/or (3) of this Section 16.101.040(B) to allow the hotel/motel to offer a digital check in option, such as an electronic check in kiosk or a "digital key" that allows guests to check-in to the motel and access their guest room key on their mobile device. In addition to the findings and requirements set forth in Chapter 16.303, the decision-making body shall approve a conditional use permit for digital check-ins unless it makes all of the following findings:

- a. The hotel/motel is in full compliance with this chapter.
- b. The hotel/motel does not have a history of criminal activities on site that could be exacerbated by digital check-ins, such as prostitution and/or human trafficking.
- c. The use of digital check-ins at this location is unlikely to result in criminal or nuisance activities or otherwise be detrimental to the health, safety, or welfare of the community.

Staff opted not recommend that a CUP be required for a digital check-in. Instead, it recommended that digital check-in be allowed:

"... on a case-by-case basis if hotel/motel is in full compliance with ordinance and has no history of criminal activities. Pros:

- This option allows Claremont's hotels/motels to compete with hotels/motels in surrounding cities. Hoteliers requested this option because, "[i]n today's lodging industry, a great many individuals check in to a hotel online, using a kiosk, or via a mobile device, and, in some cases, they can go to their rooms without ever having to go to the "front desk."
- If this option is closely-monitored by the hotel/motel and City, it is unlikely to result in criminal or nuisance activity.
- City can revoke authorization to offer digital check ins at any time if it results in criminal or nuisance activity.

CHLA submits that a CUP should not be compulsory for digital check-ins, or that it should be required only for problem hotels/motels.

5. Bookings by a Responsible Agent: This Section 16.101.040(B) shall not prevent hotels/motels from allowing a responsible agent to reserve guest rooms on behalf of an organized group (i.e., sport teams, companies, associations, etc.), provided each of the group's guests who are staying in the hotel/motel's guest rooms comply with this section.

6. Retention of Guest Records: Every motel operator shall keep and preserve the register and any and all other records required by this section for a period of not less than four (4) years. This is an onerous, unreasonable, and dangerous requirement. **Four years is longer than the period required by other cities (e.g., Los Angeles – retention necessary for only 90 days), and the one-year period recommended by city staff. Further, as noted in reference to Section 16.101.040 B2, hotels/motels and other businesses should retain personal guest information for the shortest time necessary to deter identity theft. CHLA therefore urges the adoption of a record retention period not to exceed one year be adopted.** During the retention period required by this subsection, no person shall alter, deface, or erase the register and any and all other records required by this section so as to make the information recorded therein illegible or unintelligible.

7. Inspection of Guest Records: The guest register must be made available to City Personnel in accordance with Section 16.101.040(L) below.

C. Transient Occupancy Tax: Transient occupancy tax (TOT) shall be paid for each occupied guest room in a hotel/motel pursuant to Municipal Code Chapter 3.28.

D. Parking by Permit Only:

1. Parking Permits Required: Except as otherwise provided in this section, it shall be unlawful for any person to stand or park any vehicle in a hotel/motel's parking area unless a parking permit issued by the motel is displayed on the vehicle. A hotel/motel shall not issue a parking permit to any person who is not a guest of the hotel/motel, an employee of the hotel/motel, or a contractor of the hotel/motel when the contractor is on site for official business. For guest vehicles, a hotel/motel shall not issue a parking permit unless the guest has provided all of the information and documents required by Section 16.101.040(B) above.

2. Implementation of Permit Parking System: The Director is authorized to establish rules and procedures to produce signs, forms and other materials necessary or appropriate to implement the provisions of this section.

3. Enforcement of Parking Permit Requirements: The hotel/motel shall be responsible for monitoring its parking areas and enforcing the requirements of this section. Failure to enforce the requirements of this section is a violation of this chapter.

4. Exceptions:

- a. The requirements of this section shall not apply to any authorized emergency vehicle, City vehicle, or vehicle owned by a public utility when such vehicle is being used for official business, or to any vehicle used for collection or delivery of United States mail.
- b. This [sic] requirements of this section shall not apply to any hotel/motel that provides secured parking for guests behind a fence, gate, or similar structure in accordance with plans approved by the Director.
- c. The requirements of this section may be modified or waived through approval of a conditional use permit in accordance with Chapter 16.303.

