

RESOLUTION NO. 2017-45

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CLAREMONT ADOPTING AN ADDENDUM TO THE 2006 MITIGATED NEGATIVE DECLARATION (STATE CLEARINGHOUSE NUMBER 2006101134) FOR THE OLD SCHOOL HOUSE/CLAREMONT INN REVITALIZATION SPECIFIC PLAN, AND APPROVING TENTATIVE TRACT MAP #73078. APPLICANT – CLAREMONT CONDO DEVELOPMENT, L.P.

WHEREAS, the applicant is requesting approval of an application for Tentative Tract Map #73078 (“Project”), covering all areas generally between 415–555 W. Foothill Boulevard, including the existing Doubletree Hotel, Old School House Center commercial areas (retail, restaurants, theater, and office uses), and surface parking areas south of Colby Circle, and associated environmental documentation; and

WHEREAS, the City’s General Plan designates the Project site as Mixed-Use, and the zoning designation is Specific Plan 9 (Old School House/Claremont Inn Specific Plan) (the “Specific Plan”). The Specific Plan was adopted in 2006, along with a Mitigated Negative Declaration (“MND”), and covers a 21-acre area situated at the northwest corner of the intersection of Foothill and Indian Hill Boulevards. The Specific Plan allows for several major improvements, including the construction of a 242-space parking structure (three-levels, two at or above ground), and the conversion of the vacant, three-story hotel building into 30 residential condominium units; and

WHEREAS, the Project would cover about 17 acres of the approximate 21-acre Specific Plan area and would make minor adjustments to property lines, clean up various easements (remove, retain, and add), and allow for a new, three-story structure containing 30 residential condominium units and a two level (1.5 story), 240-space parking garage (60 spaces for residential and 180 for commercial) in the area that currently contains the vacant, three-story hotel building and surface parking lot (just north of the *Buca di Beppo* parking lot), and west of the *Candlelight Pavilion*. The vacant hotel wing and adjacent parking area will be demolished as part of the Project; and

WHEREAS, Claremont’s Inclusionary Housing Ordinance requires for-sale residential developments of seven or more units to provide a minimum 15 percent of all newly-constructed dwelling units at an affordable rate (low- or moderate income), or pay an in-lieu fee, when applicable. Density Bonus Law also mandates that development projects that incorporate affordable housing are entitled to a density bonus, and other incentives to enable the construction of affordable housing. The Specific Plan states that a total of 126 housing units would be developed, of which 96 are identified for the Colby Neighborhood. The remaining 30 units were originally planned for the “Condominium Conversion” of the vacant hotel wing, but are now planned for the new construction portion of the Project. Fifteen percent of 126 units equates to 19 units that must be classified as “inclusionary units” which must be offered and sold to Moderate Income Households at an affordable housing cost. The City will verify tenant incomes to maintain the affordability of the inclusionary units. The Specific Plan approved the units to be scattered in the condominiums planned for the Colby Neighborhood (three inclusionary units) and the Condominium Conversion (16 inclusionary units); and

WHEREAS, the proposed changes constitute a “project” under CEQA; and

WHEREAS, under Public Resources Code section 21067, and section 15367 of the State CEQA Guidelines (14 Cal. Code Regs., § 15000 et seq.), the City is the lead agency for the Project; and

WHEREAS, the City as Lead Agency evaluated the proposed changes in relation to the adopted MND and in light of the standards for subsequent environmental review outlined in State CEQA Guidelines section 15162, and concluded that the previously adopted MND fully analyzed and mitigated all potentially significant environmental impacts, if any, that would result from the Project; and

WHEREAS, because the Project involves minor changes to the development plan anticipated in the Specific Plan, an Addendum to the MND is appropriate under State CEQA Guidelines section 15164; and

WHEREAS, with assistance from the *Romo Planning Group, Inc*, the City has prepared, in accordance with CEQA sections 15162, 15164, and Public Resource Code 21166, an Addendum to the MND to address the impacts of the Project’s minor changes. A copy of the Addendum is included as an Exhibit to this resolution; and

WHEREAS, on June 22, 2017, the Planning Commission held a noticed public hearing where the Project and Addendum were analyzed, and all persons wishing to testify in connection with the Project and Addendum were heard, and, after receiving all pertinent testimony and evidence on the matter, including the staff report and documents presented at the public hearing, on a 4-0-3 vote, the Planning Commission adopted Resolution 2017-04, recommending that the City Council adopt the Addendum and approve the Project; and

WHEREAS, a Project hearing was noticed for the City Council meeting on July 11, 2017. On June 29, 2017, notices were posted at the Project site, and all properties within 300 feet of the Specific Plan boundary areas were notified by mail. On June 30 and July 7, 2017, notice was also published in the Claremont Courier; and

WHEREAS, before taking action, the City Council has heard, been presented with, reviewed, and considered all of the information and data in the administrative record, including the MND and the Addendum to the MND, and all written and oral evidence presented to it during all meetings and hearings; and

WHEREAS, the Addendum reflects the independent judgment of the City Council and is deemed adequate for purposes of making decisions on the merits of the Project; and

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

NOW, THEREFORE, THE CITY COUNCIL DOES HEREBY RESOLVE AS FOLLOWS:

Section A. In light of the whole record, including the MND and the Addendum, and all written and oral testimony given at meetings and hearings, the City Council finds that, together, the previously adopted MND and the Addendum to the MND contain a complete, objective, and accurate reporting of the environmental impacts associated with the Project and reflect the independent judgment and analysis of the City Council. The City Council further finds that the Addendum to the MND has been completed in compliance with CEQA and the State CEQA Guidelines and hereby adopts the Addendum to the MND.

Section B. Based on the entire record before the City Council, all written and oral evidence presented to the Planning Commission and City Council, and the findings set forth in this Resolution, the City Council adopts Tentative Tract Map #73078, subject to the Conditions of Approval included in this Resolution.

Section C. The Project includes the improvements that further many General Plan goals and policies including the following:

Redevelopment and Mixed-Use

- *Provide new opportunities in the Foothill Boulevard Corridor for Mixed-Use residential, retail, commercial, and civic uses (Policy 2-15.1).*
- *Transform the Claremont Inn (now Doubletree) and Old School House property into a vibrant Mixed-Use development that includes a hotel, conference center, retail space, entertainment/cultural space, and higher density residences with pedestrian connections between the different uses (Policy 2-16).*
- *Develop the Claremont Inn (now Doubletree) and Old School House into a unified complex with open space, landscape, and water features that will make it unique in the region and attract both visitors and the community (Policy 2-16.1).*
- *Revitalize aging and underperforming commercial and industrial areas (Goal 3-2).*
- *Facilitate creative, attractive, and beneficial redevelopment of the Old School House site, including provision of housing opportunities (Policy 3-2.7).*
- *Allow Mixed-Used development as a means of providing housing near commercial services (Policy 8-3.2).*

The Project is a major component of the Old School House revitalization. The Project will remove an unsightly and underutilized surface parking lot and vacant hotel building, and construct a new structure that will not only architecturally complement the Old School House, but will provide for new housing and parking. The new housing and conveniently-located parking garage will help unify the Specific Plan's various commercial and residential uses with centralized, shared parking. The new development will reinforce and improve the distinctive Spanish Colonial design character of the Old School House center and provide new, improved landscaping, public art, and improved circulation (vehicular and pedestrian) throughout the Specific Plan area.

Housing

- *Provide opportunities for a variety of housing types that respond to the needs of residents of all age ranges and incomes, and located in all areas of the city (Policy 2-2.1).*
- *Provide opportunities throughout the city for adequate and affordable housing in a wide range of housing types to meet the needs of all socio-economic segments of the community (Goal 8-3).*
- *Promote economically diverse neighborhoods by encouraging mixed-income housing developments (Policy 8-3.4).*
- *Encourage affordable housing to be distributed throughout the city to create economically diverse neighborhoods and to minimize concentrated impacts on the schools in areas of the city with existing affordable housing (Policy 8-3.11).*

The Project consists of attached housing in the form of two- and three-bedroom units, flats, two-story and three-story units, and offers both market rate and moderate-income (affordable) rate housing units. The affordable housing units would be for-sale to qualified buyers.

The Specific Plan designates 16 of the 30 units planned for the condo conversion of the hotel building (new building site) to be reserved for moderate income buyers (inclusionary units). The three additional inclusionary units designated in the Specific Plan will be included in the next phase of housing approved north of the new private road (Colby Townhomes).

To further economically diverse neighborhoods, the Project will integrate the affordable housing with the market rate housing units amongst the three separate building floors. The Project will also provide affordable housing within an area of the city that currently does not have any available for purchase.

Design

- *Require the preservation of the architecturally significant portions of the Old School House Center building to the extent feasible (Policy 2-16.2).*
- *Create an experience that complements existing Old School House tenants (Policy 2-16.3).*
- *Ensure the future development at the Old School House is sensitive to and compatible with surrounding residential areas (Policy 2-16.4).*

The Project will not affect any of the existing historic Old School House buildings. The existing vacant hotel building, which is to be demolished, is not historic or architecturally significant. The new proposed building is designed to be in a Spanish architectural style to complement the existing Old School House. Finally, the new building will not be immediately adjacent to any existing residential areas due to its central location, which is physically separated from nearby residences by surface parking lots.

Parking

- *Provide convenient and accessible parking that fosters economic growth and improves quality of life in neighborhoods (Goal 4-6).*

The Project will construct a 240-space parking garage within a central location of the commercial center, instead of perimeter surface spaces as currently exist. Having the parking in a two-level parking garage allows a larger number of spaces to be in a centralized area with a compact footprint, which provides greater convenience and connectivity to surrounding uses. In addition, the mostly subterranean structure with Spanish styling will be visually appealing. The new, more convenient parking is also expected to help the Old School House commercial areas to be more successful and thus generate local revenue from sales tax and provide local employment opportunities. This is particularly important considering that several of the commercial businesses draw customers from the larger region (hotel, theater, and restaurants). Finally, the parking structure has been designed so that only condo residents have access to the private Colby Circle entrance near the northwest corner of the structure, while the general public will access the commercial portion of the parking structure at its southeast corner.

Neighborhood Associations

- *Foster neighborhood associations, recognizing that they will vary in structure and may have dissimilar goals from each other. Encourage residents to join together according to natural or perceived neighborhood boundaries, which may change over time (Policy 7-2.2).*

The new, 30-unit housing development will be establishing a Homeowner's Association (HOA) which will have Conditions, Covenants, and Restrictions (CC&R's) to be recorded against the development. The HOA will provide a cohesive set of goals and policies for the development to ensure consistent design standards are maintained.

Section D. The findings of Section 17.050.070 of the Claremont Municipal Code can be made for the proposed Tentative Tract Map as follows:

1. *The proposed map, or the design or improvement of the subdivision, is consistent with the General Plan and applicable Specific Plan and Municipal Code provisions of this Code. The proposed division of property, and its design and improvements, are consistent with the General Plan designation of the property and the goals and policies contained in the General Plan, including those described in Section C above. In addition, the map is consistent with the Specific Plan in the following ways:*
 - * Area – The map is within the boundaries of the Specific Plan and is substantially consistent with the size of development anticipated in that same area of the Specific Plan.
 - * Uses - The map maintains property line configurations that are substantially consistent with the Specific Plan Zoning Districts, which place all hotel uses on

Lot 3 and all Mixed-Uses on Lots 1 and 2, and future residential on Lot 4. The map would also help facilitate two major principals from the Specific Plan, namely: (1) townhouse and condominium housing should be an integral component to the overall development; and, (2) parking structures are encouraged to allow for higher density land uses. The map would maintain townhome and condominium housing as an integral component of the Specific Plan and include a parking structure. Further, the map would maintain the same number of condo units and substantially the same number of parking spots in the parking garage as anticipated in the Specific Plan.

* Access – The map is substantially consistent with all vehicle access points proposed with the Specific Plan’s conceptual development concept. Furthermore, the map adjusts existing parcel lines to facilitate the development of a new roadway, which was also a planned element in the Specific Plan.

* Improvements - The map will facilitate required on-site and off-site improvements that will go toward furthering features identified in the Specific Plan, including new residences, parking, sidewalks, lighting, landscaping, etc.

* Specific Plan Objectives - The map is consistent with objectives of the Specific Plan in that it will: facilitate development that goes toward revitalizing the site; provide a mix of new uses (consolidated residential and parking garage) that are integrated and located at the center of the site to help continue the dynamic synergy of activities serving locals and visitors alike; maintain and expand pedestrian connections on and offsite; maintain compatibility with the surrounding neighborhoods by providing a residential component to the site that includes housing units fronting onto the new roadway (Private Road A).

* Specific Plan Policies and Goals – The map will further many of the Specific Plan goals and polices, such as:

Goal 1.2: *Continue tradition of supporting pedestrian access and connectivity to transit though out the site.* *The map will maintain and expand pedestrian access and connectivity throughout the site and to offsite public sidewalks. Some of these connections are access ways shown on the map’s post development condition sheet (sheet #4).

Goal 3.1: *Create visually and architectural variety through changes in housing typology, building heights, massing, and exterior design.* *The new building will create visual and architectural variety through its many housing types, which will include two and three bedroom units, with single, double, and triple level floor plans. The plan includes two-story townhouse style units (with unit front doors facing the street in a traditional fashion), as well as courtyard facing units with private entries.

Finally, the plan organizes the condominium units in building segments that vary in height and include two- and three-story massing.

Goal 3.3: *Incorporate new housing into the surrounding neighborhood with an orientation towards streets and sidewalks.* *The new building has the northern portions designed so that the residential units front onto the new private street, which will help connect this site with the adjacent residential areas, including existing homes to the west, and future homes proposed to be constructed to the north.

Policy 4.1: *Provide adequate vehicular access off of Foothill Boulevard and through the Old School House site from Indian Hill Boulevard.* *The map will maintain vehicular access off of Foothill Boulevard and through the site from Indian Hill Boulevard. Further, removing the proposed vehicular barrier at the intersection of the main north/south private road "B" with the new private road "A" will maintain existing circulation and allow for additional access points beyond those originally envisioned in the Specific Plan.

Policy 7.5: *Locate parking structure in close proximity to Mixed-Use and residential uses to maximize shared parking opportunities and pedestrian accessibility.* *The map will place the new building and its parking structure at the center of the site, which will help emphasize the Mixed-Use aspect to the Old School House revitalization by maximizing shared parking and pedestrian accessibility due to close proximity to various uses.

Policy 7.8: *Provide accommodation for bicycles and motorcycle parking.* *The map shows how bicycle and motorcycle parking can be incorporated within the new building. Additional outside bicycle racks are shown. Further, although not shown on the map, there are conceptual design plans for interior bicycle storage areas for residents. Also, three motorcycle spaces can be incorporated into the new building's parking garage (also shown on map, but more clearly noted on the conceptual design plans).

