

ENVIRONMENTAL CHECKLIST FORM
INITIAL STUDY

1. Project Title: **Specific Plan for Old School House/Claremont Inn Revitalization (File #06-SP01) and rezoning of the subject property from CM to SP-9 (File #06-Z03)**
2. Lead Agency Name & Address: **City of Claremont
207 Harvard Avenue
Claremont, CA 91711**
3. Author of Initial Study: **Greg Gubman, Senior Planner
909-399-5353**
4. Project Location: **Approximately 21 acres, situated at the northwest corner of the Foothill Blvd. and Indian Hill Blvd. intersection (415-555 W. Foothill Blvd.), in the City of Claremont.**
5. Project Sponsor's Name & Address: **Harry Wu
Claremont Star, L.P.
11757 Valley Boulevard
El Monte, CA 91732**
- 6a. Current General Plan Designation: **Commercial**
- 6b. Proposed General Plan Update Designation: **Mixed Use**
- 7a. Current Zoning: **CM Commercial Major**
- 7b. Proposed Zoning: **SP-9 Specific Plan**
8. Description of Project:

The proposed Specific Plan for the Old School House/Claremont Inn Revitalization ("Specific Plan") area encompasses approximately 21 acres, situated at the northwest corner of the Foothill Boulevard and Indian Hill Boulevard intersection, as shown in Figure 1.

The Specific Plan establishes the planning principles, land use and design policies, development standards, and phasing for renovations and new development within the Old School House/Claremont Inn (Doubletree Hotel) project area. The Specific Plan follows requirements and policies set forth in the Claremont General Plan and the California Government Code for specific plans (§65450 et seq.), including necessary infrastructure improvements and phasing to accommodate the development plan.

The purpose of this Specific Plan is to establish a regulatory bridge between anticipated development projects, the City's General Plan, and the Planning Principles for the project site adopted by the City Council in 2001. The overall intent is to provide for the physical, economic, and social revitalization of the Old School House and Claremont Inn properties, in a manner that is sensitive to the surrounding neighborhoods and respectful of the project site's history. The Specific Plan establishes development standards and design policies that will govern development within the planning area. Future development within the project area must be consistent with this Specific Plan in order to obtain approvals and permits required by the City of Claremont.

The Specific Plan document describes in detail the proposed land use plan and development concept for the site, summarized below, and illustrated conceptually in Figure 2:

- Hotel renovation;
- Old School House renovation;
- Demolition of approximately 17,200 square feet of existing structures;
- Conversion of east hotel building to approximately 30 residential condominiums;
- New residential construction of approximately 96 townhome condominiums in the northern parking areas on both sides of Colby Circle (“Colby Neighborhood”);
- Construction of a multi-level parking structure directly north of the condominium conversions;
- New, 14,000 square-foot commercial pad building east of the Buca di Beppo building;
- Provisions for the continued presence of the Candlelight Pavilion; and
- Associated site modifications to create pedestrian connections and places for outdoor activities among the various uses.

A hardcopy of the draft Specific Plan is available for review at the City of Claremont Planning Division, and an electronic copy is available on the City of Claremont Website at www.ci.claremont.ca.us.

9. Surrounding Land Uses and Setting:

Surrounding Land Uses	
East	Single-family residences and bank (across Indian Hill Blvd.)
West	Professional offices and commercial services
South	Single-family residential, professional offices, and retail
North	Townhomes, apartments, and single-family residential

10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement):

- Los Angeles County Fire Department
- Caltrans (Foothill Boulevard is a State Highway; any work within this right-of-way is subject to Caltrans’ permitting requirements)

VICINITY MAP

Specific Plan for Old School House/Claremont Inn Revitalization

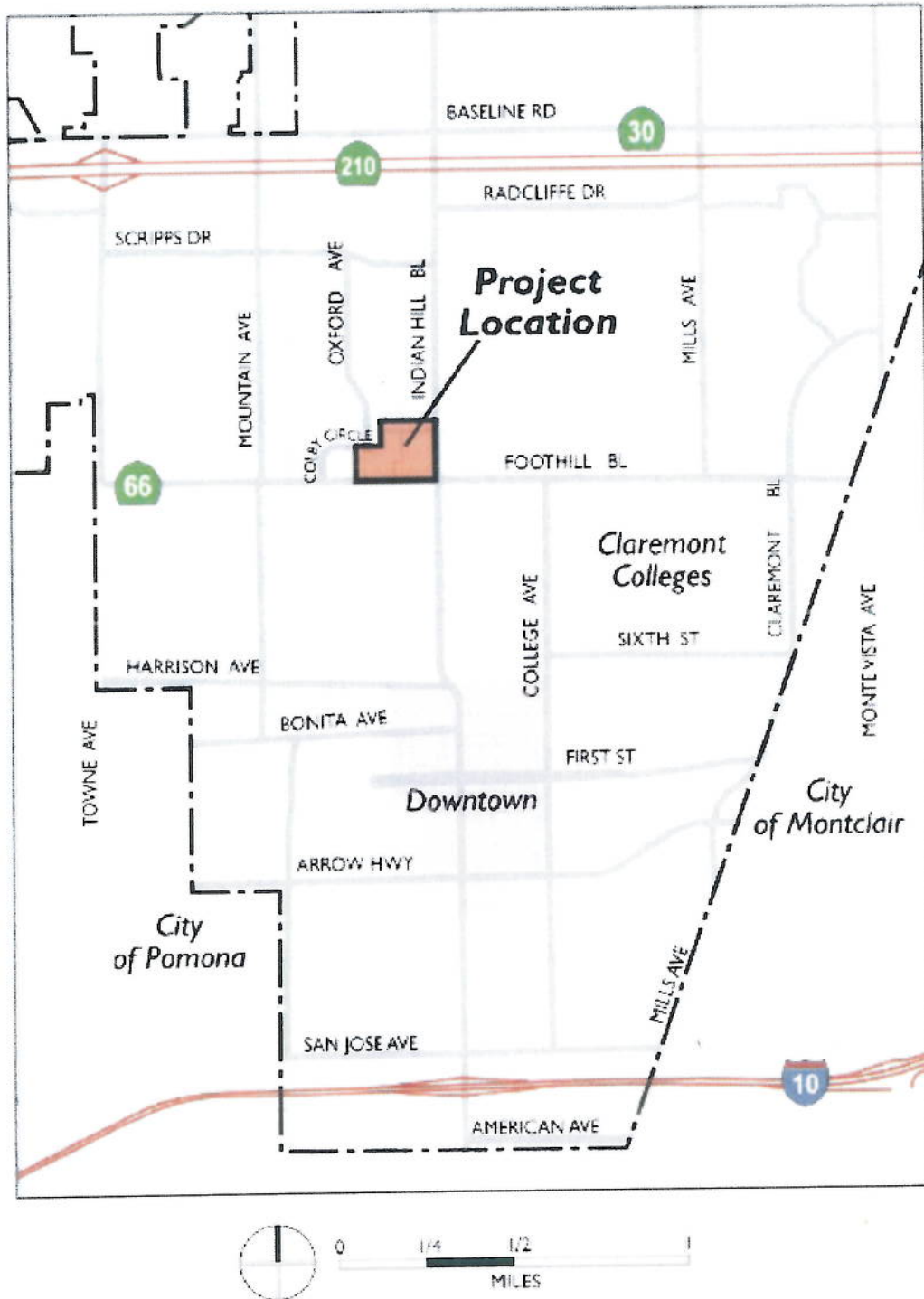
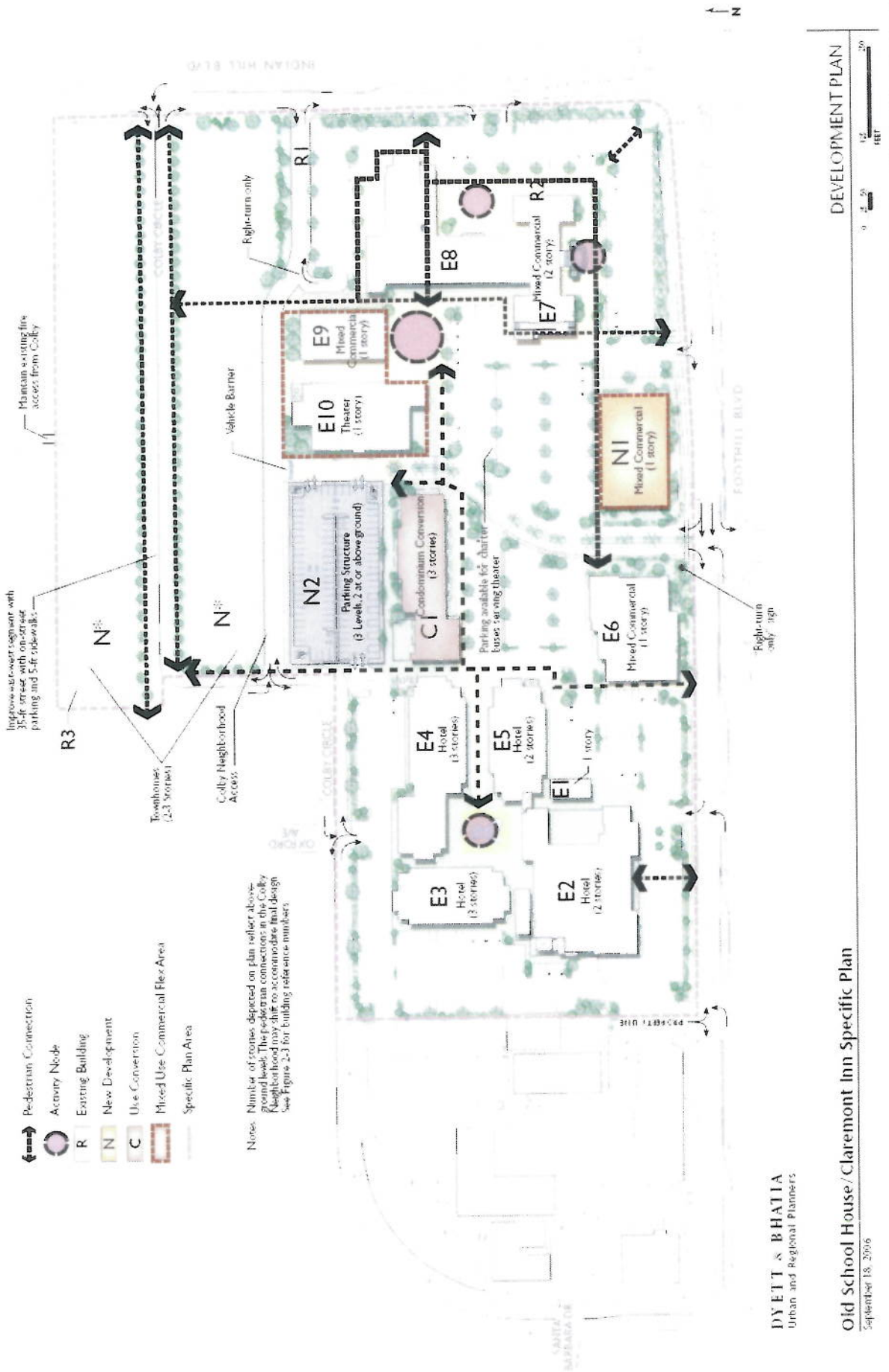


Figure 1



DYETT & BHATIA
Urban and Regional Planners

Old School House/Claremont Inn Specific Plan
September 18, 2016

DEVELOPMENT PLAN

Figure 2

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:


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

	Aesthetics		Agriculture Resources		Air Quality
	Biological Resources	X	Cultural Resources	X	Geology/Soils
X	Hazards & Hazardous Materials		Hydrology/Water Quality		Land Use/Planning
	Mineral Resources		Noise		Population/Housing
	Public Services		Recreation	X	Transportation/Traffic
	Utilities/Service Systems		Mandatory Findings of Significance		

DETERMINATION (To be completed by the Lead Agency):

On the basis of this initial evaluation:

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



 Signature
Greg Gubman, AICP, Senior Planner

 Printed Name

 Date

 For
Anthony Witt, Director

I agree to the mitigation measures presented in this initial study.

Date

Project Proponent

EVALUATION OF ENVIRONMENTAL IMPACTS:

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g. the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g. the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect is significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier Analyses Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures, which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g. general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
- 7) Supporting Information Sources. A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
- 9) The explanation of each issue should identify:
 - a) the significance criteria or threshold, if any, used to evaluate each question; and
 - b) the mitigation measure identified, if any, to reduce the impact to less than significance.

Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impacts	No Impacts
I. AESTHETICS.				
Would the project:				
a) Have a substantial adverse effect on a scenic vista?	[]	[]	[]	[X]
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	[]	[]	[]	[X]
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	[]	[]	[X]	[]
d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	[]	[]	[X]	[]

Comments:

Viewsheds

The proposed Specific Plan includes the development of approximately 96 townhomes and a parking structure on approximately 5.4 acres of paved parking, and landscaping in the northeastern portion of the project area. The southwest corner of the Colby Circle knuckle features an approximately 60-foot by 225-foot lawn with large liquidambar trees.

The most notable aesthetic effect resulting from the implementation of the Specific Plan will be the change in the visual character of this area from a predominantly open viewshed to one that is occupied by buildings and other structures. This area has aesthetic value from the trees and other landscaping, but does not provide a viewshed to a scenic vista from offsite locations, so changing its character from surface parking lot to a site developed with buildings would not in itself constitute a significant negative aesthetic impact.

Solar Access

The adjacent Griswold's Townhomes to the north of the Specific Plan area could be impacted by shadows cast by development contemplated under the proposed Specific Plan. A computer-generated shadow analysis was prepared to model potential impacts to these residences, based on a possible configuration for the proposed Colby Neighborhood townhomes, as prescribed by the proposed Specific Plan's residential development standards.