Certain lodging properties in Claremont provide parking on leased space, or give guests permits which allows them to park in a nearby city parking lot. Those properties should not be required to obtain a CUP to allow such parking arrangements.

E. Video Surveillance:

1. Video Surveillance Requirement: Every operator of a hotel/motel shall install and maintain in good working order closed-circuit television (CCTV) cameras sufficient to maintain continuous visual coverage of all entry points, common areas, and all parking areas.
2. CUP Exception for Parking Areas Only: The requirement to install and maintain CCTV cameras in parking areas may be modified or waived through approval of a conditional use permit in accordance with Chapter 16.303. As noted above with reference to Section 101.101.040 D certain lodging properties in Claremont provide parking on leased space, or give guests permits which allows them to park in a nearby city parking lot. They will not be able to install video surveillance in those facilities, and they should not be required to obtain a CUP in such cases.
3. Surveillance Footage Retention & Inspection: The video footage from CCTV cameras must be maintained by the motel for a minimum of ninety (90) days before it is erased or overwritten. Surveillance footage must be made available to City personnel in accordance with Section 16.101.040(L) below.

F. Security of Guest Rooms:

1. Guest Room Locks. Hotels/motels shall install and maintain an operable dead bolt lock on each main swinging entry door of a guest room. The dead bolt lock shall be installed in accordance with the manufacturer's specifications and shall comply with applicable state and local codes including, but not limited to, those provisions relating to fire and life safety and accessibility for people with disabilities. This section shall not apply to horizontal sliding doors.

2. Viewports. Each exterior door to a guest room shall have a viewport or window convenient to the door. Properties with fire resistive construction rated ("fire rated") doors, at the time of the adoption of the ordinance codified in this Chapter, are exempt from this provision to the extent that installing a viewport would negatively affect the fire rating.

3. Connecting Doors. Each door connecting two guest rooms that share a common wall shall be equipped with a functional deadbolt lock.

4. Window Locks. All windows designed to be opened shall have an operable window security or locking device. Louvered windows, casement windows, and all windows more than twelve (12) feet vertically from the ground are excluded from this subdivision, except where the window is within eight (8) feet horizontally of a roof or any other platform area.

G. Cleanliness:

1. Mattress Condition/Cleanliness. Mattresses shall be free of stains, holes, rips, and/or odors in excess of normal wear and tear, and maintained in a sanitary, nondefective condition (e.g., without broken springs, indentations, sags,

2. Linen Condition/Cleanliness. Where provided by the operator, linens shall be free of stains, holes, rips, and/or odors in excess of normal wear and tear and shall be cleaned at change of occupancy.

3. Bathroom Condition/Cleanliness. Bathroom fixtures (e.g., toilet, bathtub, sink, and mirror) shall be maintained without significant cracks, chips, and/or stains. Floors shall be washed and sanitized at change of occupancy and/or before a new rental term begins. The operator shall maintain daily cleaning schedules.

4. Carpet Condition/Cleanliness. Carpeting shall be free of stains, holes, rips, and/or odors in excess of normal wear and tear, and maintained in a sanitary, nondefective condition.

5. Floor Condition/Cleanliness. With the exception of carpeting as noted above, floor surfaces shall be made of nonabsorbent material. All surfaces and tile grouting shall be maintained without cracks, rips, and/or missing elements.

6. Wall Condition/Cleanliness. Wall surfaces shall be maintained without spots, stains, flakes, chips, holes, and the like and maintained in a clean and sanitary condition.

7. Mold/Mildew. All surfaces, including fixtures and carpeting and flooring shall be free from mold, mildew, and/or bubbling conditions.

8. Water Leakage/Water Stains. All fixtures shall be maintained without leaks or drips. Water damage shall be repaired within thirty (30) days of detection. A guest room with water damage shall not be rented until the water damage is repaired.

9. Furniture Condition. All furniture items provided by the hotel/motel shall be maintained in proper working order.

10. Condition of Shades/Draperies/Blinds. Shades, draperies, blinds, and other window coverings shall be free of stains, holes, rips, and/or odors in excess of normal wear and tear, and maintained in a sanitary, nondefective condition.