2. *The site is physically suitable for the type and density of the development.* Because the Project is substantially consistent with the development anticipated by the Specific Plan on the site, the site is physically suitable for the proposed type and density of the development. The site is served by Colby Circle, Foothill and Indian Hill Boulevards, all being improved public streets with sufficient capacity to absorb the traffic generated by the Project. In addition, the Project will introduce a new thoughtfully-located private street that will improve internal circulation on the site and connections to the existing network of streets and private drives. Moreover, the site's zoning designation permits the type of use proposed, and the density of the use complies with both State and local standards. Further, the density of residential units is identical to what was proposed in the Specific Plan, and other improvements

are substantially consistent with the Specific Plan and will meet the conditions associated with this Tract Map.

3. *The design of the subdivision or the proposed improvements are not likely to cause substantial environmental damage nor substantially and avoidably injure fish or wildlife or their habitat.* As explained in the MND and Addendum to the MND, the design of the proposed subdivision of the site and improvements will not cause substantial environmental damage, nor substantially and avoidably injure fish and wildlife.
4. *The design of the subdivision or the type of improvements is not likely to cause serious public health or safety problems.* The design of the proposed subdivision and other related improvements will not cause any serious health or safety problems, in that all construction and public improvements will be performed per the requirements of all applicable codes, including the zoning and building codes.
5. *The design of the subdivision or the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision.* The design of the subdivision will not conflict with easements acquired by the public at large. All public easements will be accommodated or relocated to more appropriate locations on the site or within the adjacent public streets. This includes a public sewer running north/south on private property to the west of Colby Circle. This public sewer exists without means of a recorded easement. The map proposes to rectify this situation by relocating the public sewer so that it is within the public roadway on Colby Circle.
6. *Solar access and passive heating and cooling design requirements have been satisfied in accordance with Chapter 17.03.* The design of the subdivision allows adequate solar access to meet passive heating and cooling design requirements. The Project is designed so that if desired by the applicant or homeowners in the future, portions of the new buildings' roof and surface parking top level could be used to capture solar energy through the use of various solar technologies.
7. *The subdivision balances the housing needs of the region against the public service needs of the City's residents and available fiscal and environmental resources.* The Project helps the City meet its regional housing needs by providing for new market rate and moderate income housing.
8. *The discharge of waste from the proposed subdivision into the existing sewer system will not result in a violation of existing requirements of the Los Angeles Regional Water Quality Control Board.* The discharge of waste from the Project will not result in the violation of the existing requirements of the Regional Water Quality Control Board, as the Project will be required to annex to the Los Angeles County Sanitation District and hook up to the local sanitary sewer system.

Section E. Tentative Tract Map #73078 is approved based on the findings of Section C, and subject to the following conditions:

1. The applicant shall submit, within five days of City Council approval, the following item necessary to file a Notice of Determination, as required by CEQA: A check in the amount of \$75, payable to the Los Angeles County Clerk Recorder.
2. The applicant or future Project successor shall comply with all previously approved applicable Specific Plan CEQA mitigation measures.
3. Noncompliance with any condition of this approval shall constitute a violation of the Claremont Municipal Code. Violations may be enforced in accordance with the provisions and/or the administrative fines program of Chapter 1.14 of the Claremont Municipal Code.
4. The applicant/owner, by utilizing the benefits of this approval, shall thereby agree to defend at its sole expense, any action against the City, its agents, officers, and employees because of the issues of such approval. In addition, the applicant/owner shall reimburse the City et al for any court costs and attorney fees that the City et al may be required to pay as a result of such action. The City may, at its sole discretion, participate at its own expense in the defense of any such action, but such participation shall not relieve the applicant/owner of its obligation hereunder.
5. **Prior to filing the Final Map with the City Engineer**, the developer shall:
 - a. Pay any and/or all outstanding development review fees related to the Project (Tentative Tract Map #73078 and any/all other related files). Payment shall be collected prior to filing the Final Map with the City Engineer.
 - b. Submit all required plans and studies, which shall be prepared by a registered professional engineer and submitted to the City Engineer for review and approval. All drawings must be submitted on 24"x36" and 11"x17" sheets.
 - c. Confirm that the original, signed Final Map includes offers for dedication of all necessary easements when required for roadways, sidewalks, streetlights, drainage facilities, sanitary sewer, storm drain, landscaping, utilities, ingress and egress, etc. All dedications shall be recorded as directed by the City Engineer. No structures shall be placed on any part of these easements, except those directly related to the Project and authorized by the City Engineer. Any required onsite easements shall be delineated on the Final Map as approved by the City Engineer.
 - d. Submit to the City, at least 60 days before filing, the original signed Final Map in order to permit review pursuant to Government Code §66456.2, the following documents and receive approval from the City Engineer:
 - i. A Final Map for review and approval from the City Engineer and City's Acting Land Surveyor, along with the applicable review deposit. The Final Map shall be in conformance with the approved Tentative Map.

A Final Map shall comply with the State of California's Subdivision Map Act, and all applicable City ordinances and resolutions. The map shall show additional dedications for street right-of-way, landscape, pedestrian access, sewer lines, storm drain lines, or overland flow, as necessary. The Final Map shall be approved for recording by the City Council and be recorded with the County Recorder.

- ii. Los Angeles County Bench mark shall be used for vertical control.
- iii. A preliminary soils report that addresses the geology, the stability of the site, the grading requirements, and all necessary erosion control measures, and soil stabilization methods.
- iv. A 25-year hydrology study prepared in conformance with the standards and requirements of the Los Angeles County Flood Control District. The study shall address how potential grading, in conjunction with the drainage conveyance systems, will allow building pads and adjacent properties to be safe from inundation from rainfall runoff and will protect downstream properties from drainage caused by the alteration of drainage patterns. All drainage shall be designed to contain a ten-year event within curb-to-curb area, and a 50-year event within the public right-of-way. All drainage structures shall be per City of Claremont or Los Angeles County standards. The developer may, as a result of the findings of the hydrology study, be required to install additional storm drain facilities prior to the issuance of the first Certificate of Occupancy for dwelling purposes.
- v. Comprehensive precise grading and drainage plans for the Mixed-Use building site and new east/west private roadway. Plans shall be prepared and duly wet-stamped by a licensed civil engineer and be in conformance with Chapter 70 of the Uniform Building Code and the City's standard grading requirements, and shall demonstrate compliance with the recommendations of the geotechnical engineer. The plans shall be subject to the review and approval of the City Engineer, and comply with and include the following elements:
 - Slope areas no greater than 5:1.
 - Street improvements, including but not limited to, street trees and parkway landscaping, public streetlights, accessible ADA compliant sidewalks and handicap ramps, and drive approaches per City standards.
 - List all applicable Best Management Practices ("BMPs") for construction of site improvements; demonstrating compliance with any applicable National Pollutant Discharge Elimination System ("NPDES") permit requirements.
- vi. Demonstrate compliance with the NPDES permit requirements, subject to review and approval by the City Engineer.

- vii. Title report and backup documents.
- viii. Closure calculations for map.
- ix. Letters of non-interference from any utility company that may have rights of easement within the property boundaries, as well as a description of the types and locations of all underground utilities.
- x. "Will-serve" letters from utilities including gas, water, electric, cable TV, and telephone. Further, the developer shall contact the individual utility companies to coordinate the installation of said utilities.
- xi. Sewer plans designed by a registered civil engineer. Studies involving the sewer capacity shall be required as determined appropriate by the City Engineer. The applicant shall conduct sewer flow metering at specific locations as directed by the City Engineer.
- xii. Utility plans for a water system, designed to the satisfaction of Golden State Water Company, the City Engineer, and the Los Angeles County Fire Department ("LACOFD").
- xiii. Enter into a Subdivision Improvement Agreement with the City of Claremont for the completion of applicable public improvements fronting the map boundaries.
- e. Obtain final map tax clearance from the Los Angeles County Land Development Office pursuant to Government Code Section 66492.
- f. Annex or verification that the property has been annexed into the Los Angeles County Sanitation District Number 21, and all applicable fees shall be paid.
- g. Obtain approval and satisfy the requirements from the LACOFD for the proposed subdivision demonstrating compliance with LACOFD requirements.
- h. Submit and receive City approval of the proposed Articles of Incorporation and By-Laws for an HOA for the 30-unit residential housing project and the separate joint owner/management association for the parking garage, shared parking areas, private roads, lighting, drainage areas, associated drainage devices, etc. The CC&R's and any maintenance agreements over responsibilities (repair schedule and costs percentages), or other applicable documents shall be reviewed and subject to the approval of the City Attorney, at the expense of the applicant.

Applicant shall work with the City Attorney and Planning Division staff to structure HOA fees in a manner that will keep the HOA fees affordable for all units, contained in the 30-unit residential building. Methods used to keep HOA

fees affordable to owners of these units may include, but are not limited to the following:

- i. Minimizing or completely excluding charges for the on-going maintenance costs for the private roads associated with the Specific Plan.
- ii. Including the final estimated HOA fees in the loan qualification and affordability formulas used for qualifying buyers for the inclusionary/affordable units; and
- iii. Joining the 30-unit residential building with the larger Colby Circle townhome project, only if it is determined by City staff to be advantageous for lowering the estimated monthly HOA fees for the 30-unit residential building over the long-term.

- i. Provide the City with a recorded covenant or deed restriction that restricts ownership of the Old School House commercial areas (Lot 1 and commercial parking portion of Lot 2) to always be the same owner.
- j. Submit a construction timeline for the new building (30-unit residential units/parking structure) and new "Roadway A". The timeline shall include, at a minimum, the estimated start and finish dates for the following construction milestones: demolition, rough grading, precise grading, foundation work, framing, exterior and interior finishes, landscaping, and certificate of occupancy. The Project shall be diligently commenced and completed in accordance with timeline/milestones accepted and approved by the Community Development Director, unless a written extension is granted by the Community Development Director prior to the applicable deadline for which an extension is sought. If any milestones are not met, the Project may be subject to enforcement action by the City, including modification, suspension or revocation pursuant to applicable City Codes and State laws.
- k. Add a note to the applicable map sheets that reflects that the private roads will have unimpeded access.

6. **Prior to approval and recordation of the final map**, the subdivider shall:

- a. Include an original, signed Final Map, and offers for dedication of all necessary easements when required for roadway purposes, public sidewalks, drainage facilities, sanitary sewer, landscaping, utilities, ingress and egress, etc. All dedications shall be recorded as directed by the City Engineer. No structures shall be placed on any part of the easement, except those directly related to the purposes of said easement, or otherwise approved by the City Engineer or respective easement holders. If applicable, any quit claims by the City to be done prior to recordation of Final Map (and document number noted on Final Map).

- b. Pay all fees and/or satisfy the requirements established by City ordinances and resolutions including, but not limited to, those set forth in the Claremont Municipal Code. These shall include, but not be limited to, the following:
 - i. Final Map Check
 - ii. Public Works Permit, plan check, and inspection fees
 - iii. Grading Permit, plan check, and inspection fees
 - iv. Sewer connection fees
 - v. Drainage fees
 - vi. Transportation Impact fees
 - vii. Parkland fees
 - viii. Resurfacing fees
 - c. Post security deposits/bonds guaranteeing: 1) construction within the public right-of-way and easement areas; 2) drainage and grading improvements; 3) construction of all utilities serving the site (including undergrounding of any/all utilities); 4) sewer improvements; 5) maintenance deposits; 6) landscape improvements (including street trees); and, 7) construction of the project itself (if deemed necessary).
 - d. Submit for City Engineer and City Acting Land Surveyor's review and approval necessary cross lot drainage easements applicable to the project. Once approved, the applicant is responsible for recordation of said easements prior to the approval of the Final Map.
8. **Prior to the issuance of demolition permits** for the existing abandoned hotel structure on the property:
- a. The building shall be inspected for asbestos and lead by a qualified professional. If asbestos or lead is found within onsite structure, a report shall be prepared documenting that they were disposed of in compliance with State and Federal regulations. Compliance with Rule 1403 of SCAQMD is required.
 - b. Waste Diversion Plan approved by Community Services Department.
 - c. Approval of waste debris haul route by City Engineer.
9. **Prior to the issuance of grading permits and/or Public Works permits**, the applicant shall:
- a. File a Notice of Intent with the Regional Water Quality Control Board.
 - b. Submit comprehensive grading and drainage plans prepared by a registered civil engineer with expertise in complying with NPDES permit regulations and the City's MS4 ordinance. The plans shall be in conformance with the Uniform Building Code (latest edition), list all applicable BMP's for construction, and be in compliance with City's MS4 ordinance, any applicable

NPDES permits, Planning Development Document requirements, subject to the review and approval of the City Engineer.

- c. Plans shall show that all applicable utilities (existing and proposed) are being placed underground including both facilities and wires for the supply and distribution of electrical energy, telephone, data, and cable in accordance with the requirements of the Claremont Municipal Code. The existing and proposed underground utilities must be shown on the Building Plans and Engineering Plans prior to permit issuance.
- d. Submit a SWPPP and Planning Development Document prepared by a registered civil engineer, in compliance with the City's MS4 ordinance and NPDES permit requirements, subject to review and approval by the City Engineer. Demonstrate compliance with the NPDES permit requirements including on-site retention of the storm water quality design volume from: (a) the 0.75-inch, 24-hour storm event; and, (b) the 85th percentile, 24-hour rain event, as determined by the Los Angeles County isohyetal map, whichever is greater, subject to review and approval by the City Engineer.
- e. Applicant shall design, install, and complete all necessary public improvements, including but not limited to, pavement, curbs, gutters, sidewalks, streetlights, driveway approaches, ADA ramps, sewers, storm drains, and domestic water and fire water construction in the public right-of-way along the entire street frontage of the development site. This includes facilities that will remain on private property but maintained by the City. Design and construction of all public improvements shall be in accordance with City codes.

Street improvement plans designed by a registered civil engineer for portions of the site's Colby Circle (Lots 2 and 3) right-of-way, Foothill Boulevard (Lots 1 and 3), and Indian Hill Boulevard (Lot 1), and all private streets (private roads "A" and "B"), drives, and alleys. These plans shall include curb and gutter, handicap ramps, ADA compliant sidewalks and transition, bus stops, parkways (where possible), parkway landscaping and irrigation, street lighting and street trees, access ramps and modified driveway approaches (as required for ADA/Title 24 purposes); all necessary traffic control signs (including new stop signs, crosswalks, reflective beacons, etc.) and striping, street reconstruction, striping and any transitions configurations, as necessary, as determined by the City Engineer. Typical public roadway reconstruction involves 2" grind and cap within the limits of the project.

This includes signage replacements (also height and placement) to be consistent with City MUTCD standards, which include new reflective requirements.