The longest shadows are cast during the Winter Solstice (December 21) and Summer Solstice (June 21), so the shadow analysis used these dates to model worst-case scenarios. While no impacts were indicated during the Summer Solstice, the modeling indicated the proposed townhomes may cast shadows on portions of the lower walls of some of the Griswold's Townhomes in the morning and afternoon of the Winter Solstice (see Figures 3 and 4). While the analysis indicates that a minor encroachment of shadows is likely during the days preceding and following the Winter Solstice, the short duration and limited scope of the impact is considered less than significant. Further, the

Comments Continued):

analysis did not include the existing perimeter wall on the south side of the Griswold's Townhomes or existing shade structures in the yards of these residences, so the impact of the proposed project may, in fact, be overstated by the computer modeling.

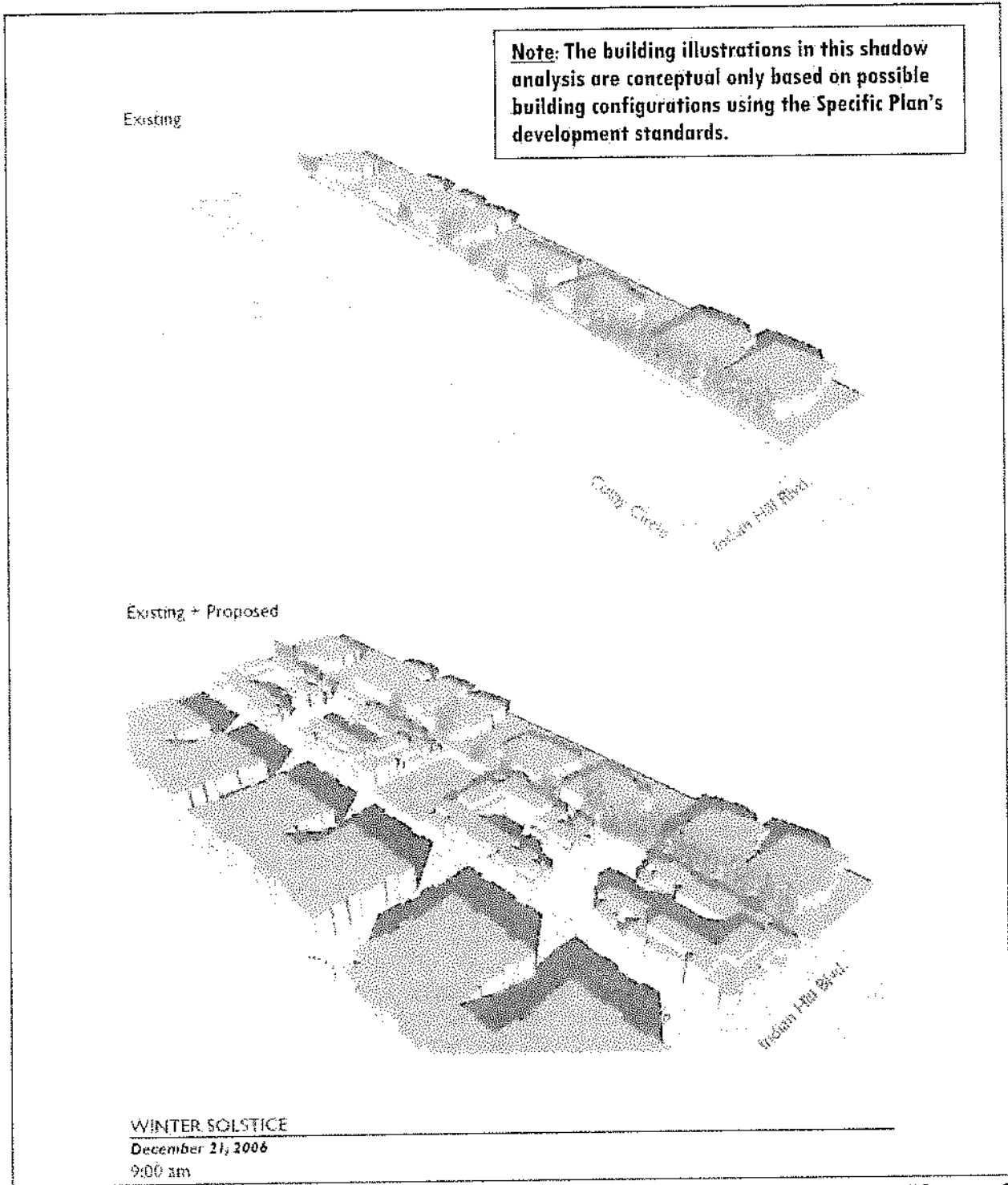


Figure 3

Note: The building illustrations in this shadow analysis are conceptual only based on possible building configurations using the Specific Plan's development standards.

Existing

Existing + Proposed

WINTER SOLSTICE
December 21, 2006
3:00 pm

Figure 4

Comments Continued:

Visual Quality

Section 4.4 of the proposed Specific Plan establishes a comprehensive listing of design goals and policies for the following design components for the Planning Area:

1. Open Spaces and Connections
2. Landscape and Streetscape
3. Residential
4. Commercial Pads
5. Renovation and Improvements to Existing Structures
6. Old School House Historic Re-Use
7. Parking Areas

These goals and policies are intended to provide a set of clear and usable criteria for building and site design based on the vision set forth in the Specific Plan, which promotes high-quality architectural and landscape design. They were written to communicate this vision to design professionals, as well as provide Planning staff and the Architectural Commission with a consistent checklist by which to thoroughly evaluate all development proposals to implement the Specific Plan.

In addition, all aspects of the proposed project's visual and design character will be subject to Architectural Commission review and approval, in accordance with existing design criteria set forth in the Claremont Land Use and Development Code (LUDC), prior to the commencement of any development. The charge of the Architectural Commission will be to review the proposed architectural design, exterior colors, materials and details, landscaping, signage and other design features for compatibility and consistency with the City's design review criteria, and to not approve the development plans unless these criteria are met.

Light and Glare

Regarding possible light and glare, the LUDC requires that all proposed exterior lighting be shielded and directed downward to the property it is intended to serve. Parking lot and exterior building lighting associated with the project will be primarily designed to be functional in nature for the purposes of providing adequate illumination to meet security and safety needs. Exterior lighting must not create glare or unwanted light, may not exceed 0.5 footcandles at the property line, or exceed existing ambient lighting levels. Exterior lighting is subject to Architectural Commission review, approval, and post-approval verification for compliance. Illuminated signs are also subject to review and approval by either the Planning Division or Architectural Commission, and are also subject to post-installation review of illumination levels to ensure that they do not emit excessive illumination as defined in the LUDC.

Because all aspects of the project's visual and design character are already subject to City review and approval in accordance with existing design criteria prior to the commencement of any development, no mitigation measures in the category of aesthetics are required.

Issues:

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impacts	No Impacts
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II. AGRICULTURE RESOURCES.

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Involve other changes in the existing environment, which due to their location or nature, could result in conversion of Farmland, to non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Comments:

No farmland, agriculturally zoned, or Williamson Act property is affected by the proposed project. No mitigation measures are required in the category of agricultural resources.

Issues:

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impacts	No Impacts
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III. AIR QUALITY.

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

a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Comments:

Potential air quality impacts related to the implementation of projects under the proposed Specific Plan consist of the following:

- Temporary emissions during construction and demolition (short-term)
- Total daily emissions during operation (long-term)

The following analysis is based on the SCAQMD CEQA Air Quality Handbook.

Air Quality Setting

Claremont is located within the South Coast Air Basin (SCAB), which is comprised of Los Angeles, Orange, Riverside, and San Bernardino Counties. The SCAB experiences pollutant levels that exceed state and federal air quality standards, and occasionally reach unhealthful levels. Ozone, the primary ingredient in photochemical smog, is the biggest pollution problem in the area. The region's unique meteorological and climatic characteristics are a major factor that contributes to the region's air quality problems. However, aggressive emissions requirements have contributed to a steady improvement in air quality. Standards for carbon monoxide (CO) and nitrogen oxides (NO_x) are not

Comments Continued:

violated in Claremont. Ozone levels in the Claremont area occasionally exceed state and federal standards, and will likely continue to do so well into the 21st century; however, there have been no first-stage smog alerts since 1995.

Standards of Significance

The SCAQMD CEQA Air Quality Handbook states that any project with daily emissions that exceed any of the following thresholds should be considered to have an individually and cumulatively significant air quality impact:

- 55 lb per day of Reactive Organic Compounds (ROC)¹
- 55 lb per day of Nitrogen Oxide (NO_x)²
- 550 lb per day of Carbon Monoxide (CO)
- 150 lb per day of Inhalable Particulate Matter (PM₁₀)
- 150 lb per day of Sulfur Oxide (SO_x)

¹75 lb/day during construction

²100 lb/day during construction

Short Term Construction Air Quality Impacts

Implementation of the proposed Specific Plan will include the following components:

- Demolition of two buildings and a building addition totaling 17,200 square feet (≤275,000 cu. ft.);
- Construction of an approximately 14,000 square-foot retail commercial building;
- Construction of approximately 96 new townhomes (≤200,000 sq. ft.);
- Construction of an approximately 26,500 square-foot, three-level parking structure;
- Conversion of a 41,220 square-foot, 86-room hotel building into 30 residential lofts;
- Related site improvements.

The Specific Plan is envisioned to be implemented in phases over time, so individual short term construction/demolition impacts will be of a lesser intensity than if the entire Specific Plan area was built out at once. However, for the purposes of this analysis, it is assumed that the build-out of the entire Specific Plan will occur in a single, continuous phase in order to obtain the most conservative (i.e., worst-case) air quality impact estimates.

According to Screening Table 6-3 in the CEQA Air Quality Handbook prepared by the South Coast Air Quality Management District (SCAQMD), the project would need to involve more than 23 million cubic feet of building demolition, 975,000 gross square feet of commercial construction, or 1.455 million gross square feet of condominium construction to have a potentially significant air quality impact during development activities.

Proposed demolition is less than 1.1% of the minimum required cubic footage to constitute a significant impact; new commercial construction is approximately 1.4% of amount of gross floor area needed to reach the threshold for significance; and residential construction—even counting the hotel conversion as new construction—is not more than 17% of the minimum development size to cause a significant short-term impact. Based on the size of the proposed project, construction-related emissions will fall well below the thresholds for significance.

Comments Continued:

Standard grading permit requirements to reduce air quality impacts in the immediate vicinity of the project site will include the implementation of best management practices (BMPs), such as watering the site and covering stockpiles of dirt, in order to control fugitive dust during construction activities. Pursuant to SCAQMD Rule 403, the Applicant shall also be required to secure any necessary permits from the SCAQMD, including an approved fugitive dust emissions control plan, prior to the issuance of grading permits.

No mitigation measures are required for construction-related impacts beyond the standard BMPs and SCAQMD compliance required at all construction sites.

Long-Term Operational Impacts on Air Quality

During the life of a project, emissions produced by day-to-day operations, will be comprised of stationary source emissions (primarily energy consumption) and mobile source emissions from the vehicle trips generated by customer and delivery vehicles.

Changes in operational emissions within the Specific Plan area will be from the following sources:

- Addition of 96 townhome condominiums
- Conversion of 86-room hotel building into 30-unit loft condominiums
- New 14,000 square-foot commercial building (assume 12,000 s.f. for proposed Trader Joe's "supermarket" use; supermarkets produce the highest operational emission factor of all listed commercial categories)
- Elimination of 11,500 square feet of commercial space
- Elimination of a 5,700 square-foot storage building

The mobile and stationary source emission factors found in Tables 9-7 and 9-8 of the CEQA Air Quality Handbook, were used to calculate the net change in the Specific Plan area's operational emissions in the following table:

OPERATIONAL EMISSIONS (lbs/day)				
Old School House/Claremont Inn Mixed Use Development				
Pollutant	Stationary Source Emissions	Mobile Source Emissions	Total Emissions	SCAQMD Threshold
ROC				
Residential	0.02142	20.16		
Hotel (-86 rooms)	-0.01634	-22.36		
New commercial	0.01756	55.20	43.71	55
Eliminated commercial	-0.00368	-9.085		
Eliminated storage bldg	-0.00137	-0.228		
NO_x				
Residential	2.41416	16.38		
Hotel (-86 rooms)	-1.84212	-5.16		
New commercial	2.01776	15.66	26.64	55
Eliminated commercial	-0.42757	-2.415		
Eliminated storage bldg	-0.158061	0.171		
CO			423.60	550

	Residential	0.41958	240.66		
	Hotel (-86 rooms)	-0.32078	-178.02		
	New Commercial	0.35086	454.66		
	Eliminated commercial	-0.07441	-91.655		
	Eliminated storage bldg	-0.02747	-2.394		
PM ₁₀					
	Residential	0.08442	1.26	3.68	150
	Hotel (-86 rooms)	-0.0645	-1.72		
	New commercial	0.07014	5.24		
	Eliminated commercial	-0.014835	-1.15		
	Eliminated storage bldg	-0.005472	-0.0228		

Based on the analysis summarized in the table above, operational emissions are expected to fall below the accepted significance thresholds, and no associated mitigation measures are necessary.

It is also worth noting that Section 4.4 ("Design Goals and Policies") of the proposed Specific Plan includes policies encouraging "green" building practices for projects to be developed under the proposed Specific Plan. Should these practices be implemented, then long-term emissions will be lower than the estimates in the above table:

Issues:

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impacts	No Impacts
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IV. BIOLOGICAL RESOURCES.

Would the project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Comments:

On-Site Impacts

The Specific Plan area is presently developed with buildings, paved surfaces and ornamental landscaping. The proposed project will not affect or interfere with any species, habitat, natural

Comments Continued:

community, riparian area, wetland, or migration corridor identified by any local, regional, state or federal agency.