11. Vector Control. The premises shall be kept clean in every part and free from accumulation of garbage, rubbish, rodents, vermin, and other unsanitary matter.

H. Room Furnishings:

1. Privacy. Privacy coverings such as shades, draperies, or blinds shall be appropriately hung to cover all windows.

2. Room Light. An active, fully functional light switch shall be located at the entry to the guest room.

3. Bathroom Fixtures. Private bathrooms shall have a functioning toilet and sink, and a functioning shower and/or bathtub. This section should not be construed to prevent a sink from being placed in a guest room that does not have full bathroom facilities.

4. Shared Bathroom Facilities. Guests in facilities with shared bathrooms

shall have access to a functioning toilet and sink, and a functioning shower and/or bathtub. Shared showering or bathing areas shall be able to be securely locked from the inside. Separate facilities shall be provided for men and women or the facilities shall be able to be locked for individual use. Signs shall be posted =indicating that "Children under 12 years of age who use this shared bathroom must be accompanied by a parent or guardian at all times."

5. Hot/Cold Water. Hot and cold running water shall be provided for all plumbing facilities.

6. Telephone Rates. Telephone rates shall be posted in every room that has a private phone and be adhered to by management.

7. Clothes Storage. Storage space shall be provided in good working order for hanging clothes and/or storing personal belongings.

8. No guest room shall contain a kitchen or cooking facilities, except that a microwave oven and/or small refrigerator are permitted. **Many legitimate lodging establishments have accommodations that include full kitchens or other cooking facilities that would not be permitted under this provision.**

I. Exterior of Property:

1. Windows. Exterior window glass shall be without cracks, chips, and/or holes. Aftermarket tint material applications on windows are prohibited.

2. Exterior Lighting. Please reference Claremont Municipal Code Chapter 16.136 – Parking, Loading, and Transportation Demand Measures.

3. Painting. Please reference Claremont Municipal Code Chapter 8.16 – Public Nuisances.

4. Electrical. Please reference Claremont Municipal Code Chapter 15.08 – Electrical Code.

5. Landscaping. All areas on the property designated for landscaping, such as, lawns, planter beds, and other unsurfaced locations, shall be maintained with properly trimmed living plant materials in accordance with an approved landscaping plan and without collecting litter or debris. Please reference Claremont Municipal Code Chapter 8.22 – Maintenance of Commercial Landscaping and Chapter 16.131 – Water Efficient Landscape Requirements.

6. Directional Signs. Directional signs shall be posted as appropriate to ensure that emergency personnel can find guest rooms in a timely manner. Please reference Claremont Municipal Code Title 18 – Signs.

7. Exterior Trash/Garbage Storage. All containers used for the storage of trash, garbage, or recycled materials and placed on the exterior of the building(s) shall be maintained in a locked and screened enclosure. Please reference Claremont Municipal Code Chapter 8.08 – Garbage and Solid Waste.

J. Common Areas:

1. Elevators. Guest service elevators shall be fully functional and pass appropriate agency inspections. The name and telephone number of the inspection agency shall be posted in all elevators. Elevators shall be operational on a twenty-four (24) hour-a-day basis.

2. Hallway Lighting. Any lobby area or other public space shall be maintained in a sanitary condition, free of garbage or debris.

3. Upon request, the hotel/motel must make any common areas and/or parking areas of the hotel/motel available to any member of the Claremont Department or the City of Claremont Building and Safety Division for the purpose of determining that the provisions of this chapter are met. Refusal to allow such inspection immediately is a violation of this chapter.

K. Lost or Abandoned Property: Any property left in a guest room by a person or party that has checked out shall be removed by the operator of the hotel/motel and stored or otherwise disposed of in accordance with applicable laws.

L. Inspections: To ensure ongoing compliance with this chapter and any other federal, state, or local laws and regulations, the City of Claremont's Building and Safety Division, Planning Division (including Community Improvement), Police Department, and/or City Attorney (collectively, "City Personnel") may require periodic inspections of a hotel/motel's premises, records (including any required guest register), and/or surveillance footage. Nothing in this section shall prevent City Personnel and a hotel/motel operator from working together to schedule an inspection at a mutually agreeable date and time to minimize disruption to the hotel/motel's business and operations.