All private streets, driveways, and alleys shall be constructed in accordance with the approved typical sections shown on the tentative map. All private

streets, alleys, and drives shall be constructed as determined by the geotechnical report and with a minimum four-inch of asphalt over four-inches of compacted native materials.

Plans shall also include for staff review, improvements to modify existing staircase area between Candlelight Pavilion's box office buildings to remove/adjust to match new private street elevation and necessary modifications to Lot 4 to keep it as an existing parking lot, but to accommodate new private roadway.

- f. Post security deposits guaranteeing: 1) construction within the public right-of-way; 2) grading improvements; 3) construction of all utilities serving the site (including undergrounding); 4) sewer improvements; 5) maintenance deposits; and, 6) landscaping improvements. The deposits shall include a bond in the amount of \$30,000 for installation of street lights at the south side of Colby Circle.
- g. The Foothill Boulevard portion of the project improvements are to be constructed by the City due to imminent implementation of the Foothill Master Plan Project. The applicant is responsible for payment to City for applicable improvement costs as determined by the Director of Community Development. Provide payment of fee for fair share of applicable public improvements along Foothill Boulevard consistent with the Foothill Master Plan and as determined appropriate by the City Engineer and Director of Community Development. This fair share is being required (in lieu of actual applicant constructed improvements within the Foothill Boulevard frontage) with this map, as the timing is such that the City's Foothill Master Plan completion of improvements will be running concurrently with this Project.
- h. The Project applicant shall demonstrate to the City's Building Division that all recommendations from the Project's Geotechnical report have been incorporated into the Project design and grading and building plans. During grading and construction, the City's Community Development staff shall verify that grading and construction activities comply with these recommendations.
- i. Monument preservation shall be done in accordance with the Business Professions Code section 8771.
- j. In conjunction with the submittal of precise grading and landscape plans, the Project applicant shall work with the City Engineer and City Arborist regarding appropriate sight distance for the existing and proposed access drives for review and approval.
- k. The applicant shall specify the BMP's, such as watering the site and covering activities, in order to control fugitive dust during construction activities. To reduce air quality impacts, pursuant to South Coast Air Quality Management

District ("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.

- I. During grading and construction operations, the applicant shall implement Best Available Control Measures ("BACM's") to minimize nuisance levels of construction activity emissions such as dirt, emissions and offsite impacts. BACM's shall include, but are not limited to, the following:
 - i. Water all active construction areas at least twice daily.
 - ii. Cover all haul trucks or maintain at least two feet of freeboard.
 - iii. Pave or apply water four times daily to all unpaved parking or staging areas.
 - iv. Sweep or wash any site access points within 30 minutes of any visible dirt deposition on any public roadway.
 - v. Cover or water twice daily any onsite stockpiles or debris, dirt, or dusty material.
 - vi. Suspend all operations on any unpaved surface if winds exceed 25 mph.
 - vii. Hydroseed or otherwise stabilize any cleared area which is to remain inactive for more than 96 hours after clearing is completed.
 - viii. Require a 90-day, low-NO_x tune-ups for off-road equipment.
 - ix. Limit allowable idling to five minutes for trucks and heavy equipment.
 - x. Encourage carpooling for construction workers.
 - xi. Limit lane closures to off-peak travel periods.
 - xii. Park construction vehicles off traveled roadways.
 - xiii. Wet down or cover dirt hauled offsite.
 - xiv. Wash or sweep access points daily.
 - xv. Encourage receipt of material during non-peak traffic hours.
 - xvi. Sandbag construction sites for erosion control.
 - m. Prior to grading and building operations, the applicant shall provide to City staff a signed written statement from the primary construction contractor acknowledging receipt of all related City Conditions of Approval and that the contractor understands that it is a misdemeanor under Claremont Municipal Code to violate a Condition of Approval.
10. **Prior to the issuance of building permits** for the Mixed-Use building (residential condominiums and parking garage), the developer shall:
- a. Comply with the applicable mitigation measures in accordance with the Specific Plan's MND.
 - b. Seek and receive approval from the Architectural Commission for all aspects of the proposed Mixed-Use building project's visual and design character, in accordance with existing design criteria set forth in the Claremont Municipal

Code. 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.

- c. Submit landscape plans and required water calculations and documentation to show the project is in compliance with the City's Water Efficient Landscape Ordinance.
- d. Provide structural calculations indicating that mature weight of the trees planned for the top deck of the parking structure can be supported by the parking structure.
- e. Provide proof of a recorded map in conformance with the approved tentative map. The subdivision map shall comply with the State of California's Subdivision Map Act and all applicable City ordinances and resolutions.
- f. Submit a letter from a geotechnical engineer approving the building pads and a pad certification letter from the registered civil engineer of record. Obtain inspection and approval by the Public Works Inspector and submit compaction tests and pad certification to the Engineering Division.
- g. Submit and receive approval for construction plans, structural calculations, and Title 24 Energy calculations as required by the Building Division. When submitting plans at the time of plan check, if any substantial changes have been made from the approved design review application, the plans may require further Architectural Commission review and re-notification of the surrounding property owners, which may delay the project and entail additional fees.
- h. Ascertain and comply with all LACOFD requirements and provide documentation of their approval of the subdivision/project.
- i. All applicable Conditions of Approval for the Tentative Tract Map shall be included on the construction plans.
- j. Coordinate with City staff in the selection of the following: Address numbers for the residential townhomes and the street name for the new private street.
- k. The applicant shall submit a waste disposal plan to the City for review and approval by the Community Development and Community Services Departments. The plan shall include the following:
 - All specific pick-up locations.
 - At Candlelight Pavilion, modify existing trash area and add additional bins.
 - Work with City sanitation division to make any necessary future onsite improvements to private trash collection areas (including gates, roof

enclosures, and drains) as a result of the future private roadway, which may impact existing sanitation facilities on site.

- Improvements to all existing waste enclosure areas to support future food waste containers.

I. Finalize the Inclusionary Housing Plan and Inclusionary Housing Agreement with the City.

m. Pay all applicable fees established by City ordinances and resolutions including, but not limited to:

- i. Building Plan Check and Permit fees
- ii. Public Art fees (unless artwork is installed on site)
- iii. Fire facility
- iv. School Impact fees to Claremont Unified School District

11. Comply with the City's Public Art Program ordinance.

a. Install an art identification plaque at the existing Trader Joe's tile artwork as required by City code.

b. For the new building (at time of building permit) the applicant shall either:

- Pay an in-lieu public art fee equal to the building valuation of the Project in accordance with the Building Division valuation schedule; or
- Provide a public art installation on or off site, subject to applicable reviews and approvals of the Architectural Commission and Public Art Committee, with an allocation amount in accordance with the Building Division's total building permit valuation for the Project and City Public Art Program requirements. This condition may be postponed by City staff if it is determined that ongoing construction is likely to result in damage to the art piece; however, under no circumstances shall the final Certificate of Occupancy for the Project be issued before all requirements of the Public Art Program have been completely satisfied by the applicant.

12. Noise sources associated with demolition and construction activities shall not exceed the noise levels as set forth in Chapter 16.154 of the Claremont Municipal Code. The applicant shall ensure that the following measures are honored during all construction-related activities for the project:

a. The hours of construction operation are limited to 7 am to 8 pm, Monday-Saturday, as in effect in the Claremont Municipal Code. No construction activities that exceed the City's adopted noise standards are allowed on Sundays and National holidays.

b. All construction equipment shall use properly operating and maintained mufflers.

During construction operations, the applicant shall employ adequate dust control measures in accordance with the Uniform Building Code, SCAQMD, and City requirements to minimize fugitive dust.

13. **Prior to the release of the applicable subdivision improvement bonds**, the improvements authorized by either a grading permit or public works permit shall be done to the satisfaction of the City Engineer. Prior to construction, the applicant shall obtain both a public works permit, and grading and on-site improvement permit, from the Engineering Division.
14. **Prior to the issuance of the first Certificate of Occupancy** for any dwelling unit or occupancy use as a parking garage, the following improvements shall be installed by the developer to the satisfaction of the City Engineer:
 - a. No occupancy permit can be granted for the residential homes, until all improvements required by this approval have been properly constructed, inspected, and approved.
 - b. A sewer system in accordance with approved sewer plans.
 - c. All public utilities (existing and proposed) to service the site, including gas, electricity, water, and telephone shall be underground and be operational. The developer shall contact the individual utility companies to coordinate the installation of said utilities.
 - d. Street and public right-of-way improvements, and any other necessary improvement, to provide adequate vehicular and emergency access, and as determined by the City Engineer. This includes the repair and/or replacement of all existing sidewalk, curb, and gutter.
 - e. Traffic and parking items (i.e., stop sign, striping) as determined necessary by the City Engineer and the Building and Safety Official.
 - f. Add street name signs (public and private) that are of a style which complements the Old School House architecture.
 - g. Private streetlights within the Project area approved by the Architectural Commission.
 - h. Plan and timeline for installation of new public streetlights approved by the City Engineer for the following streets: Indian Hill Boulevard and Colby Circle.
 - i. Red curb or post no parking on all public streets as determined by the City Engineer for all areas adjacent to map area.
 - j. Install all street lights where needed and as determined by the City Engineer, including both new Colby areas and all existing street frontage areas along

Indian Hill Boulevard, Colby Circle, and Foothill Boulevard. Bus shelter (with covered roof, bench, and trash can) shall be installed behind the concrete sidewalk on Indian Hill Boulevard. Design and location of the shelter shall be approved by Foothill Transit and the City of Claremont.

- k. Install (but do not limit to) the following public and circulation improvements to private and public rights-of-way within or adjacent to the Specific Plan area:
- Indian Hill, Boulevard across the street from 1380 Indian Hill Boulevard: repair damaged sidewalk panels.
 - Indian Hill Boulevard streetlight (one pole/fixture to be installed per City Street Light Policy).
 - Existing Indian Hill Boulevard drive approach: the existing drive approach does not meet Americans with Disabilities (ADA) requirements. The drive approach needs to be reconstructed to meet ADA requirements. Additionally, striping and signage is needed to establish in bound and out bound directional guidance.
 - Broken sidewalk at the northwest corner of Indian Hill and Foothill Boulevards: Indian Hill Boulevard area north of Foothill Boulevard and area adjacent to the handicap ramp (AC patch) needs to be repaired.
 - Colby Circle at Oxford Avenue: drive approach needs to be removed and replaced to provide ADA access (fire hydrant may need to be relocated to accommodate ADA requirements). An accessible path of travel needs to be provided. In addition, striping, and signage need to be provided at the drive approach driving isle portion. Striping and signage need to be consistent with MUTCD standards.
 - Colby Circle sidewalk at the east side of the street: remove and replace lifted/damaged sidewalk to provide an accessible path of travel consistent with ADA.
 - Remove and replace damaged curb/gutter as needed.
 - Colby Circle south bend: need for stop signs needs to be analyzed at both north and south bends. Concerns with blind corner situation and provision of ADA at this location.
 - Vehicle signage (such as stop signs) height and placement needs to be provided to be consistent with CA MUTCD standards (typ). On public and private areas within their development.
 - Indian Hill Boulevard drive approach area at H Building: provide details showing proposed public improvements within this drive approach area. The proposed improvements need to accommodate ADA requirements.
 - Proposed east-west alley to punch through the Indian Hill Boulevard frontage of the project. Proposed improvements for Indian Hill Boulevard at this location need to be identified more clearly.
 - ADA upgrades need to be identified within the Indian Hill Boulevard frontage of the Project.

- Street lights to be provided to meet the City's street light policy and standards for streetlight installation/separation.
 - Show full improvements for the two bus stops located within this frontage.
 - Full ADA access needs to be provided within the Foothill Boulevard frontage of the Project. This includes improvements for the non-accessible areas within the existing drive approaches to provide a continuous path of travel to meet ADA requirements.
 - Repair lifted curbs and gutter as determined by City Engineer with boundaries of the project.
 - Clearance around sidewalk obstructions shall be a minimum of 48".
- l. Upgrade all existing public bus stops on Indian Hill and Foothill Boulevards, including the installation of a bench, trash receptacles, overhead shelter, and bike racks, as determined by the City Engineer.
- m. Provide all necessary safety items at crosswalks (private and public), including striping, signs, etc., as determined by the City Engineer.
- n. All onsite crosswalk areas to be enhanced with white reflective paint. Existing color concrete crosswalks blend in with driving aisles treatment, where determined necessary by City Engineer.
- o. Add new striping at hotel's existing Foothill Boulevard approach: directional arrows, words enter and exit, and any cross striping to aid turning movements, as determined by City Engineer.
- p. Upgrade/replace or add street/roadway name signs (public and private) that are of a style which complements the Old School House architecture at the following locations, unless otherwise determined by City Engineer: Colby Circle/Indian Hill Boulevard, Foothill Boulevard/Berkeley Avenue, Colby Circle/new private street, Indian Hill Boulevard/new private street, Berkeley Avenue/new private street, and at Colby Circle roadway bends. Also add low private group address signs to identify the Colby Townhomes at each court yard, as well as curb address numbers. Name for new private streets/roadways shall be approved by the City of Claremont. Private signs shall be clearly indicated as private as determined appropriate by City Engineer.
- q. Install transportation trip reduction measures as determined appropriate by the Director of Community Development, including but not limited to sidewalks, bicycle parking, carpool/vanpool parking, bus stop improvements, board or kiosk with public transportation information.
- r. The applicant shall provide street trees on the public right-of-way as determined by City Arborist. The applicant shall plant all new public street trees and necessary irrigation to fill any gaps along the western portion of the

Colby Circle right-of way (in front of the hotel). New private street trees will also be required for planting along the other street frontages as determined by project landscape architect and Director of Community Development.

Section F. The approval period for Tentative Tract Map #73078 shall be three years from the date of adoption of this resolution, unless extended under the Government Code. The Final Tract Map shall be filed with the City Engineer, and shall comply with the Subdivision Map Act of the State of California and all applicable ordinances, requirements, and resolutions of the City of Claremont.

Section G. The documents and materials that constitute the record of proceedings on which these findings have been based are located in the City of Claremont, 207 Harvard Avenue, Claremont, CA 91711. The custodian for these records is the City Clerk of the City of Claremont.

Section H. City staff shall cause a Notice of Determination to be filed and posted with the County of Los Angeles Registrar-Record/County Clerk and the State Clearinghouse within five working days of the City's adoption of this resolution.

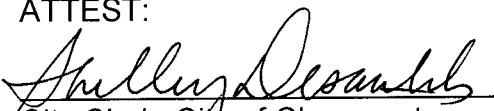
Section I. The Mayor shall sign this Resolution and the City Clerk shall attest and certify to the passage and adoption of it.

PASSED, APPROVED, AND ADOPTED this 11th day of July, 2017.