Several mature trees, including some coast live oaks, will be affected by grading and construction activities. Claremont has traditionally placed a high value on its urban forest, on both public and private property, so the removal of mature trees is considered a project impact. However, because the proposed Specific Plan only affects land that has previously been developed, the impact to undisturbed biological resources is considered less than significant.

The potential impact is further lessened by design policies incorporated into the proposed Specific Plan. Section 4.4 of the Specific Plan (previously cited above under Aesthetics) contains several goals and policies pertaining to landscape and streetscape which will be implemented as individual projects under the Specific Plan are developed. In addition to policies specifying design criteria and plant material selection for new construction and renovations, the following policies are also provided to promote tree preservation:

- P-2.1 "...Retain existing, mature trees—where feasible—for character, scale and shade."
- P-2.5 "Maintain existing street trees along Colby Circle to the extent possible."

The extent to which existing trees can be retained or relocated on site cannot be precisely determined until plans are prepared for individual projects. However, the property owner will be subject to conformance the adopted policies in the Specific Plan when submitting projects to the City for review and approval.

Taking the above factors into account, impacts to biological impacts (flora and fauna) within the Specific Plan property boundaries will be less than significant, and the proposed policies in the Specific Plan further reduce potential impacts to a reasonable and appropriate extent.

Off-site Impacts

As shown in Figure 2 and described in further detail in Section IV (Transportation/Traffic), a median cut is proposed within Foothill Boulevard to provide inbound left-turn access to the Claremont Inn (currently branded as a Doubletree Hotel). This left turn pocket will be 60 feet long with a 60-foot taper. One or two eucalyptus trees within the median will be affected by this improvement. Although the impact of removing a small number of non-native, non-heritage street trees to facilitate street improvements is not considered significant under CEQA, the following mitigation measure will lessen the impact to a reasonable and practicable extent:

Mitigation Measure A

Any street or median tree damaged or removed to facilitate on- or off-site improvements shall be replaced with an approved species, sized at 24-inch box or larger, at a 1:1 replacement ratio. The Applicant shall post a landscaping bond with the Engineering Division at the time of grading or other on/off-site improvement permit issuance to ensure that affected trees are replaced and are warranted to survive for no less than one year after installation. Landscaping bonds shall not be released during the warranty period.

Responsible Agency: Applicant, City Engineer and City Planner

Time Frame: Prior to the release of landscaping bonds

Issues:

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impacts	No Impacts
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V. CULTURAL RESOURCES.

Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Comments

The "Old School House," located at the southeastern end of the Specific Plan site, was originally the home for Claremont High School, and is considered one of Claremont's iconic buildings. The building first opened its doors in 1911. Alterations for seismic safety and additions that occurred in the 1930s, included changing the architectural style to its present Spanish Colonial Revival/Spanish Renaissance influence, comprise the building's architecturally and historically significant features. Later additions occurred, but generally did not incorporate the architectural vocabulary of the 1930s renovations.

School operations ceased after 1966, and the building underwent an adaptive reuse as a multi-tenant commercial complex. Alterations during this period included the addition of the ornate staircase at the south entrance; a flat-roofed bank addition at the southwest end of the building; and a series of exterior stairways, balconies and catwalks.

The Specific Plan proposes major renovations to the Old School House, including:

- Removing most of the post-1930s alterations;
- Lowering of the grade at the south end of the building to fully expose the first level of the original H-shaped building;
- Removing the south staircase in order to establish a ground-floor entrance; and
- Renovating the exterior to re-establish the 1930s-era features that were lost during subsequent additions and alterations.

Impacts

Most of the work proposed under the Specific Plan is not considered to have a negative impact to the historic nature and character of the Old School House. On the contrary, most of these improvements are considered to have a positive impact because they involve the restoration of many character-

Comments Continued:

defining features that were established in the 1930s. Further, the proposed building modifications are consistent with the following policy from the Claremont Inn and Old School House Center Planning Principles adopted by the City Council in 2001 (see page 1 of this Initial Study):

The original portions of the Old School House Center building should be retained and reused. Facades should be retained and/or brought back to their original design. Interior space can be substantially reconfigured to accommodate new uses, with special attention made to the library and auditorium spaces.

The property owner and city staff also consulted with Claremont Heritage—a local, nonprofit historic resource conservancy—regarding the proposed modifications to the Old School House, including proposed lowering of the grade and removal of the south staircase. Claremont Heritage's position is that the removal of the staircase is appropriate if it promotes the adaptive reuse of the Old School House and if the other character-defining exterior features of the building are conserved as described in the Old School House Historic Reuse goals and policies of the Specific Plan (§4.4.6).

Because the proposed renovations to the Old School House, as set forth in the Design Goals and Policies of the Specific Plan, promote the preservation of the building's 1930s-vintage character, the impacts to the exterior will be considered less than significant, provided that proper written and photographic documentation of the existing exterior features and topography are recorded prior to demolition or grading activities, and submitted to the appropriate local custodians of historical documents. This documentation will be added to the existing written and photographic chronicle of the building's evolution, and will provide valuable information to historians studying Claremont's architectural inventory.

Although the alteration of the interior spaces of the Old School House is supported by the 2001 Planning Principles, there are interior features that date back to operation of the building as a high school, and the removal of these features without proper documentation could result in the permanent loss of information related to the architectural history of the building. Therefore, the written and photographic record, described above, should also include interior features affected by the proposed renovations.

On the basis of the above analysis, staff finds that the following mitigation measure will reduce any impact in this issue area to a less-than-significant level.

Mitigation Measure B

Prior to the issuance of any demolition permits for any interior or exterior portion of the Old School House, prior to the issuance of grading permits to alter the grades abutting the site, and prior to the demolition of any interior features of the Old School House, the applicant shall, under the direction of Claremont Heritage, submit a professionally prepared written and photographic record of the exterior and interior of affected portions of the building, for review and approval by staff. Conformance to HABS/HAER criteria is not required. The written record shall document approximate dates of construction for the features to be demolished. Once the written and photographic record is approved, three copies of the final document shall be submitted for permanent archiving at the City, Claremont Heritage, and Honnold Library Special Collection.

Comments Continued:

Responsible Agency: Applicant, City Planner, Building Official and City Engineer

Time Frame: Prior to issuance of demolition permits for any interior or exterior portion of the Old School House, prior to the issuance of grading permits to alter the grades abutting the site, and prior to the demolition of any interior features of the Old School House.

Issues:

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impacts	No Impacts
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VI. GEOLOGY AND SOILS.

Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	[]	[X]	[]	[]
ii) Strong seismic ground shaking?	[]	[X]	[]	[]
iii) Seismic-related ground failure, including liquefaction?	[]	[X]	[]	[]
iv) Landslides?	[]	[]	[]	[X]
b) Result in substantial soil erosion or the loss of topsoil?	[]	[]	[]	[X]
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	[]	[]	[]	[X]
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	[]	[]	[]	[X]
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	[]	[]	[]	[X]

Comments:

Claremont is located within a seismically active region, and moderate to severe ground motion can be expected citywide in the event of significant seismic activity. Accordingly, all new construction is required to comply with the Uniform Building Code's provisions relating to current seismic risk factors and their mitigation.

While no active earthquake faults have been confirmed, and no Alquist-Priolo maps have been adopted for the City of Claremont, the potentially active Indian Hill Jose fault has been identified within close proximity of the Specific Plan area, through existing neighborhoods to the north of the proposed

Comments Continued:

Colby Circle townhomes (see Figure 5).¹ Further geotechnical investigation will be required prior to approval of the Colby Circle townhomes to identify foundation and other structural requirements for this portion of the Specific Plan area.

According to the most recent maps prepared by the State Geologist, the southeast corner of the Specific Plan Area (at the corner of Indian Hill and Foothill Boulevards) touches the boundary of an area that may be susceptible to liquefaction (see Figure 6).² In accordance with existing local regulations, grading permits shall be required for new development to ensure proper soil compaction and drainage. As standard procedure, grading and soil compaction requires the preparation of specific grading plans, soils and geotechnical reports (which must address liquefaction, subsidence, and other potential soil stability hazards), and hydrology studies which will be reviewed and approved by the city engineer before any grading can occur. These plans will ensure that the grading and drainage of the site will be in accordance with current engineering standards and policies.

Mitigation Measure C

Prior to City approval of any tentative subdivision maps or architectural plans for the Colby Neighborhood component of the Specific Plan, the Applicant shall submit to the City of Claremont a *Preliminary Geotechnical Investigation*, prepared by an engineer licensed to perform such analyses, based upon the proposed location of new facilities. The *Preliminary Geotechnical Investigation* shall include a delineation of the Indian Hill Fault relative to the subject property, identify setback zones, as applicable, where human occupancy structures are prohibited, and foundation enhancement zones, as applicable, where the foundations for such structures must be reinforced.

Responsible Agency: Applicant, City Engineer, Building Official and City Planner

Time Frame: Prior to City approval of tentative subdivision maps or architectural plans for the Colby Neighborhood, whichever occurs first.

Mitigation Measure D

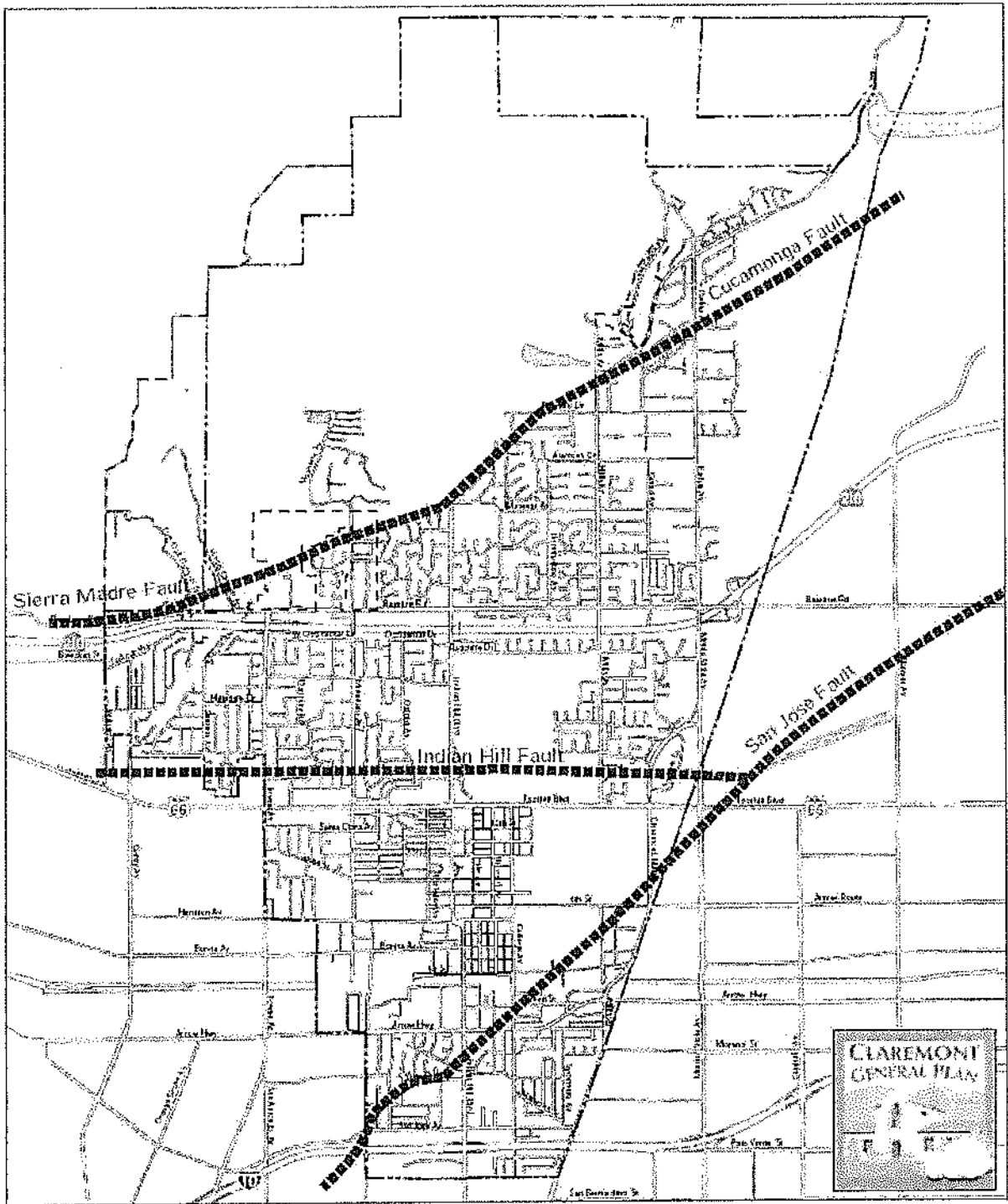
Prior to the completion of final plans and specifications for the Colby Neighborhood component of the Specific Plan, the Applicant shall submit to the City of Claremont a *Final Geotechnical Investigation*, prepared by an engineer licensed to perform such analyses, based upon the approved location of new facilities. The *Final Geotechnical Investigation* will define the foundation conditions present at each of the structure locations, and shall provide specific tests, analyses and recommendations for necessary soils engineering parameters, such as, but not limited to, allowable bearing capacities, liquefaction potential, expected settlements, and seismic parameters. The *Final Geotechnical Investigation* will provide plans and specifications for foundations. All reasonable plans shall be prepared, and precautions shall be taken, which are standard for the geotechnical industry to ensure the safety of all personnel and persons who may be involved in the investigations. Methods, techniques, and analyses shall be consistent with criteria established by the City of Claremont. This report shall be subject to review and approval by the City of Claremont.