1. Except as otherwise provided in this section, City Personnel shall

serve a written inspection notice on the operator by either first class mail or personal service at least thirty (30) calendar days prior to the inspection date. If notice is served by first class mail, it is deemed served three days after it is deposited in the mail. If notice is hand delivered, it is deemed served immediately upon receipt.

2. The inspection notice shall contain the following information: (1) the name, address, and telephone number of the City Personnel who will be conducting the inspection; (2) the purpose of the inspection; (3) the date and approximate time of the inspection; and (4) notice of the right to seek pre-compliance administrative review of the inspection notice.

3. The operator may object to the inspection notice by seeking pre-compliance administrative review by the City Manager or his/her/their designee. Pre-compliance administrative review shall be sought at least ten calendar days before the inspection date provided on the inspection notice.

4. Notwithstanding the above, an inspection notice is not necessary if:

a. The operator of the hotel/motel consents to the inspection of the hotel/motel's premises, records, and/or surveillance footage and/or the guest consents to the inspection of his, her, or their individual guest room;

b. The inspection is being conducted pursuant to an administrative or court-issued subpoena or warrant, such as an inspection warrant under California Code of Civil Procedure Sections 1822.50 through 1822.57;

c. The inspection is being conducted in response to exigent circumstances, such as a reasonable belief that area being inspected is so hazardous, unsafe or dangerous as to require immediate inspection to safeguard the public health or safety; and/or

d. The inspection is limited to parts of the hotel/motel's premises that are open to the public for conditions that City Personnel can observe in plain view, such as the hotel/motel's parking lot and lobby.

16.101.050 Additional Requirements for Long-Term Stay Hotels

No long-term stay hotel may be established or operated except as specifically permitted by a conditional use permit approved pursuant to Chapter 16.303.

A. A long-term stay hotel shall be specifically designed and operated to primarily accommodate long-term guests whose length of stays vary from several days

to a month or more. B. The hotel shall be of an architectural and visual quality and character, which harmonizes and enhances the surrounding area.

C. Fireproof safety deposit boxes must be available to all of the occupants.

D. All guest rooms shall provide wireless computer connections.

E. The hotel shall provide a business/conference center with private or semi-private work spaces, wireless service, telephones, and access to a fax machine and photocopier.

F. A long-term stay hotel shall be located in an area with a concentration of amenities for guests including restaurant, retail, recreation, open space, and exercise facilities.

16.101.060 Amortization of Legal Nonconforming Conditions [Note that there are two sections identified as 16.101.060]

The following requirements shall apply to every long-term stay hotel in the City:

A. A long-term stay hotel shall be specifically designed and operated to primarily accommodate long-term guests whose length of stays vary from several days to a month or more.

B. The hotel shall be of an architectural and visual quality and character, which harmonizes and enhances the surrounding area.

C. Fireproof safety deposit boxes must be available to all of the occupants.

D. All guest rooms shall provide wireless computer connections.

E. The hotel shall provide a business/conference center with private or semi-private work spaces, wireless service, telephones, and access to a fax machine and photocopier.

F. A long-term stay hotel shall be located in an area with a concentration of amenities for guests including restaurant, retail, recreation, open space, and exercise facilities.

16.101.060 Amortization of Legal Nonconforming Conditions

Notwithstanding Chapter 16.400, conditions that existed as of the effective date of Ordinance No. ____ ("Effective Date") and that were legal and fully conforming to all state and local laws, codes, and regulations immediately

prior to Effective Date, but which do not conform to this chapter, must to [sic] be brought into compliance with this chapter by the following deadlines:

A. For changes in hotel/motel operations – within ninety (90) days of the Effective Date; and

B. For changes that require physical improvements to the property and/or structures – one (1) year of the Effective Date.