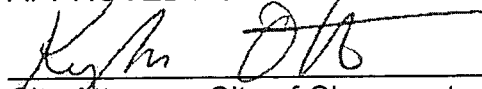
Mayor, City of Claremont

ATTEST:



City Clerk, City of Claremont

APPROVED AS TO FORM:

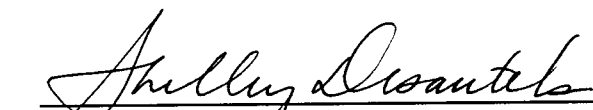


City Attorney, City of Claremont

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

I, Shelley Desautels, City Clerk of the City of Claremont, County of Los Angeles, State of California, hereby certify that the foregoing Resolution No. 2017-45 was regularly adopted by the City Council of said City of Claremont at a regular meeting of said Council held on the 11th day of July, 2017, by the following vote:

AYES: COUNCILMEMBERS: CALAYCAY, LYONS, NASIALI, PEDROZA, SCHROEDER
NOES: COUNCILMEMBERS: NONE
ABSTENSIONS: COUNCILMEMBERS: NONE
ABSENT: COUNCILMEMBERS: NONE



City Clerk of the City of Claremont

City of ClaremontADDENDUM/SUPPLEMENTAL ENVIRONMENTAL CHECKLIST FORM

1. Project Title: Design Review and Tract Map Approval for Mixed Use Building and Private Drive Extension within the Old School House/Claremont Inn Revitalization Specific Plan Area ("501 W. Foothill Boulevard Condominiums and Garage")
2. Lead Agency Name and Address:
City of Claremont
207 Harvard Avenue
Claremont, California 91711
3. Contact Person and Phone Number: Mark Carnahan, Senior Planner
4. Project Location: 501 West Foothill Boulevard, Claremont, California 91711
5. Project Sponsor's Name and Address:
Harry Wu, Claremont Star, L.P.
11757 Valley Boulevard
El Monte, California 91732
6. General Plan Designation: Mixed Use 7. Zoning: SP-9; Specific Plan 9
(Old School House/Hotel/Office Mixed Use)

Previous Environmental Document: Please describe the previously adopted ND or MND or the previously certified EIR

Document Name: 2006 Old School House/Claremont Inn Specific Plan Final MND

Date Project Adopted and MND Certified by Claremont City Council: December 12, 2006

Date NOD filed with County: January 16, 2007

Summary of Potentially Significant Effects Identified in CEQA Document:

The Final MND determined that the 2006 Old School House/Claremont Inn Specific Plan, of which this project is a part, could have potentially significant environmental impacts in the following areas:

- Biological Resources
- Hazards & Hazardous Materials
- Cultural Resources
- Geology & Soils
- Transportation and Circulation

The Final MND found that the Specific Plan would not have significant effects on the environment because revisions in the project were made by or agreed to by the project proponent and mitigation measures reduced any other potential effects to less than significant with the mitigation incorporated. These mitigation measures were required to

reduce impacts to a less than significant level include:

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.

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.

Mitigation Measure C

An archeologist shall be kept on retainer during grading and excavation activities associated with the implementation of the Specific Plan. If any artifacts are encountered, all work shall cease immediately, and the City and other appropriate agencies shall be notified of the conditions encountered on the site. The field archaeologist shall submit a written report, including findings and specific mitigation measures, and time frames necessary to offset impacts. Work shall not be stopped for more than one month unless extended by the Director of Community Improvement in order to ensure that any identified artifacts are properly retrieved and catalogued. No work shall resume unless clearance has been obtained from the Community Development Department.

Mitigation Measure D

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 approved 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 such foundations for such structures must be reinforced.

Mitigation Measure E

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 for 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.

Mitigation Measure F

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.

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 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.

Mitigation Measure H

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 movement at all times.

Mitigation Measure I

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 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 25% 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.

Mitigation Measure J

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

Mitigation Measure K

Prior to the 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.

Mitigation Measure L

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 alternate use.

Mitigation Measure M

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 cost.

Mitigation Measure N

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.

Mitigation Measure O

Prior to the 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. Implantation of the parking management plan shall commence no later than the date that the reciprocal parking agreement expires.

Mitigation Measure P

Prior to the Issuance of grading permits for Building N1, the Applicant shall:

- A. Conduct traffic counts for one week at the following intersections, during a normal school session:
 - i. Berkeley/Foothill
 - ii. Berkeley/Baughman
 - iii. Colby/ Santa Barbara
 - iv. Colby/Lafayette
 - v. Colby/Oxford

- B. Pay a deposit of six thousand dollars (\$6,000.00) to the Engineering Division to cover staff and consultant costs associated with the preparation of Traffic and Transportation Commission agenda items to identify and consider traffic-calming measures for the following roadway segments:
 - i. The south leg of Berkeley Avenue/Foothill Boulevard intersection and potential removal of westbound left turn pocket at Berkeley/Foothill;
 - ii. Santa Barbara Drive between Mountain Avenue and Colby Circle; and
 - iii. Study Colby Circle, Lafayette Road near Colby Circle and Oxford Drive near Colby Circle, and make recommendations for potential striping or signage changes, if warranted for safety.

The Traffic and Transportation Commission shall consider these matters within one year following the date of City Council adoption of the Specific Plan. The Traffic and Transportation Commission shall refer to the City of Claremont Traffic Calming Policy ("Traffic Calming Policy") basic Principles in its recommendation to the City Council.

- C. Post two sixty-thousand dollar (\$60,000.00) bonds, each to be separately earmarked for potential future traffic-calming improvements at the following locations:

- i. The south leg of Berkeley Avenue/Foothill Boulevard intersection, and potential removal of westbound left turn pocket at Berkeley/Foothill;
- ii. Santa Barbara, between Mountain and Colby.

Each bond may only be used to fund improvements at the location for which it has been earmarked, and only if the City Council, after receiving a recommendation from the Traffic and Transportation Commission, determines that such improvements are in conformance with the Traffic Calming Policy's Basic Principles; otherwise, the bonds may be retired. Any costs exceeding \$60,000 at either roadway segment shall be borne by the directly affected property owners (the determination of "directly affected property owners" shall be set forth in the Traffic Calming Policy). Further, as stated in the Traffic Calming Policy, no traffic calming measures shall be implemented until after such measures have been approved by the City Council, and then by two-thirds of the affected property owners.

CEQA REQUIREMENTS FOR AN ADDENDUM:

If changes to a project or its circumstances occur or new information becomes available after adoption of a negative declaration, the lead agency may: (1) prepare a subsequent EIR if the criteria of State CEQA Guidelines § 15162(a) are met, (2) prepare a subsequent negative declaration, (3) prepare an addendum, or (4) prepare no further documentation. (State CEQA Guidelines § 15162(b).) When only minor technical changes or additions to the negative declaration are necessary and none of the conditions described in section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred, CEQA allows the lead agency to prepare and adopt an addendum. (State CEQA Guidelines, § 15164(b).)

Under Section 15162, a subsequent EIR or negative declaration is required only when:

- (1) Substantial changes are proposed in the project which will require major revisions of the previous negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the negative declaration due to the involvement of any new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the negative declaration was adopted, shows any of the following:
 - (A) The project will have one or more significant effects not discussed in the previous negative declaration;
 - (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the

mitigation measure or alternative; or

- (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

It should be noted that, since the 2006 Specific Plan was analyzed in a MND, no significant and unavoidable impacts were identified. Thus, in determining whether the changes proposed by the Specific Plan trigger the need for subsequent environmental review as per State CEQA Guidelines section 15162, in this situation the relevant inquiry is whether new significant impacts would result, and not whether there would be any substantial increase in previously-identified significant and unavoidable impacts, as there were none.

Description of Project:

A Mitigated Negative Declaration was prepared for the Specific Plan for the Old School House/Claremont Inn Revitalization (Specific Plan). The Specific Plan included planned improvements in a 21 acre area situated at the northwest corner of the intersection of Foothill Boulevard and Indian Hill Boulevard, approximately one mile north of Claremont's downtown village district and one-half mile west of the Claremont Colleges. Colby Circle runs through the site in the north and a private drive off Foothill Boulevard bisects the specific plan area. The Specific Plan described the proposed land use plan and development concept of the plan area including: hotel and "Old School House" renovations, demolition of several existing structures, conversion of a hotel to residential condominiums, construction of new residential condominiums, construction of a parking structure, new commercial structures, associated site modifications to accommodate vehicular and pedestrian traffic, and places for outdoor activities.

This Project is part of the Specific Plan and is described as follows: the design review of a structure containing 30 residential condominium units and 240 space parking garage. This area currently contains a vacant three-story hotel building and surface parking lot. The vacant hotel will be demolished as part of the Project. The Project will contain just over 3,619 additional square feet (liveable/conditioned space) from what was outlined in the Specific Plan. This increase is due to the increase in unit size. However, the number of units, and therefore the level of impacts, stays the same. The following table shows the project approved in the Specific Plan and the Project seeking design approval.

**Table 1
Comparison of Specific Plan and Proposed Project Characteristics**

Adopted Specific Plan (Noted as C1 and N2 on SP Development Plan)	Proposed Approval
<u>Condo Conversion Building, with Commercial Parking</u> <ul style="list-style-type: none">• Conversion of 3-story 1970s hotel building to 30, two- and three-bedroom "loft condominiums"• New parking structure, two levels above ground, one level underground with 242 spaces• Minimum unit size – 850 sq. ft.• Site configuration: two separate buildings• Square Footage: 41,220 sf of	<u>New Condo Building, with Commercial Parking</u> ("501 W. Foothill Boulevard Condominiums and Garage") – <ul style="list-style-type: none">• Demolition of 1970s hotel building• Construction of 3 story building (three stories above ground and a partial basement parking level) with 30 new residential units and two levels of parking, (one semi-subterranean level) with 240 spaces, plus 3 motorcycle spaces• Minimum unit size - 907 sq. ft.

<p>residential</p> <ul style="list-style-type: none"> • Architectural Style: Spanish Renaissance design aesthetic to integrate with Old School House building • Barrier at north end of north/south drive aisle, which would prevent non-residential traffic and traffic from the mixed-use residential district from accessing secondary access road and Colby Circle 	<ul style="list-style-type: none"> • Site configuration: one combined building • Square Footage: 44,839 sf of liveable/conditioned area plus 9,780 sf of non-liveable space (building corridors). Increase of 3,619 square footage due to increase in unit sizes and internal circulation. • Architectural Style: Traditional Spanish to complement existing development at Old School House. • No barrier at north end of north side drive aisle, changing site's planned internal circulation
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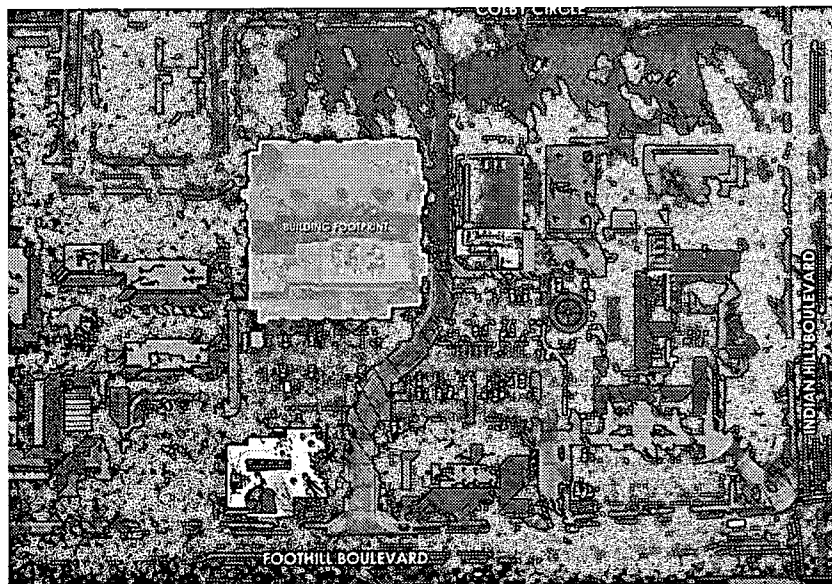
The Specific Plan contemplates that each development will obtain the required entitlements. The Project has now been designed and as such requires approval of Architectural Design Review (FILE #16-A02) and approval of a Tentative Tract Map (Tentative Tract Map 73078). Staff is conducting this supplemental checklist to analyze any potential impacts pursuant to these approvals.

The proposed Design Review will be reviewed by the Architectural Commission and the TTM will be reviewed by the Planning Commission and City Council. The TTM is for the Specific Plan area that includes the Project building's structure which contains the parking structure and the 30 residential condominium units, and the commercial areas (existing DoubleTree hotel, Old School House retail, office, theater, and restaurant uses), but excludes the proposed Colby Circle parking lot area (future townhomes) to the north, which will require a future subdivision map.

Principal access to the project building will be from the private north-south driveway, with a secondary residential access off of Colby Circle. The Project is currently bordered to the north by underutilized surface parking (the future site of the 96-unit Colby Neighborhood condominium townhome development), the Candlelight Pavilion Dinner Theater to the east, surface parking to the south, and a DoubleTree hotel to the west. The residential portion of the Project will be located on the northern end of the site and the commercial parking use at the southern end of the site. This allows the parking to be closer to the commercial areas that need it and places the residential uses to the north, to allow more separation from the commercial areas and closer to other residential uses (existing neighborhood and future planned Colby condos). The Project includes permitting the private driveway, running from Foothill Boulevard, opposite its intersection with Berkeley Avenue, to continue north to the Colby neighborhood access lane, removing the previously proposed barrier at the driveway terminus at the Colby access lane, shown in the Specific Plan.