Responsible Agency: Applicant, City Engineer, Building Official and City Planner

Time Frame: Prior to issuance of grading permits associated with the Colby Neighborhood

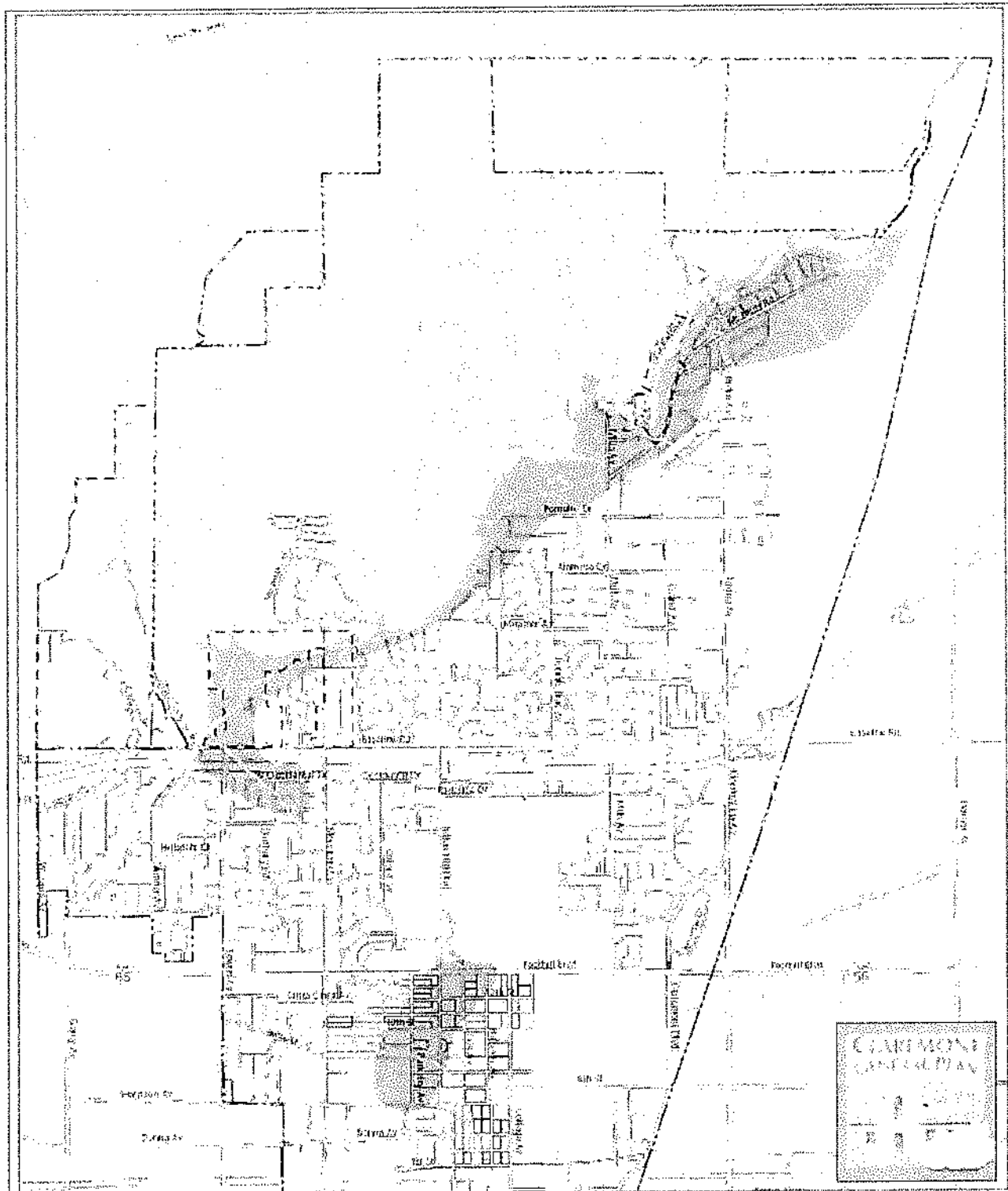
¹ Source: Claremont General Plan Final Environmental Impact Report (FEIR), Figure 5-5, certified by the Claremont Planning Commission on October 3, 2006

² Ibid, Figure 5-6



- █ Faults
- City Boundary
- · - Sphere of Influence

Figure 5



Seismic Hazards

Liquefaction

Areas where historic occurrence of liquefaction or local geologic, geotechnical and/or groundwater conditions indicated a potential for permanent ground displacements such that mitigation as defined in Public Resources Code Section 26933(a) would be required.

Earthquake-Induced Landslides

Areas where previous occurrence of landslides, movement of local topographic, geologic, geotechnical and subsurface water conditions, indicate a potential for permanent ground displacements such that mitigation as defined in Public Resources Code Section 26933(a) would be required.

100-Foot Contour

City Boundary

Sphere of Influence



Figure 6

Issues:

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impacts	No Impacts
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VII. HAZARDS AND HAZARDOUS MATERIALS.

Would the project:

- | | | | | |
|--|-----|-----|-----|-----|
| a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | [] | [] | [] | [X] |
| b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? | [] | [X] | [] | [] |
| c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | [] | [X] | [] | [] |
| d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? | [] | [] | [] | [X] |
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? | [] | [] | [] | [X] |
| f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? | [] | [] | [] | [X] |
| g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | [] | [] | [] | [X] |
| h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? | [] | [] | [] | [X] |

Comments:

There are no known impacts resulting from the use, transport or disposal of hazardous materials associated with the proposed residential, retail, restaurant, hotel and office uses existing and proposed under the Specific Plan.

Site Conditions

As stated in the Project Description and the Air Quality section of this Initial Study, approximately 17,200 square feet of building area will be demolished in order to facilitate the proposed redevelopment of the site. These buildings may contain asbestos in their construction materials, such as adhesives and underlayments. Demolition activities can cause encapsulated asbestos to become friable. Because asbestos is a carcinogen when airborne, proper handling is strictly regulated by the State of California. A mitigation measure is provided at the end of this section to ensure that potential asbestos hazards are abated during the demolition.

Site and Building Design

The Los Angeles County Fire Department provides plan check services to ensure that adequate access is provided to the facilities within the Specific Plan area. Prior to issuance of building permits by the City, the project will be subject to review and approval by the fire department for access, fire hydrant locations, and adequate water flow. Thereafter, the facilities will be subject to periodic inspections by fire department personnel.

Site Characteristics

The Specific Plan area is not located in a high fire area, as it is completely surrounded by urbanized development.

The Specific Plan area is not included on the California Department of Toxic Substance Control (DTSC) Hazardous Waste and Substances Site List (Cortese List).

The nearest airport is Cable Airport, a private airstrip located approximately 1.7 miles to the northeast of the subject property. The Specific Plan area is not located in the Cable Airport land use plan clear zone.

Mitigation Measure E

Prior to the issuance of demolition permits for any buildings or portions of buildings within the Specific Plan area, the buildings shall be inspected for asbestos by a qualified professional. If asbestos is found within the structures, a report shall be prepared documenting that they were disposed of in compliance with State and Federal regulations. Compliance with Rule 1403 of the South Coast Air Quality Management District (SCAQMD) is required whether or not asbestos is found in the structures. Because the law requires AQMD permits prior to the issuance of demolition permits, separate mitigation measures are not necessary to ensure that abatement procedures are properly administered.

Responsible Agency: Applicant and Building Official

Time Frame: Prior to the issuance of any building demolition permits

With the mitigation measure specified above, potential impacts in this issue area can be mitigated to a level of insignificance.

Issues:

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impacts	No Impacts
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VIII. HYDROLOGY AND WATER QUALITY.

Would the project:

- | | | | | |
|--|-----|-----|-----|-----|
| a) During project construction, will it create or contribute runoff water that would violate any water quality standards or waste discharge requirements, including the terms of the City's municipal separate stormwater sewer system permit? | [] | [] | [X] | [] |
| b) After the project is completed, will it create or contribute runoff water that would violate any water quality standards or waste discharge requirements, including the terms of the City's municipal separate stormwater sewer system permit? | [] | [] | [X] | [] |
| c) Provide substantial additional sources of polluted runoff from delivery areas; loading docks; other areas where materials are stored, vehicles or equipment are fueled or maintained, waste is handled, or hazardous materials are handled or delivered; other outdoor work areas; or other sources? | [] | [] | [X] | [] |
| d) Discharge stormwater so that one or more beneficial uses of receiving waters or areas that provide water quality benefit are impaired? Beneficial uses include commercial and sportfishing; shellfish harvesting; provision of freshwater, estuarine, wetland, marine, wildlife or biological habitat; water contact or non-contact recreation; municipal and domestic supply; agricultural supply; and groundwater recharge. | [] | [] | [X] | [] |
| e) Discharge stormwater so that significant harm is caused to the biological integrity of waterways or water bodies? | [] | [] | [X] | [] |
| f) Violate any water quality standards or waste discharge requirements? | [] | [] | [X] | [] |

Issues:

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impacts	No Impacts
g) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	[]	[]	[X]	[]
h) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site?	[]	[]	[]	[X]
i) Significantly increase erosion, either on or off-site?	[]	[]	[]	[X]
j) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site?	[]	[]	[X]	[]
k) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems?	[]	[]	[X]	[]
l) Significantly alter the flow velocity or volume of stormwater runoff in a manner that results in environmental harm?	[]	[]	[X]	[]
m) Otherwise substantially degrade water quality?	[]	[]	[]	[X]
n) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	[]	[]	[]	[X]
o) Place within a 100-year flood hazard area structures, which would impede or redirect flood flows?	[]	[]	[]	[X]

Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impacts	No Impacts
p) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	[]	[]	[]	[X]
q) Expose people or structures to inundation by seiche, tsunami, or mudflow?	[]	[]	[]	[X]

Comments:

The project site contains no surface bodies of water (other than a hotel pool and gunite-lined manmade water features), springs, or areas of natural seepage. As such, the proposed development poses no threat to the quality or flow of surface or ground waters. Moreover, the proposed development will not require major improvements to water supply or distribution systems that could possibly affect local water supplies. Tsunamis do not pose a hazard due to the inland location of the site. There are no nearby lakes, reservoirs, or other closed bodies of water that could produce a seiche during a seismic event.

Drainage

The Project Site is almost entirely covered with buildings and paved surfaces, except for constructed planter areas. Construction of the proposed project will not significantly increase the overall amount of impermeable surfaces, or result in a significant net increase the amount of surface runoff. The largest unpaved area to be developed is the majority of the lawn at the southwest corner of the Colby Circle knuckle (in the proposed townhome and parking structure locations). Conversely, in the parking lots where the townhomes are proposed, new opportunities for residential landscaping will reduce the amount of impervious surface area.

As a standard requirement for all new developments, the Applicant shall be required to submit for approval by the city engineer, comprehensive grading and drainage plans prior to the issuance of grading and building permits for the construction projects identified in the Specific Plan. The plans shall be prepared by registered civil engineers, in conformance with Chapter 70 of the Uniform Building Code and the City's standard grading requirements. The drainage plans shall demonstrate how surface water will be collected on-site, and conveyed to existing storm drain facilities.

Also, in accordance with standard City requirements, 50-year hydrology studies shall be prepared for the projects under the Specific Plan, in conformance with the standards and requirements of the Los Angeles County Flood Control District, prior to the issuance of grading permits. The studies shall address how potential grading, in conjunction with the drainage conveyance systems, will assure that the proposed development will be safe from inundation from rainfall runoff, and protect downstream properties from drainage emanating from the project site.

Because the Specific Plan area is presently almost entirely paved, groundwater recharge capabilities will be unaffected where development occurs. Moreover, the prior development of the site had an insignificant effect on usable groundwater reserves, in that the area's usable groundwater recharge occurs within the San Antonio Spreading Grounds, two miles to the northeast of the Project Site.

Comments Continued:

Compliance with National Pollutant Discharge Elimination System (NPDES) Permit

The projects proposed under the Specific Plan are subject to the requirements of the L.A. County's National Pollutant Discharge Elimination System (NPDES) permit, which includes, but is not limited to, the preparation of a Storm Water Pollution Prevention Plan (SWPPP), and the incorporation of Best Management Practices (BMPs), for implementation during the construction phases of the projects. The following is a summary of the NPDES requirements that must be provided as part of the routine grading permit issuance and inspection process:

- The applicant is required to submit a SWPPP that incorporates BMPs for construction of each project for review and approval by the city engineer, prior to the issuance of a grading permit. The plans shall be prepared in conjunction with the soils engineer, and duly wet stamped by a registered civil engineer with expertise in complying with NPDES permit regulations.
- The grading plan notes shall include applicable Best Management Practices (BMPs), in accordance with National Pollution Discharge Elimination System (NPDES) requirements, as identified in the California Storm Water Best Management Practice Handbook. Copies of BMPs and related information for land development improvement plans and construction activity are available from the Engineering Division.
- The Applicant shall sign and submit a Statement of Understanding affirming that the applicable BMPs will be implemented to effectively minimize the negative impacts of each project's construction activities on the surrounding water quality. Statement of Understanding forms are available from the Engineering Division.

Based on the above analysis, it is concluded that the proposed project will have no significant effects on hydrology or water quality.

Issues:

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impacts	No Impacts
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IX. LAND USE AND PLANNING.

Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Physically divide an established community? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Conflict with any applicable habitat conservation plan or natural community conservation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Comments:

The proposed Specific Plan will not physically divide an established community. The proposed residential component of the Specific Plan provides an appropriate transition from the commercial activity of the Old School House/Claremont Inn area to the existing medium density townhomes to the north and the high density apartments to the east. The proposed commercial improvements are located within the already developed Claremont Inn/Old School House complex, and are intended to strengthen and revitalize the commercial components of the Specific Plan area.

General Plan Consistency

As of the writing of this Initial Study, the City is nearing adoption of a comprehensive General Plan update. The following analysis describes how the proposed Specific Plan is consistent with both the current General Plan and the Public Hearing Draft for the General Plan update. In addition, Appendix B of the Specific Plan provides a comprehensive consistency analysis of the Specific Plan with all Elements of both the current and draft General Plan documents, (reprinted as Table 3 in this Initial Study).