A hotel/motel may file a written request for an extension of these amortization periods. The Director may grant a request for an extension if he/she/they find: (1) the extension will not pose a risk to the public health, safety, or welfare; and (2) the hotel/motel has exercised diligence in making progress towards bringing the nonconforming condition into compliance with this chapter. A hotel/motel may request more than one extension, but the maximum cumulative length of any single extension or combination of extensions is one (1) year. The Director's decision on a request for an extension is appealable in accordance with Chapter 16.321.

16.101.070 Enforcement

A. Criminal Fines and Penalties

Any person responsible for violating any provision of this chapter is guilty of an infraction or a misdemeanor at the discretion of the City Attorney and/or district attorney. Upon conviction, the person shall be punished as prescribed in Chapter 1.12.

B. Administrative Fines and Penalties

Whenever an officer charged with the enforcement of any provision of this Municipal Code determines that a violation of this chapter has occurred, the officer shall have the authority to issue an administrative citation to any person responsible for the violation in accordance with Chapter 1.14.

C. Separate Offenses for Each Day.

Any person responsible for violating this chapter shall be guilty of a separate offense for each and every day during any portion of which any violation of any provision of this chapter is committed, continued, permitted, or caused by such person and shall be punished accordingly.

D. Public Nuisance and Lien on Property

Any use or condition caused, or permitted to exist, in violation of any provision of this chapter and/or state or federal law shall be, and is hereby declared to be, a public nuisance and may be summarily abated by the City

pursuant to California Code of Civil Procedure Section 731 or any other remedy available at law. In accordance with Chapter 1.15, the City may also collect any fee, cost, or charge incurred in the abatement of such nuisance by making the amount of any unpaid fee, cost or charge a lien against the property that is the subject of the enforcement activity.

E. Proactive Abatement of Criminal Activity

Operators of hotels/motels are responsible for making every available effort to prevent criminal activity at their hotel/motel and are encouraged to immediately report all criminal or suspicious activities to the Claremont Police Department or the appropriate law enforcement authority. To that end, the City generally will not use the volume of calls for service initiated by the operator a hotel/motel as evidence that the hotel/motel is a public nuisance.

F. Red Light Abatement Action

If there is reason to believe that a hotel/motel is used for the purpose of illegal gambling as defined by state law or local ordinance, lewdness, assignation, or prostitution, then the City Attorney may bring an action pursuant to California's Red Light Abatement Law, California Health and Safety Code Section 11125, et seq. to abate and prevent the nuisance and to perpetually enjoin the person conducting or maintaining it, and the owner, lessee, or agent of the building or place, in or upon which the nuisance exists, from directly or indirectly maintaining or permitting it.

G. Civil Action

In addition to any other enforcement permitted by the City's Zoning and/or Municipal Codes, the City Attorney may bring a civil action for injunctive relief and civil penalties against any person who violates any provision of this chapter. In any civil action that is brought pursuant to this chapter, a court of competent jurisdiction may award civil penalties and costs to the prevailing party.

H. Permit and/or License Revocation

Any violation of this chapter may result in revocation of the hotel/motel's use permit and or business license. Use of any one or more of these remedies shall be at the sole discretion of the City and nothing in this section shall prevent the City from initiating civil, criminal or other legal or equitable proceedings as an alternative to any of the proceedings set forth above.

I. Liability for Expenses

In addition to the punishment provided by law, a person responsible for violating this chapter is liable for such costs, expenses, and disbursements

paid or incurred by the City or any of its contractors in correction, abatement, and prosecution of the violation.

16.101.080 Oversight & Reporting

A. The City Manager or his/her/their designee shall establish a City Interdepartmental Team (CIT) comprised of City staff from multiple departments, including but not limited to the Building and Safety Division, the Planning Division (including Community Improvement), the Police Department, and the City Attorney's Office to proactively identify and address criminal and nuisance activity at hotels/motels. The CIT shall also include at least one member of the community who is impacted by hotels/motels, such as a member of the community who resides or works near a hotel/motel.

B. The CIT shall conduct ongoing outreach to members of the community who may be impacted by hotels/motels. The City's website shall include a process for reporting feedback on hotels/motels.

C. The CIT shall prepare reports of any findings it makes regarding nuisance and criminal activity at hotels/motels. The CIT shall post its reports on the City's website quarterly and shall provide a report to the City Council annually.