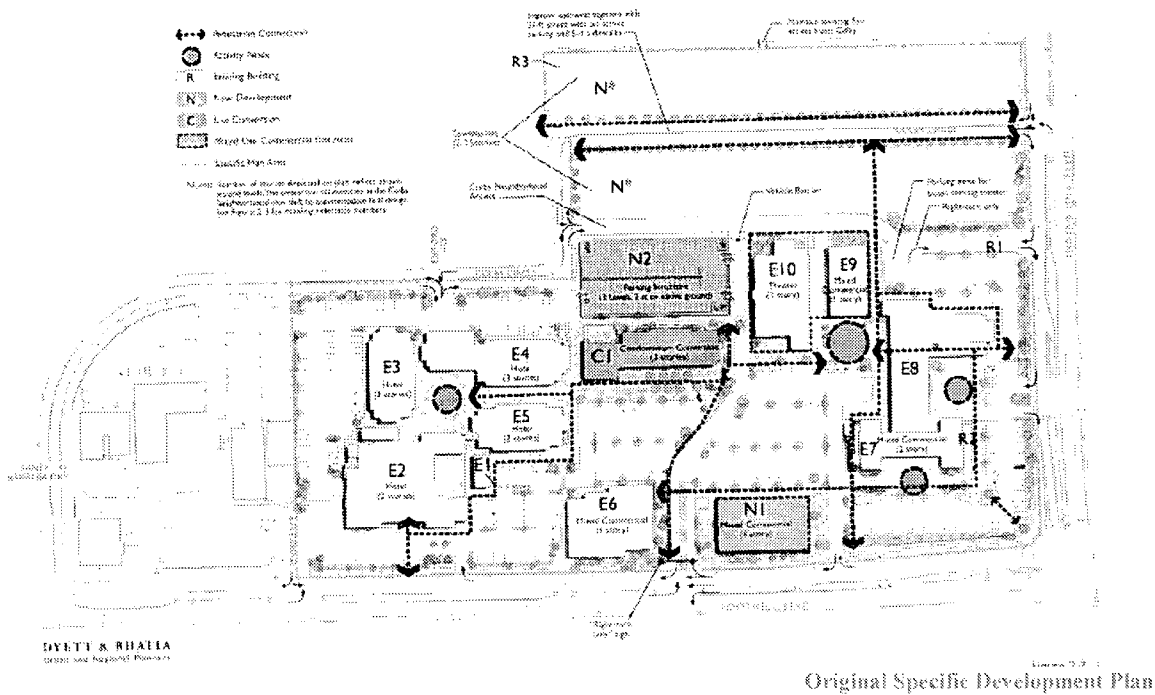
Image provided by Google and Esri, 2014. Approximate Specific Plan Boundary per 200 Local House/Clearment and Specific Plan, September 28, 2000.



Project: Proposed Building Footprint

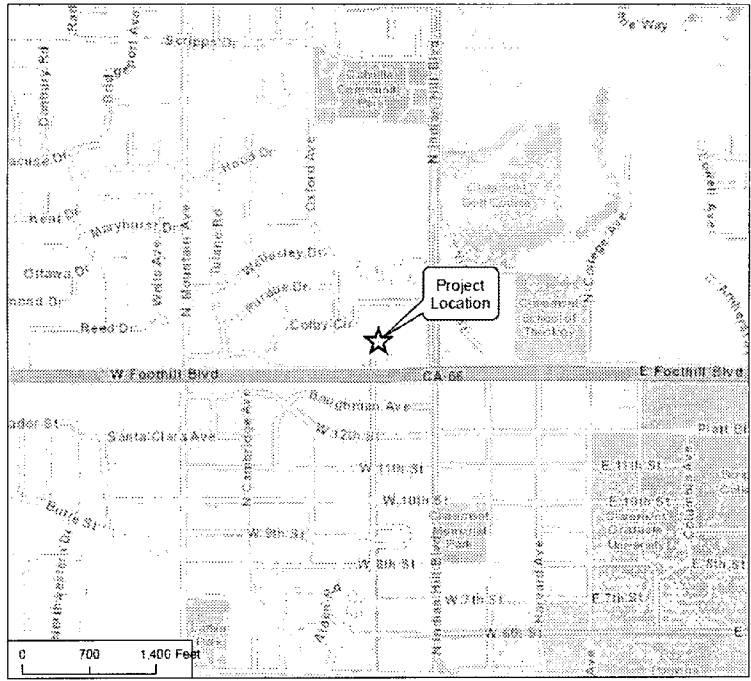
Surrounding Land Uses and Setting:

The proposed mixed use building with parking is located in the center of the Specific Plan area and is marked as C1 and N2 on the Specific Plan Development Plan map (below). It is determined to be mixed use because it contains both residential condominiums and parking for the nearby commercial uses.



The Project portion of the Specific Plan is bounded on the north by a surface parking lot, on the south by a surface parking lot, on the west by the DoubleTree Hilton Hotel (formerly Claremont Inn) and on the east by the Candlelight Dinner Theater building. The Project, containing 30 residential condominiums, residential parking, and parking for commercial uses, will be accessed from the private driveway, originating at Foothill Boulevard and proposed to continue to the “Colby Neighborhood Access” drive (as noted on the Specific Plan Development Plan map) and a new access approach from Colby Circle.

The entire Specific Plan area is bounded by Indian Hill Boulevard to the east, Foothill Boulevard to the south, Colby Circle on the west and extends to the north encompassing the existing surface parking lot on the north side of Colby Circle. In general, the Specific Plan area itself is currently comprised of commercial uses. Foothill Boulevard is a commercial corridor while Indian Hill Boulevard is primarily residential, north of Foothill Boulevard corridor. The gated Griswold Townhomes community occurs north of the Specific Plan area, and a more traditional single-family neighborhood exists across Indian Hill Boulevard to the east. Where Colby Circle jogs, northwest of the Specific Plan area, there is a cluster of two-story multiple-family residential developments. To north of the Specific Plan area, the uses are primarily residential; Claremont High School is to the north of the Specific Plan area.



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

Los Angeles County Fire Department

NEW SIGNIFICANT ENVIRONMENTAL EFFECTS OR SUBSTANTIALLY MORE SEVERE SIGNIFICANT ENVIRONMENTAL EFFECTS COMPARED TO THOSE IDENTIFIED IN THE PREVIOUS CEQA DOCUMENT (2006 MND). The subject areas checked below were determined to be new significant environmental effects or to be previously identified effects that have a substantial increase in severity either due to a change in the project, change in circumstances or new information of substantial importance, as indicated by the checklist and discussion on the following pages.

- | | | |
|--|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agricultural Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology / Soils |
| <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Hydrology / Water Quality | <input type="checkbox"/> Land Use / Planning |
| <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Noise | <input type="checkbox"/> Population / Housing |
| <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation | <input type="checkbox"/> Transportation / Traffic |
| <input type="checkbox"/> Utilities / Service Systems | <input type="checkbox"/> Mandatory Findings of Significance | <input type="checkbox"/> Greenhouse Gases |

DETERMINATION (To be completed by the Lead Agency):

On the basis of this initial evaluation:

- No substantial changes are proposed in the project and there are no substantial changes in the circumstances under which the project will be undertaken that will require major revisions to the previous approved ND or MND or certified EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects. Also, there is no "new information of substantial importance" as that term is used in CEQA Guidelines Section 15162(a)(3). Therefore, the previously adopted ND or MND or previously certified EIR adequately discusses the potential impacts of the project without modification.
- No substantial changes are proposed in the project and there are no substantial changes in the circumstances under which the project will be undertaken that will require major revisions to the previous approved ND or MND or certified EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects. Also, there is no "new information of substantial importance" as that term is used in CEQA Guidelines Section 15162(a)(3). Therefore, the previously adopted ND, MND or previously certified EIR adequately discusses the potential impacts of the project; however, minor changes require the preparation of an ADDENDUM.
- Substantial changes are proposed in the project or there are substantial changes in the circumstances under which the project will be undertaken that will require major revisions to the previous ND, MND or EIR due to the involvement of significant new environmental effects or a substantial increase in the severity of previously identified significant effects. Or, there is "new information of substantial importance," as that term is used in CEQA Guidelines Section 15162(a)(3). However all new potentially significant environmental effects or substantial increases in the severity of previously identified significant effects are clearly reduced to below a level of significance through the incorporation of mitigation measures agreed to by the project applicant. Therefore, a SUBSEQUENT MND is required.
- Substantial changes are proposed in the project or there are substantial changes in the circumstances under which the project will be undertaken that will require major revisions to the previous environmental document due to the involvement of significant new environmental effects or a substantial increase in the severity of previously identified significant effects. Or, there is "new information of substantial importance," as that term is used in CEQA Guidelines Section 15162(a)(3). However, only minor changes or additions or changes would be necessary to make the previous EIR adequate for the project in the changed situation. Therefore, a SUPPLEMENTAL EIR is required.
- Substantial changes are proposed in the project or there are substantial changes in the circumstances under which the project will be undertaken that will require major revisions to the previous environmental document due to the involvement of significant new environmental effects or a substantial increase in the severity of previously identified significant effects. Or, there is "new information of substantial importance," as that term is used in CEQA Guidelines Section 15162(a)(3). Therefore, a SUBSEQUENT EIR is required.

Signature

Date

Printed Name

For

EVALUATION OF ENVIRONMENTAL IMPACTS:

- 1) A finding of "No New Impact/No Impact" means that the potential impact was fully analyzed and/or mitigated in the prior CEQA document and no new or different impacts will result from the proposed activity. A brief explanation is required for all answers except "No New Impact/No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No New Impact/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 New Impact/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) A finding of "New Mitigation is Required" means that the project have a new potentially significant impact on the environment or a substantially more severe impact than analyzed in the previously approved or certified CEQA document and that new mitigation is required to address the impact.
- 3) A finding of "New Potentially Significant Impact" means that the project may have a new potentially significant impact on the environment or a substantially more severe impact than analyzed in the previously approved or certified CEQA document that cannot be mitigated to below a level of significance or be avoided.
- 4) A finding of "Reduced Impact" means that a previously infeasible mitigation measure is now available, or a previously infeasible alternative is now available that will reduce a significant impact identified in the previously prepared environmental document.
- 5) 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.
- 6) 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. 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 proposed action.
 - c) Infeasible Mitigation Measures. Since the previous EIR was certified or previous ND or MND was adopted, discuss any mitigation measures or alternatives previously found not to be feasible that would in fact be feasible or that are considerably different from those previously analyzed and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measures or alternatives.
 - d) Changes in Circumstances. Since the previous EIR was certified or previous ND or MND was adopted, discuss any changes in the project, changes in circumstances under which the project is undertaken and/or "new information of substantial importance" that cause a change in conclusion regarding one or more effects

discussed in the original document.

- 7) 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.
- 8) Supporting Information Sources. A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- 9) 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.
- 10) The explanation of each issue should identify:
 - a) the significance criteria or threshold, if any, used to evaluate each question;
 - b) differences between the proposed activity and the previously approved project described in the approved ND or MND or certified EIR; and
 - c) the previously approved mitigation measure identified, if any, to reduce the impact to less than significance.

Issues:	New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
1. AESTHETICS. Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

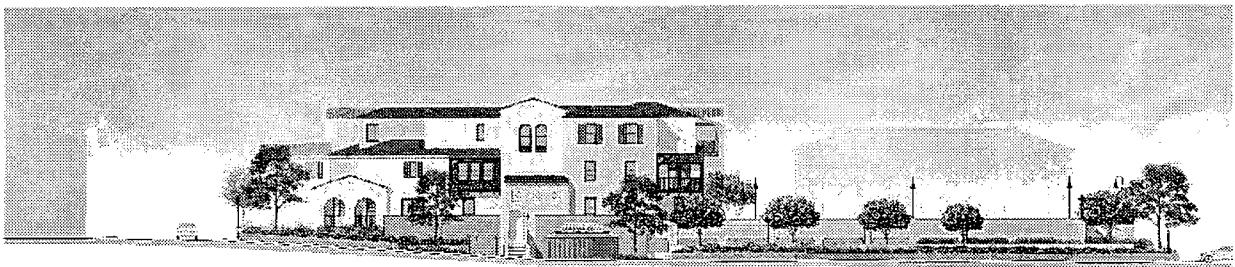
Aesthetics

(a) Scenic Vistas. The 2006 Final MND identified no impacts related to the alteration of scenic vistas. The Specific Plan area is surrounded by existing residential and commercial development in

all directions. Views into the plan area are generally limited to views from the surrounding roadways. As stated in the Open Space, Conservation, and Air Quality Element of the Claremont General Plan (City of Claremont, November 2006), the City considers views of the San Gabriel Mountains and its foothills to be the predominant scenic vista in Claremont. The Project would not increase the height of development allowed under the adopted Specific Plan, nor would its reconfiguration into one building cause any additional scenic vistas to be obstructed. Therefore, the Project would not create new significant impact or result in a substantial increase in the severity of a significant impact identified in the 2006 Final MND.

(b) Scenic Resources. The 2006 MND noted that there would be no impacts in this category. The Specific Plan area is predominately developed, and does not contain any officially-designated scenic resources that would be affected by the Project. While trees are not officially designated as scenic resources by the City, Policy 2-13.1 of the City's General Plan calls on the City to "Maintain and enhance the City's collection of street trees," and improve Claremont's image as a "City of trees." Once constructed, the Project would include trees (including street trees) and also include a landscaped courtyard area. The Project's impacts on scenic resources would be consistent with the impacts analyzed in the 2006 MND. Therefore, the Project would not create new significant impact or result in a substantial increase in the severity of a significant impact identified in the 2006 Final MND.

(c) Visual Character and Quality. The 2006 Final MND identified less than significant impacts to visual character and quality. The 2006 Final MND found that required review of individual projects through the City's architectural review process and application of the City's lighting standards would reduce potential aesthetic impacts to a less than significant level. No significant impacts were found, and no mitigation measures were required. The Project would not alter the development footprint or maximum height of buildings analyzed in the 2006 Final MND. Review of the current proposal by the Architectural Commission as required by Section 16.300, *Architectural Review*, of the Claremont Municipal Code (CMC) ensures that the Project will be of high visual character and quality. The visual character of the Project is described below as well as shown in the following elevations.



WEST ELEVATION



EAST ELEVATION

West and East Elevations



SOUTH ELEVATION



NORTH ELEVATION

South and North Elevations

Condominiums

The Specific Plan anticipated the conversion of the vacant, three-story, 1970's hotel addition and former lobby wing of the Claremont Inn into 30 residential townhome condominium units. The reuse of this building has been reconsidered and the Project would instead demolish the structure and construct 30 two, and three bedroom units on the northern portion of the site. The new units are attached townhomes including 20 flats, 6 two-story units, and 4 three-story units. Together these units create a single residential complex organized around a center courtyard. Most of the units would front onto the courtyard, while some front onto a new private road located along the northern edge of the site. The height of the residential complex would be two and three stories and sit atop a partial subterranean parking garage. The exterior would incorporate influences from Spanish architecture and is compatible with the character of the historic portions of the Old School House as well as the new proposed Colby Circle Neighborhood townhomes.

Parking Garage

The Specific Plan includes the construction of a 242-space, three level parking garage which is to provide convenient vehicle parking for the theater, offices, commercial, retail, hotel, and residential condominium users of the OSH and DoubleTree Hotel Center. The site layout scale and design for the structure has been reevaluated and the Project will have the structure consist of a basement (lower) level and a surface deck (upper) level that will be at grade at the northern portion of the structure. The new parking structure is designed to serve as two independent parking garages. The residential parking is located in a secured basement level, which is accessed from Colby Circle on the north side of the structure. The remaining commercial portions of the parking garage would contain the southern portion of the basement level and the surface deck level. The basement level commercial parking will have access from the southeastern portion of the structure and the deck top level will have access from the northeastern end of the structure.