- *Current General Plan*

The Specific Plan Area has a current General Plan designation of Commercial. The following language is from the Commercial/Industrial section of the Land Use Element:

With only a relatively small amount of commercial/industrial land left undeveloped, the City would like to ensure high quality developments. In order to accomplish this(,) the City will require Specific Plans for sites that will have a significant impact on the City and/or surrounding development whether existing or proposed. The City will also work with owners and developers in order to create viable projects while keeping in mind that creative solutions should be encouraged.

This passage is followed by the following Policies:

Comments Continued:

13. The City shall require Specific Plans for commercial/industrial sites that will have a significant impact on the city or on surrounding developments.
16. The City shall encourage commercial land uses that relate to residential uses and that may be located adjacent to residential areas.

The proposed Specific Plan is consistent with these policies in that the Old School House/Claremont Inn site is an important, but presently underutilized, destination within Claremont. The City has been working with the property owner to develop the proposed Specific Plan document that implements the Planning Principles for the site originally adopted in 2001 (see "Consistency with Other Applicable Policies" below). The residential component has been formulated within the context of the Specific Plan to ensure that a compatible arrangement of residential and commercial land uses is achieved.

- *Public Hearing Draft General Plan*

The land use plan of the Draft General Plan designates the Specific Plan area as "Mixed Use," which is a new designation not found in the current General Plan. The proposed mixed use land use plan under the Specific Plan is consistent with this proposed General Plan designation.

As summarized in Table 1, the Draft General Plan carries forward and expands upon many of the current General Plan Policies, including the following policy that pertains specifically to the Specific Plan area:

- 3-2.9 Facilitate creative, attractive, and beneficial redevelopment of the Old School House site, including provision of housing opportunities.

Density

The Colby Neighborhood is proposed to be developed at a density of approximately 17.7 units per acre. This density provides a harmonious transition between the Griswold Townhomes to the north (10.5 dwelling units per acre) to the apartment complexes along Colby Drive (25 dwelling units per acre), and is compatible with the surrounding residential densities.

Zoning Consistency

The subject property is currently zoned Major Commercial (CM). The City's zoning regulations are contained within the Claremont Land Use and Development Code (LUDC). Pursuant to LUDC Section 211.D, the CM zone "is intended to accommodate a mixture of specialty retail, indoor entertainment, theatre, restaurant, hotel, conference and professional office uses that will complement each other and create a center of activities that serve and are inviting to both visitors and residents of the community." Residential uses within mixed use development having a commercial component are permitted in the CM zone subject to approval of a conditional use permit. Therefore, the uses proposed under the Specific Plan are consistent with the City's zoning regulations.

Adoption of the proposed Specific Plan will result in a change in the zoning designation of the Specific Plan area to SP-9. A Specific Plan is a planning tool authorized under the California Government Code (§65450 et seq.) to allow for the formulation and administration of zoning standards that are better tailored to the unique characteristics of a planning area than more broad-based zoning code

Comments Continued:

regulations. Staff has determined that a Specific Plan will be far more effective in managing the various components of the proposed land use plan than a conditional use permit. Further, the proposed SP-9 designation is consistent with both the current and proposed General Plan designations. Because the uses proposed under the Specific Plan are also permitted or conditionally permitted under the current zoning, the proposed zoning designation to SP-9 will not result in a land use impact.

Consistency with Other Applicable Policies

In 2001, the City Council adopted the Claremont Inn and Old School House Center Planning Principles (included as Appendix A to the Specific Plan), "to assist staff and the City Council in redevelopment strategies for the site." The proposed Specific Plan implements the goals of the Planning Principles, most notably Goal #1: "To revitalize the Claremont Inn and Old School House Center properties, taking advantage of their strategic location, to provide a mixed-use center including residential, hospitality, entertainment, art, and office uses."

The proposed Specific Plan is in substantial conformance with the Planning Principles. Some of the more notable examples are listed below:

- Townhouse and condominium housing should be an integral component to the overall development.
- The original portions of the Old School House Center building should be retained and reused. Facades should be retained and/or brought back to their original design. Interior space can be substantially reconfigured to accommodate new uses, with special attention made to the library and auditorium spaces.
- Parking structures are encouraged to allow for higher density land uses.

Summary and Conclusions

As provided in the above analysis, the proposed Specific Plan will not disrupt or divide an established community, is consistent with both the current and draft General Plan documents, is consistent with the Specific Plan area's existing zoning designation, and is in substantial conformance with the Claremont Inn and Old School House Center Planning Principles. Lastly, there are no applicable environmental protection plans or policies affecting the property. As a result of this analysis, it is concluded that adoption of the proposed Specific Plan will not lead to impacts in the category of Land Use and Planning.

Issues:

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impacts	No Impacts
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X. MINERAL RESOURCES.

Would the project:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Comments:

Figure 3A of the General Plan Conservation Element shows that the subject property, together with most Claremont property south of Mt. Baldy Road and Thompson Creek Channel, is located within an area classified by the California Division of Mines and Geology (CDMG) as Mineral Resource Zone 2 (MRZ-2). This designation indicates that either aggregate resources exist on the site, or that there is a high likelihood that such resources exist. However, the underlying zoning prohibits mineral extraction, because mining activities would be incompatible with the surrounding urban uses. Also, according to General Plan Figure 3B, the State Mining and Geology Board does not consider the site to be an "area of regional significance" for meeting the region's future mineral resource needs. Therefore, the proposed project will have no further impact on the availability of mineral resources and no mitigation measures are required in this category.

Issues:

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impacts	No Impacts
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XI. NOISE.

Would the project result in:

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	[]	[]	[X]	[]
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	[]	[]	[]	[X]
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	[]	[]	[X]	[]
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	[]	[]	[X]	[]
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	[]	[]	[]	[X]
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	[]	[]	[]	[X]

Comments:

Implementation of the proposed Specific Plan will result in an increase in noise during the short-term periods of demolition, grading, and construction. As with all building projects within the City, the hours of construction and noise levels associated with the development of the site will be subject to the standards contained in Chapter 5 Part 3 of the LUDC, which limits construction activities to the hours of 7:00 a.m. to 8:00 p.m., Monday through Saturday. Construction related noise in compliance with the LUDC is not considered a significant impact.

According to Figure 5-16 of the General Plan Update Final Environmental Impact Report (FEIR), certified by the Planning Commission on October 3, 2006, the existing ambient roadway noise level along the Foothill Boulevard frontage of the Specific Plan area is 65 dBA. The new commercial development will not have a significant noise impact on surrounding uses, or affect ambient noise levels, in that it is surrounded by existing commercial uses along Foothill Boulevard that already generate delivery truck and customer traffic. The proposed residences are not considered to be

Comments Continued:

significant noise generators, and will not be exposed to excessive ambient noise, in that the ambient noise level along the Indian Hill frontage is 60 dBA.

Based on the above analysis, no mitigation measures are required in the category of noise.

Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impacts	No Impacts
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XII. POPULATION AND HOUSING.

Would the project:

- | | | | | |
|--|-----|-----|-----|-----|
| a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of road or other infrastructure)? | [] | [] | [X] | [] |
| b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? | [] | [] | [] | [X] |
| c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? | [] | [] | [] | [X] |

Comments:

The recently-certified General Plan FEIR included the buildout of the proposed Specific Plan's residential and commercial components in its Population and Housing analysis, and concluded that there will be no significant direct or indirect impacts due to population growth if the General Plan land use plan was fully built out.

Direct Impacts Resulting from Population and Housing Growth

According to the California Department of Finance, Demographic Research Unit (DOF), Claremont has 11,893 housing units and a population of 36,612 as of year 2005. The Southern California Association of Governments (SCAG) anticipates that City of Claremont corporate boundaries will have 12,700 dwelling units and 39,503 residents by year 2025. In comparison, General Plan build-out estimates, including Claremont's sphere of influence provide for 13,422 units. The FEIR concludes that the Draft General Plan is consistent with SCAG's long-range housing unit forecast. Implementation of the General Plan—which includes buildout of the proposed Specific Plan—will not directly induce housing or associated population growth and thus will not result in a significant impact.

Direct Impacts Resulting from Employment Growth

The proposed Specific Plan will result in a net increase of approximately 2,500 square feet of commercial space. The California Employment Development Department (EDD) estimates 18,500 jobs in Claremont as of 2005. The estimated jobs/housing ratio is 1.61 jobs per housing unit. Implementation of the proposed General Plan land use policy has the potential to result in a net increase of 5.1 million square feet of non-residential development. At full implementation of the proposed General Plan, the jobs/housing ratio could increase to 1.67 by 2025.

SCAG's growth management policy calls for a jobs/housing ratio of at least 1.45 at a subregional level. Currently the San Gabriel Valley subregion (of which Claremont is a part), has a jobs/housing

Comments Continued:

ratio of 1.39. Increasing Claremont's jobs/housing balance helps to increase the subregional ratio, and therefore commercial growth represents a beneficial effect.

Because the commercial development within the proposed Specific Plan area will generate employment opportunities and work to achieve a jobs/housing balance consistent with regional plans, the impact of such development will be less than significant.

Indirect Impacts

The proposed Specific Plan will not indirectly induce growth in the area, as all of the surrounding area has been subdivided and developed, and no new infrastructure will be constructed that would more easily facilitate growth elsewhere in the City.

There are currently no residential uses within the Specific Plan area, so implementation of the Specific Plan will not result in the displacement of existing housing.

Summary of Impacts

Based on above analysis, impacts in the category of Population and Housing will be less than significant, and no mitigation measures are required.

Issues:

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impacts	No Impacts
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XIII. PUBLIC SERVICES.

Would the project:

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

Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Comments:

The proposed use will not have a significant impact on the availability or quality of public services.

Fire Protection

The City of Claremont contracts with the Los Angeles County Fire Department (LACFD) currently served by three fire stations within the City's corporate boundaries. The average response time is 4 minutes, 29 seconds, which is within the desired 5-minute response time target. In addition to the three stations within the City, mutual aid is available from fire stations located in the adjacent cities. The General Plan FEIR concludes that the City of Claremont is well served by the LACFD.

New development under the proposed General Plan land use plan could result in approximately 1,185 new dwelling units and an additional 5.1 million square feet of new non-residential square footage. As part of its budgeting process, the City regularly consults with the LACFD to assess needs for service, and service contracts are amended as required to meet City service goals and standards.

The City also involves the LACFD in the development review process to provide for fire prevention and emergency response features to be incorporated into development projects. All site and building improvements proposed under the Specific Plan will be subject to review and approval by the LACFD prior to building permit and certificate of occupancy issuance.

With the continued implementation of existing City practices, impacts on fire protection and emergency services resulting from the implementation of the Specific plan will be less than significant.

Comments Continued:

Police Protection

The General Plan FEIR identifies the desired police officer/1,000 resident ratio to be 1.21. There are currently 42 sworn officers on the police force. Using the latest population estimate of 36,612, there is presently a ratio of approximately 1.15 officers per 1,000 residents, or a shortage of 3 officers.

Using the 1990 census statistic of 2.7 persons per household, the proposed residential component could increase the local population by up to 340, which would lower the officer/1,000 resident ratio from 1.15 to 1.14, but would maintain the current calculated shortage of 3 officers. This impact on police staffing is less than significant.

Schools

Claremont Unified School District (CUSD) provides public school services within the City. As of January 2006, CUSD data reported a remaining capacity of approximately 200 students. Based on CUSD's student generation rate of 0.4 students per household, the proposed 126 new residences within the Specific Plan area could add up to 51 students to the public school rosters, which is below the current capacity, and will thus not result in a significant impact. Even so, this estimate vastly overestimates the number of students expected to reside in the housing types proposed within the Specific Plan area, in that the loft condominiums and townhomes will likely appeal to young adults who are single or married without children, and to older individuals and couples who no longer have children living with them.

To further offset costs of providing educational facilities to future students, if and when such facilities are needed, CUSD collects school fees for all residential and commercial construction at the time building permits are issued. The collection of school fees is authorized under Senate Bill 50 and Proposition 1A. Current rates are \$3.02 per square foot of habitable residential construction, and \$0.48 per square foot of commercial construction. SB 50 states that for CEQA purposes, payment of fees to the affected school district reduces school facility impacts to a less than significant level.

Parks and Other Public Facilities

Claremont charges park development fees to offset the costs of acquiring and maintaining facilities to meet the park, recreation and other community service facilities to meet the demands of new dwelling units added to the City's housing stock. Park development fees would be payable on a per-unit basis upon the recordation of condominium maps associated with the Specific Plan development. As of this writing, the current park development fee is \$4,400 per unit, but could be modified by the time residential building permits are issued, or map recordation occurs. Payment of park fees reduces impacts to parks and public facilities to a less than significant level.

Issues:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impacts	No Impacts
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XIV. RECREATION.

Would the project:

- | | | | | |
|--|-----|-----|-----|-----|
| a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | [] | [] | [X] | [] |
| b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which have an adverse physical effect on the environment? | [] | [] | [] | [X] |

Comments:

The potential addition of up to 340 residents through the construction of 126 residential units within the Specific Plan area will not significantly increase the use of existing parks or recreational facilities. The Claremont City Council has adopted a goal of 4.0 acres of parkland per 1,000 residents. As of 2005, Claremont nearly meets this goal by providing 3.76 acres per 1,000 residents. Buildout of the proposed Specific Plan could slightly reduce this ratio to 3.73. Future park development plans include the development of 29.1 additional acres of parkland, which will meet the parkland goal for the projected City population of 42,584 in year 2025.

As stated under Section XIII of this Initial Study, park fees will be collected upon the recordation of residential condominium maps or the issuance of residential building permits. These monies will be used to offset the costs of acquiring, improving and maintaining needed park and recreation facilities.

The Specific Plan includes recreational facilities such as the hotel's pool and spa, public spaces, plazas and future amenities within the residential component of the Specific Plan area. These are low-intensity facilities will not have an impact on the environment.

Based on the above analysis, there will be no significant impacts in the category of Recreation, and no mitigation measures are necessary.

Issues:

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impacts	No Impacts
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XV. TRANSPORTATION / TRAFFIC.

Would the project:

a) Cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	[]	[X]	[]	[]
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	[]	[]	[]	[X]
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	[]	[]	[]	[X]
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	[]	[X]	[]	[]
e) Result in inadequate emergency access?	[]	[]	[]	[X]
f) Result in inadequate parking capacity?	[]	[X]	[]	[]
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	[]	[]	[]	[X]

Comments:

A Traffic Impact Analysis was prepared by Kimley-Horn and Associates, Inc. to analyze near-term and long-term traffic and circulation impacts associated with the implementation of the proposed Specific Plan. The Kimley-Horn report also includes a parking analysis to determine peak parking demand periods for the non-residential components of the Specific Plan area, in order to establish a minimum parking requirement for the Specific Plan area. The following analysis is based on Kimley-Horn's report, which was prepared after consulting with Claremont Engineering staff, has been independently reviewed and evaluated by both Engineering and Planning staff. The report is on file with the Engineering and Planning Divisions and has been made part of the file for the proposed Specific Plan.

Two development scenarios are analyzed, based on the Specific Plan's Development Concept. For the purposes of this discussion, the term "**Project**" refers to the Specific Plan scenario with the existing dinner theater and 7,840 square foot commercial building next to the theater (identified as Buildings E9 and E10 in Figure 2 of this Initial Study); the term "**Alternative 1**" refers to an alternative scenario where

Comments Continued:

the theater and adjacent building are replaced with 29,000 square feet of retail space (shown as the Mixed Use Commercial Flex Area overlay in Figure 2).

Analysis scenarios include both near-term conditions and Year 2030 General Plan build-out conditions based on the City of Claremont Draft 2030 General Plan Updated Traffic Analysis (Meyer, Mohaddes Associates), which is one of the technical background reports for the recently-certified General Plan FEIR. These scenarios compare traffic conditions without and with the proposed Specific Plan. Scenarios that include the Specific Plan assume that the Specific Plan is fully built-out on "Day One" (i.e., no phasing or growth rate is assumed).

All mitigation measures recommended in the Kimley-Horn report have been incorporated into the site and roadway improvements in the Specific Plan's Development Plan.

Trip Generation/Levels of Service

A vehicle trip is defined as a single or one-direction vehicle movement, with either the origin or the destination (exiting or entering) inside a study site. Street system operating conditions are typically described in terms of "Level of Service" (LOS). LOS is a report card scale used to indicate the quality of traffic flow on roadway segments and at intersections. Levels of Service range from A (free flow, little congestion) to F (forced flow, extreme congestion). The quantitative and qualitative criteria used to assess LOS are based on the 2000 *Highway Capacity Manual (HCM)*, published by the Transportation Research Board.

Ten study intersections were selected for the traffic analysis, listed below:

1. Foothill Blvd @ Towne Ave
2. Foothill Blvd @ Mountain Ave
3. Foothill Blvd @ Colby Cir
4. Foothill Blvd @ Berkeley Ave/Project Driveway
5. Foothill Blvd @ Indian Hill Blvd
6. Foothill Blvd @ Monte Vista Ave
7. Colby Cir @ Indian Hill Blvd
8. Arrow Hwy @ Indian Hill Blvd
9. WB I-10 Ramps @ Indian Hill Blvd
10. EB I-10 Ramps @ Indian Hill Blvd

Interstate 10 and Foothill Boulevard (SR-66) are State Highways, owned and maintained by the California Department of Transportation (Caltrans). All other roadways are under the Claremont's jurisdiction.

o Significance Threshold

The City of Claremont uses the HCM method of basing LOS on seconds of delay at intersections. If the proposed Specific Plan (assuming full build-out) adds two or more seconds of delay to any study intersection that is operating deficiently per Tables 2-3 and 2-4 of the Kimley-Horn report, then the impact at that intersection is determined to be significant. Intersections with a significant project-generated impact must be mitigated such that the delay is less than or equal to the delay experienced under the baseline scenario.

Comments Continued:

o **Intersection Analysis**

Existing Conditions

All of the ten study intersections were found to operate at acceptable LOS during both AM and PM peak hour periods except the following:

- Foothill @ Berkeley/Project Driveway (LOS F – AM Peak Hour)
- Colby @ Indian Hill (LOS F – AM Peak Hour)

Based on the above significance threshold criteria, if the proposed Specific Plan increases delays at these intersections by at least 2 seconds, then mitigations must be incorporated to bring the delays back down to baseline levels.

o **Project Trip Generation**

Trip generation rates published in the Institute of Traffic Engineers (ITE) *Trip Generation, 7th Edition* manual were applied to the projects proposed under the Specific Plan. The Project is estimated to generate a total of 6,662 average daily trips (ADT), including 260 AM peak-hour trips and 630 PM peak hour trips at the project driveways. These numbers include 1,411 additional ADT from new development, including 38 AM peak hour trips and 127 PM peak hour trips.

These are conservative estimates in that neither pass-by nor multi-use trip credits were assumed.

o **Project Near-Term Impacts**

Kimley-Horn finds that, with the implementation of the Project, the following three of the ten study intersections will operate at unacceptable LOS with average delays increasing by more than two seconds:

- ▶ Foothill @ Colby (LOS F – AM peak hour)
- ▶ Foothill @ Berkeley (LOS F – AM peak hour)
- ▶ Colby @ Indian Hill (LOS F – AM peak hour)

To mitigate the impacts at these intersections, Kimley-Horn recommends the following mitigations, which have been incorporated into the Specific Plan:

- ▶ Foothill @ Colby – Re-stripe Colby Circle Southbound approach to provide a southbound left-turn lane. AM peak LOS is upgraded to E.
- ▶ Foothill @ Berkeley/Project Driveway – Restrict southbound left-turn and through movements at all times with signage. (These movements are currently restricted weekdays from 2-7 PM with signage.) AM peak LOS is upgraded to C.

Claremont Planning and Engineering staff investigated the possibility of installing a signal at this intersection to allow outbound left-turn movements, but restrict through-movements, and consulted with Caltrans about such a signal configuration. However, Caltrans will not permit a signal unless it provides full access at all four legs of the intersection.

Comments Continued:

▶ Colby @ Indian Hill

- Re-stripe Colby Circle eastbound to provide an eastbound right-turn lane. AM peak LOS is unchanged at F (eastbound approach delay is lowered from 79 seconds to 45 seconds; average peak-hour delay for the intersection is lowered from 6.3 seconds to 4.6 seconds).
- Construct a signal in the near-term if this location meets the minimum warrants for a traffic signal. A five-year bond will be established to ensure the construction of the signal at Colby Circle/Indian Hill Boulevard. Intersection conditions will be reviewed at the halfway point of the five-year bond and conclusion of the bonding period. If the warrants are not met, the bond may be retired.

○ **General Plan Build-out Conditions with Project**

To assess the proposed Project's impacts to LOS in the long-term, Kimley-Horn compared baseline intersection delays in the General Plan buildout year of 2030 to baseline-plus-project conditions. This analysis finds that six of the ten study intersections will operate at LOS E or F. The following two of these six intersections experience delays of greater than two seconds with the addition of project traffic, and are therefore potentially significant impacts:

- ▶ Foothill @ Towne (LOS F – PM peak hour)
- ▶ Foothill @ Indian Hill (LOS F – PM peak hour)

The following mitigation measures are necessary to reduce these impacts to less than significant levels:

- ▶ Foothill @ Towne – Widen to provide westbound right-turn lane and overlap phase (this improvement is already identified in the City of Claremont Draft General Plan).
- ▶ Foothill @ Indian Hill – Restripe to provide an eastbound right-turn lane (this improvement is also identified in the Draft General Plan).

The Project contribution to the cumulative impacts at these intersections is calculated in the Kimley-Horn report by dividing the total Project area traffic by the increase in total traffic at these intersections from existing conditions to the year 2030. The Project's contributions to these cumulative impacts are as follows:

- ▶ Foothill @ Towne – 1% in AM Peak; 1% in PM Peak
- ▶ Foothill @ Indian Hill – 2% in AM Peak; 3% in PM Peak

The mitigation measures listed at the end of this Section require that the applicant pay the Project's fair share contribution toward these future improvements.

○ **Transportation Impact Fee**

The cumulative traffic and circulation impacts of the project will also be, at least partially, offset through the assessment of a Transportation Impact Fee. The fee is required by the Claremont Land Use and Development Code to fund needed improvements to the City's circulation and transportation systems to reduce the cumulative transportation impacts caused by new development, and are apportioned to new development based on the new development's fair share of the estimated costs of the improvements. The Transportation Impact Fee for retail

Comments Continued:

▶ Colby @ Indian Hill

- Re-stripe Colby Circle eastbound to provide an eastbound right-turn lane. AM peak LOS is unchanged at F (eastbound approach delay is lowered from 79 seconds to 45 seconds; average peak-hour delay for the intersection is lowered from 6.3 seconds to 4.6 seconds).
- Construct a signal in the near-term if this location meets the minimum warrants for a traffic signal. A five-year bond will be established to ensure the construction of the signal at Colby Circle/Indian Hill Boulevard. Intersection conditions will be reviewed at the halfway point of the five-year bond and conclusion of the bonding period. If the warrants are not met, the bond may be retired.

○ **General Plan Build-out Conditions with Project**

To assess the proposed Project's impacts to LOS in the long-term, Kimley-Horn compared baseline intersection delays in the General Plan buildout year of 2030 to baseline-plus-project conditions. This analysis finds that six of the ten study intersections will operate at LOS E or F. The following two of these six intersections experience delays of greater than two seconds with the addition of project traffic, and are therefore potentially significant impacts:

- ▶ Foothill @ Towne (LOS F – PM peak hour)
- ▶ Foothill @ Indian Hill (LOS F – PM peak hour)

The following mitigation measures are necessary to reduce these impacts to less than significant levels:

- ▶ Foothill @ Towne – Widen to provide westbound right-turn lane and overlap phase (this improvement is already identified in the City of Claremont Draft General Plan).
- ▶ Foothill @ Indian Hill – Restripe to provide an eastbound right-turn lane (this improvement is also identified in the Draft General Plan).

The Project contribution to the cumulative impacts at these intersections is calculated in the Kimley-Horn report by dividing the total Project area traffic by the increase in total traffic at these intersections from existing conditions to the year 2030. The Project's contributions to these cumulative impacts are as follows:

- ▶ Foothill @ Towne – 1% in AM Peak; 1% in PM Peak
- ▶ Foothill @ Indian Hill – 2% in AM Peak; 3% in PM Peak

The mitigation measures listed at the end of this Section require that the applicant pay the Project's fair share contribution toward these future improvements.

○ **Transportation Impact Fee**

The cumulative traffic and circulation impacts of the project will also be, at least partially, offset through the assessment of a Transportation Impact Fee. The fee is required by the Claremont Land Use and Development Code to fund needed improvements to the City's circulation and transportation systems to reduce the cumulative transportation impacts caused by new development, and are apportioned to new development based on the new development's fair share of the estimated costs of the improvements. The Transportation Impact Fee for retail

Comments Continued:

commercial development is currently \$1.14 per square foot of building construction, and \$298 per for-sale residential, but could be modified in the future. These fees are payable at the rates in place at the time of building permit issuance.

o **Project Trip Distribution**

The Kimley-Horn report also includes an analysis that provides a general trip distribution assumed to and from the Specific Plan area. The distribution illustration from the Kimley-Horn report is reproduced in Figure 7 of this Initial Study. As shown in Figure 7, 65% of the trips head to/from east, south and west of the Specific Plan area, and 35% of the trips are to/from the north.

Of the trips to/from the north, 15% are on Towne Avenue. It is reasonable to assume that at least a portion of these trips will use travel routes that include Oxford Avenue, Santa Barbara Drive, Scripps Drive and Mountain Avenue. The draft General Plan identifies Mountain Avenue as a Secondary Arterial, Oxford (north of Colby) and Scripps as Collector Roadways, and Santa Barbara as a Local Street.

According to the City Engineer, existing traffic conditions on the residential streets between Foothill Boulevard, Indian Hill Boulevard, Mountain Avenue and Scripps Drive operate at LOS A or B. Oxford and Santa Barbara may operate at a LOS of low B during short periods of the day. Oxford may experience periods of congestion due to traffic for Claremont High School, located north of the Specific Plan area, at the beginning and end of the school day. Santa Barbara also experiences peak-hour increases as a traffic route to and from the high school.

The *Trip Generation* manual estimates that residential condominium/townhouse development generates an average of 5.86 daily trips per dwelling unit, or 738 daily trips for the 126 units proposed under the Specific Plan. Using the estimated trip distribution in Figure 7, 111 (15%) of these trips will travel to/from Towne Avenue north of the Specific Plan area. Under a conservative scenario of all of these trips traveling through either Oxford to Scripps, or through Santa Barbara to Mountain, the increase in number of trips is minimal, and will result in no change to existing LOS on these streets.

o **Alternative 1 Analysis**

As stated above, Alternative 1 is a development scenario where the dinner theater and adjacent commercial building are replaced with 29,000 square feet of retail development. Trip distribution percentages for Alternative 1 are the same what is shown in Figure 7 of this Initial Study.

- ▶ Trip Generation – Alternative 1 is estimated to generate a total of 9,337 ADT, including 354 AM peak-hour trips and 825 PM peak hour trips at the project driveways. These numbers include 4,086 additional ADT from new development, including 132 AM peak hour trips and 322 PM peak hour trips. This is an increase over the Project trip generation, as summarized above.
- ▶ Near-Term Impacts – Near term Alternative 1 LOS impacts are the same as the Project LOS impacts, with the addition of an unacceptable increase in delays at the Foothill/Colby intersection during the PM peak as well as the AM peak. The same mitigations identified for the Project will mitigate the Alternative 1 near-term LOS impacts to less-than-significant levels.