Most of the new parking garage would not be visible as it is partially below grade as well as landscaped with screen plantings and planter walls. The structure would be designed to have a Spanish architectural theme to match the adjacent Old School House as well as the new proposed Colby Circle Neighborhood townhomes.

The Project would therefore not lead to new, significant environmental impacts or substantial increases in the severity of significant environmental impacts related to visual character and quality.

(d) Light and Glare. The 2006 Final MND identifies a less than significant impact related to light and glare. The Project would not alter the development footprint of buildings analyzed in the 2006 Final MND. Section 16.154.030, *Outdoor Lighting and Glare*, of the CMC requires outdoor light fixtures to be designed, installed, and maintained so as to direct light only onto the property on which the light source is located. It also states that excessive light and glare shall be limited by the use of appropriate light fixtures, shielding devices and directional lighting methods. Section 16.154.030A.3 states that "Any indirect illumination of neighboring residential properties or uses shall not exceed .5 footcandles ("fc") at the property line as measured horizontally and vertically from adjacent grade to a height of fourteen (14) feet." The Specific Plan area and its surroundings are already well-lit at night because of surrounding urban uses and streetlights. New lighting in the Specific Plan area is subject to the City's 0.5 fc standard, and would therefore produce a relatively minor increase in illumination compared to existing light sources. The Project lighting would be consistent with City standards and the Specific Plan. Potential light and glare impacts of the Project would therefore not lead to new, significant environmental impacts or substantial increases in the severity of significant environmental impacts related to light and glare beyond those identified in the 2006 Final MND.

Issues:	New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
<p>II. AGRICULTURE AND FOREST RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest protocols adopted by the California Air Resources Board. Would the project:</p>				
<p>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?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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| c) | Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) | Result in the loss of forest land or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) | Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

a-e) Agricultural Resources

The 2006 Final MND identified no impacts related to agricultural resources. The Project is in the same Specific Plan area, and neither the Project site nor the adjacent land has been designated Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, enrolled in the Williamson Act contract, or zoned or used for timber production or agriculture. No new significant or more severe impacts related to agricultural resources would occur under the Project.

Issues:	New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
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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:

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|----|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) | Conflict with or obstruct implementation of the applicable air quality plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input 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 nonattainment 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 checked="" type="checkbox"/> | <input 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 checked="" type="checkbox"/> | <input type="checkbox"/> |

Air Quality

Air Quality Plan and Policy Consistency. The Specific Plan area is within the South Coast Air Basin (Basin), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The local air quality management agency is required to monitor air pollutant levels to ensure that air quality standards are met and, if they are not met, to develop strategies to meet the standards.

According to SCAQMD Guidelines, to be consistent with the Air Quality Management Plan (AQMP), a project must conform to the local General Plan and must not result in or contribute to an exceedance of a city's projected population growth forecast. The 2006 Final MND found that the adopted Specific Plan had no impact related to conflicting or obstructing implementation of the applicable air quality plan. The adopted Specific Plan is consistent with the City of Claremont General Plan. The City of Claremont General Plan's population forecast assumes full build-out of the adopted Specific Plan area. As described in the 2006 Final MND, 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. General Plan build-out estimates, including Claremont's sphere of influence provide for 13,422 units. The 2006 Final MND identified no conflicts with an applicable air quality plan. The Project will not increase the intensity of development over what was analyzed in the 2006 Final MND. Therefore, it is consistent with the AQMP and would not create any new significant impacts beyond those identified in the 2006 Final MND or increase the severity of significant impacts identified in the MND.

Operational Impacts. The 2006 Final MND did not identify any significant operational impacts. The Project is within the general footprint of what is shown in the Specific Plan and the uses are the same as what was identified in the Specific Plan and analyzed in the 2006 Final MND. Current air quality analysis did not identify any new operational impacts. Therefore, the Project would not create any new significant impacts beyond those identified in the 2006 Final MND or increase the

severity of significant impacts identified in the 2006 Final MND.

Construction Impacts. The 2006 Final MND identified construction-related air quality impacts as less than significant. The Project is within the general footprint of what is shown in the Specific Plan. The Specific Plan shows two buildings, whereas the Project will now be one combined structure. The Project would involve demolition of a building (instead of rehabilitation) and slightly more new square footage of construction than analyzed in the 2006 Final MND. However, development of the Project would comply with SQAMD Rule 1113, which limits emissions from architectural coating, SCAQMD Rule 403, and limits dust emissions and composition of proposed buildings. The Project would not exceed any established thresholds established by the SQAMD. Therefore, the Project would not create any new significant impacts beyond those identified in the 2006 Final MND or increase the severity of significant impacts identified in the 2006 Final MND.

Sensitive Receptors. The 2006 Final MND found less than significant impacts related to sensitive receptors. The Project does not alter the location of the Specific Plan area or the location of land uses in the area. The 2006 Final MND found that no mitigation measures would be required for construction-related impacts beyond standard best management practices (BMPs) required for issuance of a standard grading permit. BMPs include watering the site and covering stockpiles of dirt, in order to control fugitive dust during construction activities. Under SCAQMD Rule 403, the Project would also be required to secure any necessary permits from the SCAQMD, which would require approved fugitive dust emissions control plans, prior to the issuance of grading permits. Development of the Project would also require implementation of BMPs and acquisition of appropriate SCAQMD permits to acquire grading permits. Therefore, the Project would not create any new significant impacts beyond those identified in the 2006 Final MND or increase the severity of significant impacts identified in the 2006 Final MND.

Objectionable Odors. The 2006 Final MND determined there would be no objectionable impacts. The Project would not include any uses different than those analyzed in the 2006 Final MND. Therefore, the Project would not create any new or more severe significant impacts than those analyzed in the 2006 Final MND.

Issues:	New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
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 checked="" type="checkbox"/>	<input type="checkbox"/>

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| 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 checked="" type="checkbox"/> | <input 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 checked="" type="checkbox"/> | <input 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 checked="" type="checkbox"/> | <input 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 checked="" type="checkbox"/> | <input type="checkbox"/> |

(a-f) The 2006 Final MND found that implementation of the Specific Plan would have no impact on a species, habitat, natural community, riparian area, wetland, or migration corridor identified by any local, regional, state or federal agency. The 2006 Final MND identified several mature trees, including some coast live oaks, which would be affected by grading and construction activities. However, because implementation of the Specific Plan only affects land that has previously been developed, the impact to undisturbed biological resources was considered less than significant.

In addition, the 2006 Final MND found potential impacts to mature trees would be further lessened by design policies incorporated into the original Specific Plan and implementation of Mitigation Measure A. Mitigation Measure A requires that any street or median tree damaged or removed to facilitate on- or off-site improvements be replaced with an approved species, sized at 24-inch box or larger, at a 1:1 replacement ratio. Project applicants are also required to post a landscaping bond with the Engineering Division at the time of grading or other on/off-site improvement permit issuance to ensure the affected trees are replaced and are warranted to survive for no less than one year after installation.

These policies remain unchanged with the Project. The Project's intensity, footprint, and on-site biological conditions are effectively the same as analyzed in the 2006 Final MND. Further, development under the Project would be subject to conformance with the adopted policies in the Specific Plan and Mitigation Measure A. For these reasons, the Project would not lead to new, significant environmental effects or substantial increases in the severity of significant environmental effects related to biological resources beyond those identified in the 2006 Final MND.

Issues:	New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
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 type="checkbox"/>	<input checked="" 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 checked="" type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Cause a substantial adverse change in the significance of a Tribal Cultural Resource as defined in Public Resources Code §21074?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Historical Resources. The 2006 Final MND determined that the adopted Specific Plan could negatively impact the historic nature and character of the Old School House, which dates back to the early 1900's and is considered one of Claremont's iconic buildings. Implementation of Mitigation Measure B was determined to be sufficient to reduce impacts to a less than significant level. Mitigation Measure B requires a written and photographic record of the exterior and interior of

affected portions of the Old School House building to be submitted to the City prior to issuance of demolition or grading permits directly related to the Old School House building.

The Project would allow for the demolition of the 1970s hotel addition located 250 feet northwest of the original Old School House building, which was proposed for adaptive reuse under the adopted Specific Plan. Due to the distance between the original Old School House building and the era of the hotel addition (1970s), there is no potential for the Project to adversely affect the context or integrity of the Old School House building. Additionally, neither the main hotel building, which was built in the 1960s, nor the 1970s hotel addition are listed as California Historical Landmarks or in any local registry of historic resources (California State Parks, Office of Historic Preservation, website; personal communication, Mark Carnahan, April 2017). Furthermore, the 1970s hotel addition was not built within the last 50 years, and not built in the original style of the 1960s main hotel building. Its demolition would not affect the historical context of the main hotel building. Therefore, the Project would not create any new significant impacts beyond those identified in the 2006 Final MND or increase the severity of significant impacts identified in the MND.

Archaeological Resources and Human Remains. The 2006 Final MND found that implementation of the Specific Plan would have no impact on archaeological resources and human remains. California Health and Safety Code § 7050.5, Public Resources Code § 5097.98, and § 15064.5 of the California Code of Regulations (CEQA Guidelines) mandate procedures to be followed, including that, if human remains are encountered during excavation, all work must halt, and the County Coroner must be notified (Section 7050.5 of the California Health and Safety Code). The Project would be located within the Specific Plan area analyzed in the 2006 Final MND and be required to comply with existing state regulations regarding monitoring of construction sites. Therefore, the Project would not create any new significant impacts beyond those identified in the 2006 Final MND or increase the severity of significant impacts identified in the 2006 Final MND.

Paleontological Resources and Geologic Features. The 2006 Final MND found that implementation of the Specific Plan would have no impact on paleontological resources or unique geologic features. The Project would be located within the Specific Plan area analyzed in the 2006 Final MND. The site's paleontological resources and geologic features remain the same as when analyzed in the 2006 Final MND. Therefore, the Project would not result in any new significant impacts beyond those identified in the 2006 Final MND or increase the severity of significant impacts identified in the 2006 Final MND.

Issues:	New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
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:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

- | | | | | | |
|------|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| 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. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| ii. | Strong seismic ground shaking? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| iii. | Seismic-related ground failure, including liquefaction? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| iv. | Landslides? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. | Result in substantial soil erosion or the loss of topsoil? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e. | Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Surface Rupture. Claremont is located within a seismically active region, and moderate to severe ground motion can be expected citywide in the event of seismic activity. Accordingly, all new construction is required to comply with the provisions of the California Building Code (CBC) relating to current seismic risk factors and their mitigation. The 2006 Final MND found that no active

earthquake faults had been confirmed in the plan area and no Alquist-Priolo Earthquake maps had been adopted for the City of Claremont, and all applicable mitigation measures will be met. Therefore, the Project would not create any new significant impacts beyond those identified in the 2006 Final MND or increase the severity of significant impacts identified in the 2006 Final MND.

Ground Shaking and Ground Failure. The 2006 Final MND determined that seismic ground shaking and ground failure impacts would be less than significant with mitigation incorporated. All applicable Specific Plan mitigation measures will be enforced with the Project, and the Project would be located within the Specific Plan area analyzed in the 2006 Final MND. Additionally, all future construction and development within the site would be required to comply with applicable provisions of the most recently adopted version of the CBC, the City's building regulations, and applicable County building requirements to minimize the risk of loss, injury, or death resulting from strong ground shaking. Therefore, the Project would not create any new significant impacts beyond those identified in the 2006 Final MND or increase the severity of significant impacts identified in the 2006 Final MND.

Liquefaction. The 2006 Final MND found that the southeast corner of the Specific Plan area touches the boundary of an area that may be susceptible to liquefaction. The Project would be located within the Specific Plan area analyzed in the 2006 Final MND, and there has been no change in the liquefaction susceptibility. Additionally, existing local regulations require proper geotechnical investigation and design to avoid significant impacts from liquefaction. For example, several policies from the Public Safety and Noise Element of the Claremont General Plan (2006) address this issue, including Policy 6-2.2 of, which requires compliance with the Uniform Building Code standards for grading; Policy 6-2.7, which requires development to submit design analysis, soils, geologic, and seismic reports to the City that show undue hazard does not exist on the property; and Policy 6-5.1, which requires a geotechnical evaluation that analyzes potential hazards like liquefaction and provides recommendations prior to new development. These General Plan policies are implemented through the Claremont Municipal Code. Grading and construction of buildings and support structures within the plan area would be required to adhere to City of Claremont development review requirements as defined in Chapter 15.04, *Building Code*, of the Claremont Municipal Code, which incorporates, by reference, the design and construction standards of the California Building Code (CBC), 2013 Edition, which in turn incorporates and amends the International Building Code, 2012 Edition. Therefore, the Project would not create any new significant impacts beyond those identified in the 2006 Final MND or increase the severity of significant impacts identified in the 2006 Final MND.

Landslides. The 2006 Final MND found that the Specific Plan area is flat and is not subject to landslides. The Project is in the Specific Plan area and no changes to the area have occurred that would increase the likelihood of landslides. Therefore, the Project would not create any new significant impacts beyond those identified in the 2006 Final MND or increase the severity of significant impacts identified in the 2006 Final MND.

Soil Erosion. The 2006 Final MND found that there would be no impact on soil erosion. The overall physical development of the Project would not be greater than that analyzed in the 2006 Final MND: the entire site would be developed under either scenario and therefore no new significant impacts are anticipated. Additionally, as required under the City of Claremont's National Pollutant Discharge Elimination System (NPDES) Permit, the Project would be required to implement a Storm Water Pollution Prevention Plan (SWPPP) with Best Management Practices (BMPs) to prevent erosion and polluted runoff. Therefore, the Project would not create any new significant impacts beyond those identified in the 2006 Final MND or increase the severity of significant impacts identified in the 2006 Final MND.

Expansive Soils. The 2006 Final MND identified no impact related to expansive soil. The Project is located in the Specific Plan area and no changes to the types of soil on the site have occurred. Additionally, development allowed by the proposed Project would be required to adhere to applicable regulations ensuring building safety and no significant subsidence-related impacts would result from the construction and operation of the proposed Project. The Project would not create any new significant impacts beyond those identified in the 2006 Final MND or increase the severity of significant impacts identified in the 2006 Final MND.

Septic Systems. Development under both the adopted Specific Plan and the proposed Project includes connections into the municipal sewer system. Therefore, the 2006 Final MND found no impacts related to septic tanks or alternative wastewater disposal systems. The Project would be the same. Therefore, the Project would not create any new significant impacts beyond those identified in the 2006 Final MND or increase the severity of significant impacts identified in the 2006 Final MND.

Issues:	New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
VII. GREENHOUSE GAS EMISSIONS. Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emission of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Greenhouse Gas Emissions.