Comments Continued:

- ▶ General Plan Build-out Impacts – In addition to the two intersections identified under the Project scenario, Alternative 1 will also result in unacceptable delays at the following intersections:
 - Arrow Highway @ Indian Hill (LOS F – PM peak hour)
 - I-10 Westbound Ramps @ Indian Hill (LOS F – PM peak hour)

The following mitigation measures are necessary to reduce these additional Alternative 1 impacts to less-than-significant levels:

- Arrow @ Indian Hill – Widen to provide northbound right turn lane (this improvement is already identified in the City of Claremont Draft General Plan);
- I-10 WB Ramps @ Indian Hill – Add a second northbound left-turn lane (this improvement is also identified in the Draft General Plan).

The Alternative 1 contribution to the cumulative impacts at the four intersections is calculated in the Kimley-Horn report by dividing the total Project area traffic by the increase in total traffic at these intersections from existing conditions to the year 2030. Alternative 1's contributions to these cumulative impacts are as follows:

- Foothill @ Towne – 3% in AM Peak; 3% in PM Peak
- Foothill @ Indian Hill – 6% in AM Peak; 7% in PM Peak
- Arrow @ Indian Hill – 3% in AM Peak; 3% in PM Peak
- I-10 WB Ramps @ Indian Hill – 1% in AM Peak; 2% in PM Peak

The mitigation measures listed at the end of this Section require that the applicant pay the Project's fair share contribution toward these future improvements.

Parking Demand/Supply

A shared parking demand analysis was prepared by Kimley-Horn based on the proposed mix of uses and associated daily parking demand fluctuations. The residential components were excluded from this analysis, as each unit will be provided with its own dedicated parking based on the Specific Plan's parking requirements.

There are currently reciprocal parking easements between the Doubletree/OSH properties and the office complex to the west of the Doubletree. These easements are set to expire in 2021 with no guarantees that they will be renewed.

Using the Urban Land Institute (ULI) shared parking analysis methodology, the parking demand analysis examined the interactions of the various nonresidential land uses contemplated under the Specific Plan, and the respective parking demands of those uses over hourly periods throughout the day. Comparing the two development scenarios defined above, the "Project" scenario yielded a higher peak shared parking demand of 728 vehicles at 8:00 p.m. This estimate is conservative because it does not consider the dinner theater, which brings in a number of patrons via chartered buses.

The conceptual site plan provides 482 surface parking spaces within the Specific Plan boundaries. The proposed parking structure will provide 242 spaces, 60 of which will be reserved for the proposed

Comments Continued:

loft condominiums, leaving 182 spaces within the structure available for shared parking use. Therefore, a total of 664 on-site parking will be provided under the Specific Plan for the non-residential uses. According to the shared parking analysis, this leaves an excess demand ranging from 26 to 64 spaces between 7 PM and 10 PM to be satisfied by the existing reciprocal parking easement with the property to the west. The property to the west has 216 spaces, 118 of which are required to satisfy its on-site parking demand for its 41,000 square feet of aggregate floor area, so there are 98 surplus spaces available for shared parking use.

While these 26-to-64 off-site spaces are available until 2021 per the current reciprocal parking agreement, there are currently no provisions in place to address the possibility that this agreement may not be extended. It is difficult to speculate whether or not it is likely that this agreement will be extended, whether the existing and proposed commercial land uses will be viable at that point in time, or even if the current City parking requirements will be the same in 15 years. However, given that the neighboring property is overparked by 98 spaces, there is an opportunity for the property owner to earn income by extending the reciprocal parking arrangement. In lieu of extending the reciprocal parking agreement, there is also the possibility that the parking area west of the hotel can, at some point in the future, be reconfigured for valet parking, which would be able to accommodate many more parking spaces than a self-park lot, without affecting access to other parking areas within the Specific Plan area.

To address the future need to ensure a parking demand/supply balance, the mitigation measures below include the requirement that the applicant submit a parking management plan to address how parking demand is being met as the Specific Plan is implemented. This plan could simply consist of the submittal of documentation verifying that reciprocal parking will be extended, or some other financial arrangement for access to the needed parking. Alternatively, the plan could consist of a valet parking plan to be implemented upon the expiration of the existing reciprocal parking agreement. The parking management plan would need to be submitted to the Planning Division for approval prior to design review approval of the parking structure in order to address the possibility that the parking structure may need to accommodate more than the 242 spaces currently proposed. This parking management plan would need to be implemented no later than the time that the current reciprocal parking agreement expires.

Other Issues

Two proposed access features along Foothill Boulevard will require Caltrans approval. These consist of a median cut to provide inbound left-turn only access to the Claremont Inn (currently branded as a Doubletree Hotel), and a new curb cut to provide vehicular and pedestrian access to the Old School House and new commercial pad. These features are illustrated in Figure 2.

The left-turn pocket is proposed to improve access to the hotel, and to allow the creation of a one-way circulation path for eastbound traffic entering the hotel site, allowing patrons to access the hotel main entrance directly from Foothill Boulevard and then continue on to the west parking area.

The new curb cut to the east of the new commercial pad is proposed to reduce congestion at both the main driveway, and within the parking lot by providing a more direct access point to the Old School House. The new curb cut also facilitates circulation for delivery vehicles serving the new pad building by allowing them to enter from the main driveway to its west, and exit at the new curb cut with reduced backing movements.

Comments Continued:

Mitigation Measure F

Prior to the issuance of a certificate of occupancy for new Pad Building N1, the renovation of Building E7, or the first residential unit, whichever occurs first, the Applicant shall re-stripe the Colby Circle southbound approach at Foothill Boulevard to provide a southbound left-turn lane. This improvement shall be shown on street improvement plans submitted to the City Engineer for review and approval prior to the commencement of work.

Responsible Agency: Applicant, City Engineer and City Planner

Time Frame: Prior to the issuance of a certificate of occupancy for new Pad Building N1, the renovation of Building E7, or the first residential unit, whichever occurs first.

Mitigation Measure G

Prior to the issuance of a certificate of occupancy for new Pad Building N1, the renovation of Building E7, or the first residential unit, whichever occurs first, the applicant shall install signage at the Foothill Boulevard driveway facing Berkeley Drive to restrict southbound left-turn and through movements at all times.

Responsible Agency: Applicant, City Engineer and City Planner

Time Frame: Prior to the issuance of a certificate of occupancy for new Pad Building N1, the renovation of Building E7, or the first residential unit, whichever occurs first.

Mitigation Measure H

Prior to grading permit issuance for new Pad Building N1, the renovation of Building E7, or the first residential unit, whichever occurs first The Applicant shall pay a fair-share contribution toward the future improvements to the intersection of Foothill Boulevard and Indian Hill Boulevard to improve pedestrian circulation to and from the Specific Plan area. This fair share contribution shall be 50% of the estimated improvement cost based on a preliminary intersection design submitted by the Applicant to the City Engineer, and found acceptable to the City Engineer and City Planner.

Responsible Agency: Applicant, City Engineer and City Planner

Time Frame: Prior to grading permit issuance for new Pad Building N1, the renovation of Building E7, or the first residential unit, whichever occurs first.

Mitigation Measure I

Prior to the issuance of any certificates of occupancy for the Colby Neighborhood residences, as part of the Colby Circle street improvements associated with the development of the Colby Neighborhood residential development, the applicant shall stripe Colby Circle at Indian Hill Boulevard to provide a dedicated eastbound right-turn lane.

Responsible Agency: Applicant, City Engineer and City Planner

Time Frame: Prior to the issuance of any certificates of occupancy for the Colby Neighborhood residences.

Comments Continued:

Mitigation Measure J

Prior to issuance of grading permits associated with the construction of the Colby Neighborhood residences, the Applicant shall post a five-year bond for the construction of a traffic signal the Colby Circle/Indian Hill Boulevard intersection. Intersection conditions will be reviewed at the halfway point of the five-year bond and conclusion of the bonding period. If the warrants are not met, the bond may be retired.

Responsible Agency: Applicant, City Engineer and City Planner

Time Frame: Prior to issuance of grading permits associated with the construction of the Colby Neighborhood residences.

Mitigation Measure K

Prior to grading permit issuance for new Pad Building N1, the renovation of Building E7, or the first residential unit, whichever occurs first, the Applicant shall pay a fair-share contribution toward the widening of Foothill Boulevard at Towne Avenue to provide westbound right-turn lane and overlap phase. This fair share contribution shall be 1% of the improvement cost as long as the dinner theater remains a component of the Specific Plan. This contribution shall be increased to 3% of the improvement cost if the dinner theater site is redeveloped for an alternative use.

Responsible Agency: Applicant, City Engineer and City Planner

Time Frame: 1% of the total improvement cost shall be paid prior to grading permit issuance for new Pad Building N1, the renovation of Building E7, or the first residential unit, whichever occurs first, plus 2% of the total improvement cost prior to the issuance of any demolition, grading or building permit to redevelop the dinner theater site for a different use.

Mitigation Measure L

If the dinner theater is redeveloped for an alternative use, the Applicant shall pay a fair-share contribution toward the widening of Arrow Highway at Indian Hill Boulevard to provide a northbound right-turn lane. This fair-share contribution shall be 3% of the estimated improvement cost.

Responsible Agency: Applicant, City Engineer, Building Official and City Planner

Time Frame: Prior to the issuance of any demolition, grading or building permit to redevelop the dinner theater site for a different use.

Mitigation Measure M

If the dinner theater is redeveloped for an alternative use, the Applicant shall pay a fair-share contribution toward the addition of a second northbound left-turn lane to the I-10 westbound onramp. This fair-share contribution shall be 1.5% of the estimated improvement cost.

Responsible Agency: Applicant, City Engineer, Building Official and City Planner

Time Frame: Prior to the issuance of any demolition, grading or building permit to redevelop the dinner theater site for a different use.

Comments Continued:

Mitigation Measure N

Prior to design review approval for the parking structure, the Applicant shall submit to the City Planner for review and approval a parking management plan to address how the on-site, non-residential parking demand will be satisfied in the event that the reciprocal parking agreement with the neighboring property to the west is terminated. Implementation of the parking management plan shall commence no later than the date that the reciprocal parking agreement expires.

Responsible Agency: Applicant and City Planner

Time Frame: 1) Approval of Parking Management Plan – Prior to design review approval for the parking structure.
 2) Implementation of Parking Management Plan – Expiration date of reciprocal parking agreement.

With the mitigation measure specified above, potential impacts in this issue area can be mitigated to a level of insignificance.

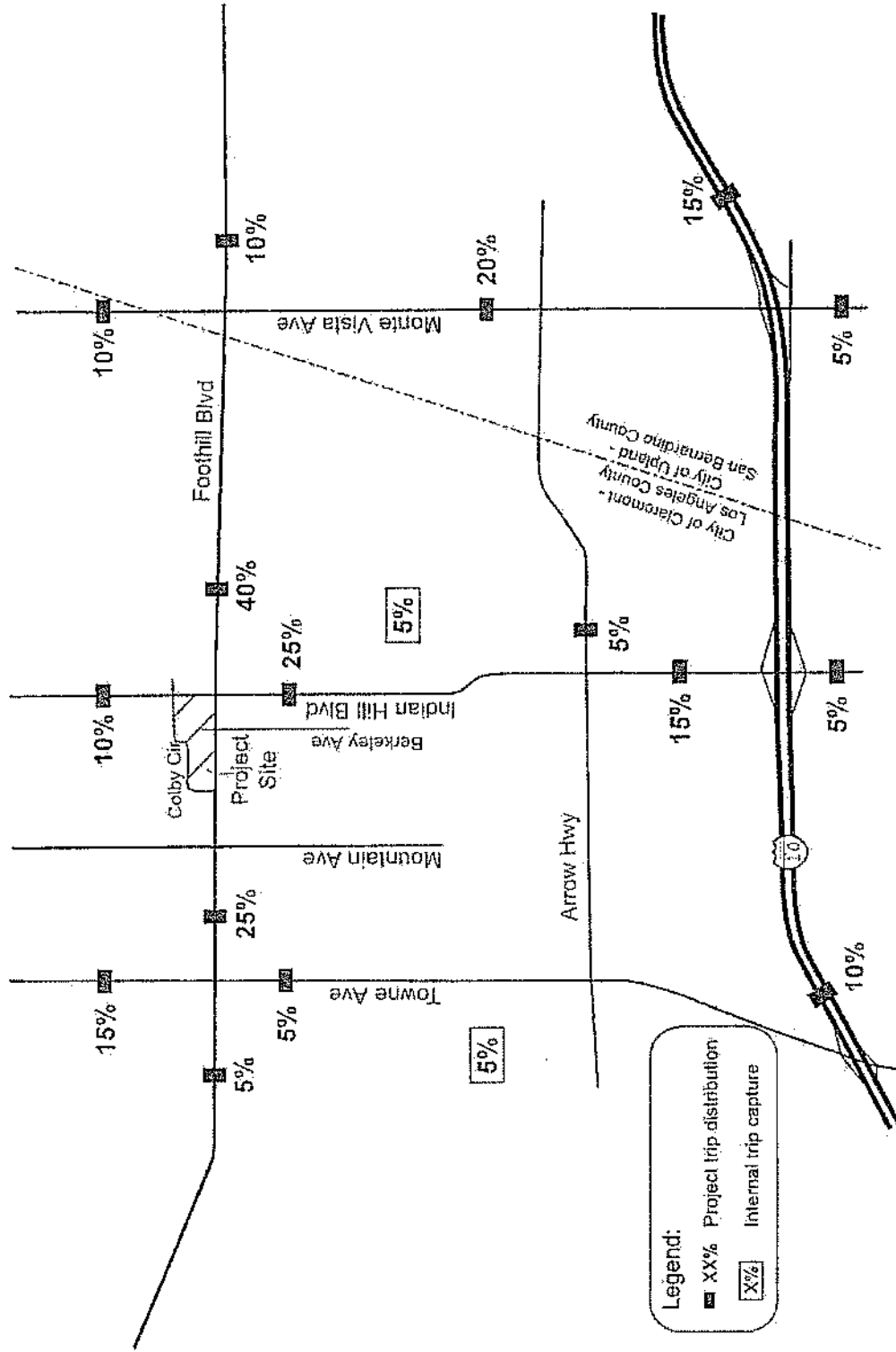


Figure 7

Issues:

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impacts	No Impacts
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XVI. UTILITIES AND SERVICE SYSTEMS.