The 2006 Final MND did not discuss greenhouse gas emissions as the inclusion of this issue was not yet required under CEQA at the time this document was prepared. The 2006 Final MND is presumed valid. (*Citizens for Responsible Equitable Environmental Development v. City of San Diego* (2011) 196 Cal.App.4th 515) The Project’s development intensity is effectively the same as the intensity analyzed in the 2006 Final MND. Therefore, there is no evidence that the Project’s incremental change in GHG emissions (to the extent there is any) would result in a new or more severe significant impact.

Nevertheless, a discussion of greenhouse gas emissions is provided herein to supplement the 2006 Final MND.

Climate change is the observed increase in the average temperature of the Earth’s atmosphere and oceans along with other substantial changes in climate (such as wind patterns, precipitation, and storms) over an extended period of time. Climate change is the result of numerous, cumulative sources of greenhouse gases (GHGs). GHGs contribute to the “greenhouse effect,” which is a

natural occurrence that helps regulate the temperature of the planet. The majority of the Sun's radiation that enters the Earth's atmosphere reaches the Earth's surface and warms it. The surface in turn radiates heat back towards the atmosphere, known as infrared radiation. Gases and clouds in the atmosphere trap and prevent some of this heat from escaping back into space and re-radiate it in all directions. This process is essential to supporting life on Earth because it warms the planet by approximately 60° Fahrenheit. Emissions from human activities since the beginning of the industrial revolution (approximately 250 years ago) may be adding to the natural greenhouse effect by increasing the gases in the atmosphere that trap heat, and as a result may be contributing to an average increase in the Earth's temperature.

GHGs occur both naturally and from human activities. Human activities that produce GHGs are the burning of fossil fuels (coal, oil and natural gas for heating and electricity, gasoline and diesel for transportation); methane from landfill wastes and raising livestock; deforestation activities; and some agricultural practices. GHGs produced by human activities include carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆). Since 1750, it is estimated that the concentrations of carbon dioxide, methane, and nitrous oxide in the atmosphere have increased by 36%, 148%, and 18% respectively, primarily due to human activity. Emissions of GHGs may affect the atmosphere directly by changing its chemical composition, while changes to the land surface indirectly affect the atmosphere by changing the way in which the Earth absorbs gases from the atmosphere. Potential impacts of global climate change in California may include loss of snow pack, sea level rise, more extreme heat days per year, more high ozone days, more large forest fires, and more drought years (California Energy Commission, 2014).

Various statewide and local initiatives to reduce California's contribution to GHG emissions have raised awareness about climate change and its potential for severe long-term adverse environmental, social, and economic effects. In 2005, former Governor Schwarzenegger issued Executive Order (EO) S-3-05, establishing statewide GHG emissions reduction targets. EO S-3-05 provides that by 2010, emissions shall be reduced to 2000 levels; by 2020, emissions shall be reduced to 1990 levels; and by 2050, emissions shall be reduced to 80 percent of 1990 levels (CalEPA, 2006). In response to EO S-3-05, CalEPA created the Climate Action Team (CAT), which in March 2006 published the Climate Action Team Report (the "2006 CAT Report") (CalEPA, 2006). The 2006 CAT Report identified a recommended list of strategies that the state could pursue to reduce GHG emissions. These are strategies that could be implemented by various state agencies to ensure that the emission reduction targets in EO S-3-05 are met and can be met within the existing authority of the state agencies. The strategies include, but are not limited to, reduction of passenger and light duty truck emissions, reduction of idling times for diesel trucks, overhaul of shipping technology/infrastructure, increased use of alternative fuels, increased recycling, and landfill methane capture.

While the City of Claremont does not yet have a Climate Action Plan, a *Sustainable City Plan* was adopted in 2008 and updated in 2013. The *Claremont Sustainable City Plan* outlines several goals which directly relate to GHG emissions. According to the Plan, the City should strive to decrease electrical energy consumption in the community to 20% of 2006 levels by 2020. Furthermore, the Plan states that all new commercial construction should be designed, constructed, and operated to LEED Silver standards. No local quantitative GHG thresholds have been adopted at this time.

The adopted *CEQA Guidelines* provide regulatory guidance on the analysis and mitigation of GHG emissions in CEQA documents, while giving lead agencies the discretion to set quantitative or qualitative thresholds for the assessment and mitigation of GHGs and climate change impacts. The 2008 SCAQMD threshold considers emissions of over 10,000 metric tons of carbon dioxide equivalent (CO₂E) per year from industrial development projects to be significant (SCAQMD, 2008). However, the SCAQMD's threshold applies only to stationary sources and is expressly intended to apply only when the SCAQMD is the CEQA lead agency. Although not formally adopted, the SCAQMD has a recommended tiered GHG significance threshold (SCAQMD, 2008). Under Tier 1,

projects that are exempt from further environmental analysis under existing statutory or categorical exemptions are presumed to have less than significant impacts related to climate change. Under Tier 2, project impacts would be less than significant if a project is consistent with an approved local or regional plan. Therefore, GHG emissions associated with the Project would be less than significant if the Project is consistent with the *Claremont Sustainable City Plan* or other applicable GHG reduction policies or plans.

SCAQMD recommended Tier 3 thresholds are screening level quantitative thresholds. If a local or regional GHG reduction policy or plan is not applicable to a project, emissions would be less than significant if they are under the Tier 3 screening level threshold. SCAQMD has a recommended screening level quantitative threshold for all land use types of 3,000 metric tons CO₂e /year (SCAQMD, "Proposed Tier 3 Quantitative Thresholds – Option 1", September 2010). Although construction and operational emissions under the Project would be under the 3,000 metric tons CO₂e/year threshold (see Appendix B), because there are local and regional GHG reduction policies that apply to the Project, Tier 2 applies and impacts Project would be less than significant if the proposed Project is consistent with the GHG reduction strategies set forth by the 2006 CAT Report and the *Claremont Sustainable City Plan*.

The Project would be consistent with applicable regulations or plans addressing GHG reductions. As indicated above, the CAT published the Climate Action Team Report to Governor Schwarzenegger and the Legislature (the "2006 CAT Report") in March 2006. The 2006 CAT Report identifies a recommended list of strategies that the state could pursue to reduce GHG emissions at a statewide level to meet the goals of EO S-3-05. These are strategies that could be implemented by various state agencies to ensure that the Governor's targets are met and can be met within the existing authority of the state agencies. In addition, the *Claremont Sustainable City Plan* establishes a framework in which the Claremont community can achieve its vision of becoming a sustainable city. The *Sustainable City Plan* includes Community-wide Sustainability Targets that residents, businesses and other institutions are encouraged to meet.

Tables 2 and 3 illustrate that the Project would be consistent with the GHG reduction strategies set forth by the 2006 CAT Report and the *Claremont Sustainable City Plan*. As described in Tables 2 and 3, the Project already incorporates similar measures that would achieve energy efficiency and water conservation and efficiency. An important goal for future development in the Specific Plan area is to incorporate sustainable environmental practices and contribute to Claremont's environmental quality. The Project offers a variety of opportunities for efficient resource use, improved stormwater percolation, and enhancement of landscaping and trees for overall beautification and climate amelioration.

Table 2
Project Consistency with Applicable Climate Action Team Greenhouse Gas Emission Reduction Strategies

<i>Strategy</i>	<i>Project Consistency</i>
California Air Resources Board	
<p><i>Vehicle Climate Change Standards</i></p> <p>AB 1493 (Pavley) required the state to develop and adopt regulations that achieve the maximum feasible and cost-effective reduction of climate change emissions emitted by passenger vehicles and light duty trucks. Regulations were adopted by the CARB in September 2004.</p>	<p>Consistent</p> <p>The vehicles that travel to and from the plan area on public roadways would be in compliance with CARB vehicle standards in effect at the time of vehicle purchase.</p>

Table 2
Project Consistency with Applicable Climate Action Team Greenhouse Gas Emission Reduction Strategies

<i>Strategy</i>	<i>Project Consistency</i>
<p><i>Diesel Anti-Idling</i></p> <p>The CARB adopted a measure to limit diesel-fueled commercial motor vehicle idling in July 2004.</p>	<p>Consistent</p> <p>Current state law restricts diesel truck idling to five minutes or less. Diesel trucks operating from and making deliveries to the Specific Plan area are subject to this state-wide law. Construction vehicles are also subject to this regulation.</p>
<p><i>Hydrofluorocarbon (HFC) Reduction</i></p> <p>1) Ban retail sale of HFC in small cans.</p> <p>2) Require that only low GWP refrigerants be used in new vehicular systems.</p> <p>3) Adopt specifications for new commercial refrigeration.</p> <p>4) Add refrigerant leak-tightness to the pass criteria for vehicular inspection and maintenance programs.</p> <p>5) Enforce federal ban on releasing HFCs.</p>	<p>Consistent</p> <p>This strategy applies to consumer products. All applicable products would be required to comply with the regulations in effect at the time of manufacture.</p>
<p><i>Alternative Fuels: Biodiesel Blends</i></p> <p>The CARB would develop regulations to require the use of 1 to 4% biodiesel displacement of California diesel fuel.</p>	<p>Consistent</p> <p>Diesel vehicles such as construction vehicles that travel to and from the Specific Plan area on public roadways could utilize this fuel. A local fuel station selling biodiesel is located 1 mile east of the Specific Plan area (City of Claremont, Chris Veirs, Principal Planner, 2017).</p>

Table 2
Project Consistency with Applicable Climate Action Team Greenhouse Gas Emission Reduction Strategies

<i>Strategy</i>	<i>Project Consistency</i>
<p><i>Alternative Fuels: Ethanol</i></p> <p>Increased use of E-85 fuel.</p>	<p>Consistent</p> <p>Residents of and employees working in the Specific Plan area could choose to purchase flex-fuel vehicles and utilize this fuel regionally and locally. A local fuel station selling ethanol is located 1 mile east of the Specific Plan area (City of Claremont, Chris Veirs, Principal Planner, 2017). (U.S. Department of Energy, January 2015).</p>
<p><i>Heavy-Duty Vehicle Emission Reduction Measures</i></p> <p>Increased efficiency in the design of heavy duty vehicles and an education program for the heavy duty vehicle sector.</p>	<p>Consistent</p> <p>Heavy-duty construction vehicles that travel to and from the Specific Plan area on public roadways would be subject to all applicable CARB efficiency standards that are in effect at the time of vehicle manufacture.</p>
<p><i>Achieve 50% Statewide Recycling Goal</i></p> <p>Achieving the state's 50% waste diversion mandate as established by the Integrated Waste Management Act of 1989, (AB 939, Sher, Chapter 1095, Statutes of 1989), will reduce climate change emissions associated with energy intensive material extraction and production as well as methane emission from landfills. A diversion rate of 48% has been achieved on a statewide basis. Therefore, a 2% additional reduction is needed.</p>	<p>Consistent</p> <p>Due to City of Claremont recycling programs, it is now estimated that the City is diverting approximately 63% of all waste (Kristin Mikula, City of Claremont, Management Analyst, Personal Communication, 2017). Therefore the City is complying with the standards established by AB 939. The Project is required to comply with Policy-4.25, which requires development under the Specific Plan to seek ways to recycle and/or re-use building materials where possible.</p>
<p><i>Zero Waste – High Recycling</i></p> <p>Efforts to exceed the 50% goal would allow for additional reductions in climate change emissions.</p>	<p>Consistent</p> <p>As described above, it is anticipated that the Project would participate in waste diversion programs and would similarly divert at least 66% of its solid waste with a goal of 75% reduction by 2020. The Project would also be subject to all applicable state and City requirements for solid waste reduction as they change in the future.</p>

**Table 2
Project Consistency with Applicable Climate Action Team Greenhouse Gas Emission
Reduction Strategies**

<i>Strategy</i>	<i>Project Consistency</i>
Department of Forestry	
<p><i>Urban Forestry</i></p> <p>A new statewide goal of planting 5 million trees in urban areas by 2020 would be achieved through the expansion of local urban forestry programs.</p>	<p>Consistent</p> <p>Mitigation Measure A and Specific Plan Policy 2.1 (as described in the <i>Aesthetics and Biological Resources</i> sections of this checklist) would help ensure that landscaping for new structures will result in new trees being planted throughout the Specific Plan area. Preliminary plans estimate approximately 75 new trees will be planted.</p>
Department of Water Resources	
<p><i>Water Use Efficiency</i></p> <p>Approximately 19% of all electricity, 30% of all natural gas, and 88 million gallons of diesel are used to convey, treat, distribute and use water and wastewater in CA. Increasing the efficiency of water transport and reducing water use would reduce GHG emissions.</p>	<p>Consistent</p> <p>The Project includes Policy 2-1, which requires the use of drought tolerant and native species where possible. Policy 2-7 requires the use of deep watering irrigation systems for trees to reduce water loss. The Project must also meet the City's Water Efficiency Landscape requirements.</p>
Energy Commission (CEC)	
<p><i>Building Energy Efficiency Standards in Place and in Progress</i></p> <p>Public Resources Code 25402 authorizes the CEC to adopt and periodically update its building energy efficiency standards (that apply to newly constructed buildings and additions to and alterations to existing buildings).</p>	<p>Consistent</p> <p>Buildings constructed under the Project would be required to comply with the standards of Title 24 that are in effect at the time of development.</p>
<p><i>Appliance Energy Efficiency Standards in Place and in Progress</i></p> <p>Public Resources Code 25402 authorizes the California Energy Commission to adopt and periodically update its appliance energy efficiency standards (that apply to devices and equipment using energy that are sold or offered for sale in California).</p>	<p>Consistent</p> <p>Under state law, appliances that are purchased for projects carried out under the Project - both pre- and post-development - would be consistent with energy efficiency standards that are in effect at the time of manufacture.</p>
<p><i>Fuel-Efficient Replacement Tires &</i></p>	<p>Consistent</p>

Table 2
Project Consistency with Applicable Climate Action Team Greenhouse Gas Emission Reduction Strategies

<i>Strategy</i>	<i>Project Consistency</i>
<p><i>Inflation Programs</i></p> <p>State legislation established a statewide program to encourage the production and use of more efficient tires.</p>	<p>Residents of and visitors to the Specific Plan area could purchase tires for their vehicles that comply with state programs for increased fuel efficiency.</p>
<p><i>Municipal Utility Energy Efficiency Programs/Demand Response</i></p> <p>Includes energy efficiency programs, renewable portfolio standard, combined heat and power, and transitioning away from carbon-intensive generation.</p>	<p><i>Not applicable</i> since this strategy applies only to municipalities, but development under the Project would not preclude the implementation of this strategy by municipal utility providers.</p>
<p><i>Municipal Utility Renewable Portfolio Standard</i></p> <p>California's Renewable Portfolio Standard (RPS), established in 2002, requires that all load serving entities achieve a goal of 20% of retail electricity sales from renewable energy sources by 2017, within certain cost constraints.</p>	<p><i>Not applicable</i> since this strategy applies only to municipalities, but development under the Project would not preclude the implementation of this strategy by Southern California Edison.</p>
<p><i>Municipal Utility Combined Heat and Power</i></p> <p>Cost effective reduction from fossil fuel consumption in the commercial and industrial sector through the application of on-site power production to meet both heat and electricity loads.</p>	<p><i>Not applicable</i> since this strategy addresses incentives that could be provided by utility providers such as Southern California Edison and The Gas Company.</p>
<p><i>Alternative Fuels: Non-Petroleum Fuels</i></p> <p>Increasing the use of non-petroleum fuels in California's transportation sector, as recommended in the CEC's 2003 and 2005 Integrated Energy Policy Reports.</p>	<p>Consistent</p> <p>Residents of and employees in the Specific Plan area could purchase alternative fuel vehicles and utilize these fuels regionally and locally. A local fuel station selling biodiesel and ethanol is located 1 mile east of the plan area. In addition, at least four electric charging stations are located within approximately a mile of the plan area (Per Chris Veirs, Principal Planner, 2017).</p>