Would the project:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? In making this determination, the City shall consider whether the project is subject to the water supply assessment requirements of Water Code Section 10910, et. seq. (SB 610), and the requirements of Government Code Section 664737 (SB 221). | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g) Comply with federal, state, and local statutes and regulations related to solid waste? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Comments:

A water, sewer, and stormwater systems report was prepared by Lin Consulting to assess the infrastructure needs associated with the buildout of the proposed Specific Plan. The proposed Specific Plan is estimated to increase sewage flow by approximately 2,300 gallons during the peak hour flow. Increased water demand is estimated to be 720 gallons per minute. The proposal will have a minimal impact on the above-referenced utilities and service systems, and water supply impacts fall below the thresholds established by SB 610 and 221. All utilities are already present in the area to serve the project site, and there is sufficient capacity to accommodate the needs of the

Comments Continued:

proposed project. Existing regulations require new development to connect to these services. As part of the permitting process for grading and on-site improvements, the project proponent is required to submit to the city engineer hydrology and sewer capacity studies to determine if upgrades or modifications to existing conveyances are necessary to facilitate the proposed project. The condition of existing sewer and storm drain lines serving the site will also be evaluated as part of these studies.

As a standard requirement for all new developments, the cumulative impacts of the project on drainage and sanitation facilities will be addressed through the assessment of drainage and sewer facility fees. The fees are required by the City and the Los Angeles County Sanitation District to fund needed improvements to the City's storm drain and sewer systems to reduce the cumulative impacts caused by new development, and are apportioned to new development based on the new development's fair share of the estimated costs of the improvements.

The solid waste generated by the demolition and construction activities at the project site, will generate solid waste such as scrap wood and metal, drywall, cement, asphalt, etc. As with all construction projects, the applicant will be responsible for collecting and properly disposing of waste materials. The Building Division and Community Services Department routinely work with developers to coordinate the recycling and export of demolition salvage, and the proper disposal of non-salvageable demolition debris.

Based on the above analysis, no mitigation measures are needed in the category of utilities and service systems.

Issues:

Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impacts	No Impacts
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XVII. MANDATORY FINDINGS OF SIGNIFICANCE

- | | | | | |
|--|-----|-----|-----|-----|
| a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat or a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? | [] | [] | [] | [X] |
| b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current project, and the effects of probable future projects.) | [] | [] | [X] | [] |
| c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly? | [] | [X] | [] | [] |

Comments:

Based on the substantiations provided in this Initial Study, and with the implementation of the mitigation measures identified herein, staff finds that full implementation of the proposed Specific Plan for the Old School House/Claremont Inn Revitalization, will have no significant adverse effect on the environment, either individually or cumulatively, directly or indirectly. Therefore, pursuant to Section 15070(a) of the California Environmental Quality Act, a Mitigated Negative Declaration shall be prepared.

The following table is a compilation of the mitigation measures applicable to this project. If the proposed project is approved, these mitigation measures will be included as future conditions of approval.

The table provides the mitigation measure, the responsible party and timeframe for implementation, and the monitoring agency.

SUMMARY OF MITIGATION MEASURES			
SPECIFIC PLAN FOR OLD SCHOOL HOUSE/CLAREMONT INN REVITALIZATION (FILE #06-SP01) AND REZONING OF THE SUBJECT PROPERTY FROM CM TO SP-9 (FILE #06-Z03)			
<i>Mitigation Measure</i>	<i>Responsible Party</i>	<i>Timeframe</i>	<i>Monitoring Party</i>
BIOLOGICAL RESOURCES			
<p><u>Mitigation Measure A</u></p> <p>Any street or median tree damaged or removed to facilitate on- or off-site improvements shall be replaced with an approved species, sized at 24-inch box or larger, at a 1:1 replacement ratio. The Applicant shall post a landscaping bond with the Engineering Division at the time of grading or other on/off-site improvement permit issuance to ensure that affected trees are replaced and are warranted to survive for no less than one year after installation. Landscaping bonds shall not be released during the warranty period.</p>	Applicant	Prior to the release of landscaping bonds	City Planner & City Engineer
CULTURAL RESOURCES			
<p><u>Mitigation Measure B</u></p> <p>Prior to the issuance of any demolition permits for any interior or exterior portion of the Old School House, prior to the issuance of grading permits to alter the grades abutting the site, and prior to the demolition of any interior features of the Old School House, the applicant shall, under the direction of Claremont Heritage, submit a professionally prepared written and photographic record of the exterior and interior of affected portions of the building, for review and approval by staff. Conformance to HABS/HAER criteria is not required. The written record shall document approximate dates of construction for the features to be demolished. Once the written and photographic record is approved, three copies of the final document shall be submitted for permanent archiving at the City, Claremont Heritage, and Honnold Library Special Collection.</p>	Applicant	Prior to issuance of demolition permits for any interior or exterior portion of the Old School House, prior to the issuance of grading permits to alter the grades abutting the site, and prior to the demolition of any interior features of the Old School House.	City Planner & City Engineer & Building Official

Mitigation Measure	Responsible Party	Timeframe	Monitoring Party
GEOLOGY AND SOILS			
<p><u>Mitigation Measure C</u> Prior to City approval of any tentative subdivision maps or architectural plans for the Colby Neighborhood component of the Specific Plan, the Applicant shall submit to the City of Claremont a <i>Preliminary Geotechnical Investigation</i>, prepared by an engineer licensed to perform such analyses, based upon the proposed location of new facilities. The <i>Preliminary Geotechnical Investigation</i> shall include a delineation of the Indian Hill Fault relative to the subject property, identify setback zones, as applicable, where human occupancy structures are prohibited, and foundation enhancement zones, as applicable, where the foundations for such structures must be reinforced.</p>	Applicant	Prior to City approval of tentative subdivision maps or architectural plans for the Colby Neighborhood component of the Specific Plan, whichever occurs first.	City Engineer, Building Official and City Planner
<p><u>Mitigation Measure D</u> Prior to the completion of final plans and specifications for the Colby Neighborhood component of the Specific Plan, the Applicant shall submit to the City of Claremont a <i>Final Geotechnical Investigation</i>, prepared by an engineer licensed to perform such analyses, based upon the approved location of new facilities. The <i>Final Geotechnical Investigation</i> will define the foundation conditions present at each of the structure locations, and shall provide specific tests, analyses and recommendations for necessary soils engineering parameters, such as, but not limited to, allowable bearing capacities, liquefaction potential, expected settlements, and seismic parameters. The <i>Final Geotechnical Investigation</i> will provide plans and specifications for foundations. All reasonable plans shall be prepared, and precautions shall be taken, which are standard for the geotechnical industry to ensure the safety of all personnel and persons who may be involved in the investigations. Methods, techniques, and analyses shall be consistent with criteria established by the City of Claremont. This report shall be subject to review and approval by the City of Claremont.</p>	Applicant	Prior to issuance of grading permits associated with the Colby Neighborhood	City Engineer, Building Official and City Planner

Mitigation Measure	Responsible Party	Timeframe	Monitoring Party
HAZARDS AND HAZARDOUS MATERIALS			
<p><u>Mitigation Measure E</u></p> <p>Prior to the issuance of demolition permits for any buildings or portions of buildings within the Specific Plan area, the buildings shall be inspected for asbestos by a qualified professional. If asbestos is found within the structures, a report shall be prepared documenting that they were disposed of in compliance with State and Federal regulations. Compliance with Rule 1403 of the South Coast Air Quality Management District (SCAQMD) is required whether or not asbestos is found in the structures. Because the law requires AQMD permits prior to the issuance of demolition permits, separate mitigation measures are not necessary to ensure that abatement procedures are properly administered.</p>	Applicant	Prior to the issuance of any building demolition permits	Building Official
TRANSPORTATION/TRAFFIC			
<p><u>Mitigation Measure F</u></p> <p>Prior to the issuance of a certificate of occupancy for new Pad Building N1, the renovation of Building E7, or the first residential unit, whichever occurs first, the Applicant shall re-stripe the Colby Circle southbound approach at Foothill Boulevard to provide a southbound left-turn lane. This improvement shall be shown on street improvement plans submitted to the City Engineer for review and approval prior to the commencement of work.</p>	Applicant	Prior to the issuance of a certificate of occupancy for new Pad Building N1, the renovation of Building E7, or the first residential unit, whichever occurs first.	City Engineer & City Planner City Engineer & City Planner
<p><u>Mitigation Measure G</u></p> <p>Prior to the issuance of a certificate of occupancy for new Pad Building N1, the renovation of Building E7, or the first residential unit, whichever occurs first, the applicant shall install signage at the Foothill Boulevard driveway facing Berkeley Drive to restrict southbound left-turn and through movements at all times.</p>	Applicant	Prior to the issuance of a certificate of occupancy for new Pad Building N1, the renovation of Building E7, or the first residential unit, whichever occurs first.	

Mitigation Measure	Responsible Party	Timeframe	Monitoring Party
TRANSPORTATION/TRAFFIC (continued)			
<p><u>Mitigation Measure H</u></p> <p>Prior to grading permit issuance for new Pad Building N1, the renovation of Building E7, or the first residential unit, whichever occurs first The Applicant shall pay a fair-share contribution toward the future improvements to the intersection of Foothill Boulevard and Indian Hill Boulevard to improve pedestrian circulation to and from the Specific Plan area. This fair share contribution shall be 50% of the estimated improvement cost based on a preliminary intersection design submitted by the Applicant to the City Engineer, and found acceptable to the City Engineer and City Planner.</p>	Applicant.	Prior to grading permit issuance for new Pad Building N1, the renovation of Building E7, or the first residential unit, whichever occurs first.	City Engineer & City Planner
<p><u>Mitigation Measure I</u></p> <p>Prior to the issuance of any certificates of occupancy for the Colby Neighborhood residences, as part of the Colby Circle street improvements associated with the development of the Colby Neighborhood residential development, the applicant shall stripe Colby Circle at Indian Hill Boulevard to provide a dedicated eastbound right-turn lane.</p>	Applicant	Prior to the issuance of any certificates of occupancy for the Colby Neighborhood residences.	City Engineer & City Planner
<p><u>Mitigation Measure J</u></p> <p>Prior to issuance of grading permits associated with the construction of the Colby Neighborhood residences, the Applicant shall post a five-year bond for the construction of a traffic signal the Colby Circle/Indian Hill Boulevard intersection. Intersection conditions will be reviewed at the halfway point of the five-year bond and conclusion of the bonding period. If the warrants are not met, the bond may be retired.</p>	Applicant	Prior to issuance of grading permits associated with the construction of the Colby Neighborhood residences.	City Engineer & City Planner
<p><u>Mitigation Measure K</u></p> <p>Prior to grading permit issuance for new Pad Building N1, the renovation of Building E7, or the first residential unit, whichever occurs first, the Applicant shall pay a fair-share contribution toward the widening of Foothill Boulevard at Towne Avenue to provide westbound right-turn lane and overlap phase. This fair share contribution shall be 1% of the improvement cost as long as the dinner theater remains a component of the Specific Plan. This contribution shall be increased to 3% of the improvement cost if the dinner theater site is redeveloped for an alternative use.</p>	Applicant	Time Frame: 1% of the total improvement cost shall be paid prior to grading permit issuance for new Pad Building N1, the renovation of Building E7, or the first residential unit, whichever occurs first, plus 2% of the total improvement cost prior to the issuance of any demolition, grading or building permit to redevelop the dinner theater site for a different use.	City Engineer, Building Official & City Planner

Mitigation Measure	Responsible Party	Timeframe	Monitoring Party
TRANSPORTATION/TRAFFIC (continued)			
<p><u>Mitigation Measure L</u></p> <p>If the dinner theater is redeveloped for an alternative use, the Applicant shall pay a fair-share contribution toward the widening of Arrow Highway at Indian Hill Boulevard to provide a northbound right-turn lane. This fair-share contribution shall be 3% of the estimated improvement cost.</p>	Applicant	Prior to the issuance of any demolition, grading or building permit to redevelop the dinner theater site for a different use.	City Engineer, Building Official & City Planner
<p><u>Mitigation Measure M</u></p> <p>If the dinner theater is redeveloped for an alternative use, the Applicant shall pay a fair-share contribution toward the addition of a second northbound left-turn lane to the I-10 westbound onramp. This fair-share contribution shall be 1.5% of the estimated improvement cost.</p>	Applicant	Prior to the issuance of any demolition, grading or building permit to redevelop the dinner theater site for a different use.	City Engineer, Building Official & City Planner
<p><u>Mitigation Measure N</u></p> <p>Prior to design review approval for the parking structure, the Applicant shall submit to the City Planner for review and approval a parking management plan to address how the on-site, non-residential parking demand will be satisfied in the event that the reciprocal parking agreement with the neighboring property to the west is terminated. Implementation of the parking management plan shall commence no later than the date that the reciprocal parking agreement expires.</p>	Applicant	<p>1) <u>Approval of Parking Management Plan</u> – Prior to design review approval for the parking structure.</p> <p>2) <u>Implementation of Parking Management Plan</u> – Expiration date of reciprocal parking agreement.</p>	City Planner