**Table 2
Project Consistency with Applicable Climate Action Team Greenhouse Gas Emission
Reduction Strategies**

Strategy	Project Consistency
<p>Green Buildings Initiative</p> <p>Green Building EO S-20-04 (CA 2004), sets a goal of reducing energy use in public and private buildings by 20% by the year 2015, as compared with 2003 levels. The EO and related action plan spell out specific actions state agencies are to take with state-owned and -leased buildings. The EO and plan also discuss various strategies and incentives to encourage private building owners and operators to achieve the 20% target.</p>	<p>Consistent</p> <p>The Project would be required to be constructed in compliance with the standards of Title 24 that are in effect at the time of development. The 2013 Title 24 standards are approximately 30% more efficient than those of the 2008 standards.</p> <p>The Project also includes the following policies to improve energy-efficiency in new development under the Specific Plan:</p> <p>Policy 3.25 - Incorporate energy-saving design and technologies.</p> <p>Policy 3.26 - Consider the use of “green” eco-friendly materials and Leadership in Energy and Environmental Design (LEED) techniques.</p> <p>Policy 3.33 - Use roof materials that are darker in color, non-reflective, and energy-efficient.</p> <p>Policy 3.41 - Supply new homes with energy efficient technologies which could include appliances, heating and air conditioning systems, water heaters, lighting, tinted windows, and insulation.</p> <p>Policy 4.17 - Incorporate energy-saving designs—including appropriate solar orientation—and technologies in commercial building designs and renovations.</p>

**Table 2
Project Consistency with Applicable Climate Action Team Greenhouse Gas Emission
Reduction Strategies**

<i>Strategy</i>	<i>Project Consistency</i>
Business, Transportation and Housing	
<p><i>Smart Land Use and Intelligent Transportation Systems (ITS)</i></p> <p>Smart land use strategies encourage jobs/housing proximity, promote transit-oriented development, and encourage high-density residential/commercial development along transit corridors.</p> <p>ITS is the application of advanced technology systems and management strategies to improve operational efficiency of transportation systems and movement of people, goods and services.</p> <p>The Governor is finalizing a comprehensive 10-year strategic growth plan with the intent of developing ways to promote, through state investments, incentives and technical assistance, land use, and technology strategies that provide for a prosperous economy, social equity and a quality environment.</p> <p>Smart land use, demand management, ITS, and value pricing are critical elements in this plan for improving mobility and transportation efficiency. Specific strategies include: promoting jobs/housing proximity and transit-oriented development; encouraging high density residential/commercial development along transit/rail corridor; valuing and congestion pricing; implementing intelligent transportation systems, traveler information/traffic control, incident management; accelerating the development of broadband infrastructure; and comprehensive, integrated, multimodal/intermodal transportation planning.</p>	<p>Consistent</p> <p>One of the goals of the plan area is to revitalize the Old School House and DoubleTree Hotel properties, taking advantage of strategic location, to provide a mixed-use center that includes residential, hospitality, entertainment, art, and office uses. The Old School House and DoubleTree Hotel site received special attention in a study of the Foothill Boulevard corridor conducted as part of the General Plan, including a set of design concepts to re-engage this site into the broader community fabric. These concepts invoke a mixed-use village integrating live, work, and entertainment components, and are defined by a pedestrian scale environment, central plaza, view corridors, and shared parking. A hypothetical development plan included in the study emphasizes pedestrian links between uses and to the surrounding street network.</p> <p>The Project includes Policy 1.3 requiring the provision of bicycle facilities in all public plazas, parking garages, and major commercial areas. The Specific Plan area is linked to the larger community by public transportation via bus service provided by Foothill Transit. The Foothill Boulevard/Indian Hill Boulevard intersection is a major bus transfer point at the southeast corner of the plan area. The Claremont Transit Center, located in Claremont's Village and containing a Metrolink commuter rail station, can be easily reached via Route 690.</p> <p>Metrolink connects the Specific Plan area to metropolitan Los Angeles through its commuter rail system. Claremont's Metrolink station is located at the Claremont Transit Center, approximately 0.9 miles south of the plan area. It may be reached by car, bus, bike or foot. Amtrak connects riders to the national rail system. The closest Amtrak station is located on Garey Avenue in downtown Pomona, approximately 3.7 miles southwest of the plan area. Foothill Transit bus connections to the Pomona Amtrak station are available at the Claremont Transit Center. Riders can also access Amtrak by taking Amtrak Thruway buses from the Claremont Transit Center, or the San Bernardino Metrolink line west to Union Station in downtown Los Angeles.</p>

Table 2
Project Consistency with Applicable Climate Action Team Greenhouse Gas Emission Reduction Strategies

Strategy	Project Consistency
	The planned expansion of the Metro Gold Line light rail to Claremont, with a station adjacent to the existing Metrolink station, will provide riders with additional access to Metro's network of light rail, subway, and express bus lines throughout Los Angeles County.
Public Utilities Commission (PUC)	
<p>Accelerated Renewable Portfolio Standard</p> <p>The Governor has set a goal of achieving 33% renewable in the state's resource mix by 2020. The joint PUC/Energy Commission September 2005 Energy Action Plan II (EAP II) adopts the 33% goal.</p>	<p><i>Not applicable</i>, since this strategy would not be carried out at the local level, but the Project would not preclude the implementation of this strategy by energy providers and the State.</p>
<p>California Solar Initiative</p> <p>The solar initiative includes installation of 1 million solar roofs or an equivalent 3,000 MW by 2017 on homes and businesses, increased use of solar thermal systems to offset the increasing demand for natural gas, use of advanced metering in solar applications, and creation of a funding source that can provide rebates over 10 years through a declining incentive schedule.</p>	<p>Consistent</p> <p>The Project would not preclude the implementation of the solar initiative., and in fact has been designed for possible future construction of solar trellis/canopy on parking upper deck and future panels atop building rooftop.</p>

Table 3
Project Consistency with Claremont Sustainable City Plan

Community Wide Sustainability Target	Project Consistency
<p>Electrical Energy Consumption</p> <p>Reduce electrical energy consumption community wide by 13% of 2006 levels by 2015 and 20% by 2020.</p>	<p>Consistent</p> <p>The Project would be required to be constructed in compliance with the standards of Title 24 in effect at the time of development. The 2013 Title 24 standards are approximately 30% more efficient than those of the 2008 standards.</p> <p>The Project also includes the policies (listed above) to improve energy-efficiency in new development.</p>

**Table 3
Project Consistency with
Claremont Sustainable City Plan**

Community Wide Sustainability Target	Project Consistency
<p>Water Consumption</p> <p>Reduce water consumption citywide 20% by 2012 and 40% by 2017.</p>	<p>Consistent</p> <p>As described above, the Specific Plan includes Policy 2-1, which requires the use of drought tolerant and native species where possible. Policy 2-7 requires the use of deep watering irrigation systems for trees to reduce water loss.</p>
<p>Solid Waste</p> <p>Divert 70% of solid waste from landfills by 2015 and 75% by 2020.</p>	<p>Consistent</p> <p>Due to City of Claremont recycling programs, it is now estimated that the City is diverting approximately 63% of all waste (Kristin Mikula, City of Claremont, Management Analyst, Personal Communication, 2017). The Project includes Policy-4.25, which requires development under the Specific Plan to seek ways to recycle and/or re-use building materials where possible, which would help contribute towards the City meeting these targets.</p>
<p>New Building Construction Standards</p> <p>All new commercial construction should be designed, constructed and operated to LEED Silver standards.</p>	<p>Consistent</p> <p>The Project would be required to be constructed in compliance with the standards of Title 24 that are in effect at the time of development. The current Title 24 standards are more efficient than those of the 2006 standards. The majority of commercial development called for under the Specific Plan has already been built, and new development under the Project would predominately consist of new residential uses. Nonetheless, the policies listed above to improve energy-efficiency would apply to new development.</p>

As indicated in Tables 2 and 3 above, the Project would be consistent with the CAT strategies and the *Claremont Sustainable City Plan*; therefore, the Project would not have a significant effect on the environment or conflict with an applicable plan for reducing GHG emissions.

Issues:	New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
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VIII. HAZARDS AND HAZARDOUS MATERIALS. Would the project:

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|----|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) | Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) | Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

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|----|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| g) | Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Transport, Use, and Disposal of Hazardous Materials. The 2006 Final MND identified no impacts related to the transport, use and disposal of hazardous material associated with the proposed residential, retail, restaurant, hotel, and office uses existing and proposed under the adopted Specific Plan. The 2006 Final MND found that buildings that would be demolished under the adopted Specific Plan may have contained asbestos in their construction materials, which is a carcinogen when airborne. Proper handling is strictly regulated by the State of California and the 2006 Final MND included Mitigation Measure E to reduce impacts from potential asbestos hazards to a less than significant level. Mitigation E requires buildings to be inspected for asbestos by a qualified professional prior to the issuance of demolition permits. If asbestos is found in a building to be demolished, a report is required that documents that building materials with asbestos have been disposed of in compliance with State and Federal regulations. AQMD permits must be acquired before demolition permits may be issued, which in turn require compliance with Rule 1403 that regulates asbestos emissions during demolition. The Project would not include any uses different than those analyzed in the 2006 Final MND. The Project would involve the demolition of one structure and, with implementation of Mitigation Measure E, it would not create any new significant impacts beyond those identified in the 2006 Final MND or increase the severity of significant impacts identified in the 2006 Final MND.

Impacts to Schools. The 2006 Final MND identified impacts from hazardous materials on nearby schools that were mitigated to less than significant levels with implementation of Mitigation Measure E. The Project would not include any uses different than those analyzed in the 2006 Final MND. With implementation of Mitigation Measure E, the Project would not result in any new significant impact related to hazardous materials on schools beyond those identified in the 2006 Final MND or increase the severity of significant impacts identified in the 2006 Final MND.

Hazardous Materials Sites. The 2006 Final MND found that the Specific Plan area is not included in a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. The following databases were checked by Jennifer Davis, Planning Consultant (Romo Planning Group) for the City of Claremont, April 26, 2017 for known hazardous materials contamination in the Specific Plan area (these are the databases which compile hazardous material sites pursuant to Government Code Section 65962.5):

- Environmental Protection Agency EnviroMapper database;
- California State Water Quality Control Board GeoTracker database; and
- California Department of Toxic Substances Control EnviroStor database.

The Specific Plan area does not include any open sites according to the databases; therefore, the Project would not create any new significant impacts beyond those identified in the 2006 Final MND or increase the severity of significant impacts identified in the 2006 Final MND.

Airport Land Use Plan and Private Airstrips. The nearest airport is Cable Airport, a private airstrip located approximately 1.7 miles to the northeast of the Specific Plan area. The 2006 Final MND found no impacts related to airport land use plan conflicts. The Specific Plan area is not within the Cable Airport land use plan clear zone. The Project would not alter the location of the Specific Plan area, nor would it increase the building height allowed under the adopted Specific Plan. Therefore, the Project would not result in any new hazard impacts related to airports and/or airstrips beyond those identified in the 2006 Final MND or increase the severity of significant impacts identified in the 2006 Final MND.

Emergency Response Plans and Emergency Evacuation Plans. The 2006 Final MND found that the adopted Specific Plan would not impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan. Prior to issuance of building permits, development under Specific Plan is subject to review and approval by the fire department for access, fire hydrant locations, and adequate water flow. The Project includes the same road configuration as studied in the 2006 Final MND, except there would not be a barrier between the proposed 501 W. Foothill Boulevard Condominiums and Garage project and the existing Candlelight Pavilion Dinner Theater; this would improve emergency access through the Specific Plan area. Therefore, the Project would not create any new significant impacts beyond those identified in the 2006 Final MND or increase the severity of significant impacts identified in the 2006 Final MND.

Wildland Fire Hazards. The 2006 Final MND found that the adopted Specific Plan would have no impact related to wildland fire hazards. The Specific Plan area is in an urban area, surrounded by development, that is subject to a very low risk of being directly impacted by wildland fires. Additionally, the design of the buildings under the adopted Specific Plan, including the Project, would be required to comply with Claremont Fire Code. The Project would not alter the location of the Specific Plan area and therefore would not create any new significant impacts beyond those identified in the 2006 Final MND or increase the severity of significant impacts identified in the 2006 Final MND.

Issues:	New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
IX. HYDROLOGY AND WATER QUALITY. Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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|----|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| b) | 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)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) | 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) | 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) | Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| f) | Otherwise substantially degrade water quality? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| g) | 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

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|----|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| h) | Place within a 100-year flood hazard area structures which would impede or redirect flood flows? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| i) | 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| j) | Expose people or structures to inundation by seiche, tsunami, or mudflow? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Surface Water Quality. The 2006 Final MND identifies less than significant impacts related to water quality. The Specific Plan area contains no natural surface bodies of water, springs, or areas of natural seepage. Development under the Project would be in excess of one acre; therefore, such development would be required to obtain coverage under a National Pollution Discharge Elimination System (NPDES) General Construction permit. This would include the preparation of a Storm Water Pollution Prevention Plan (SWPPP) and Standard Urban Storm Water Management Plan (SUSWMP). As a standard requirement for all new developments, including the Project, comprehensive grading and drainage plans would need to be submitted to and approved by the city engineer, prior to issuance of grading and building permits. The drainage plans would be required to demonstrate how surface water would be collected on-site and conveyed to existing storm drain facilities. Because the Project would be required to comply with the NPDES and standard drainage plan requirements and contains no new additional surface water sources, it would not create any new significant impacts beyond those identified in the 2006 Final MND or increase the severity of significant impacts identified in the 2006 Final MND.

Groundwater Recharge. The 2006 Final MND determined that there would be less than significant impacts to groundwater recharge. The Specific Plan area is not identified as a groundwater recharge area by the City. The 2006 Final MND determined that groundwater recharge capabilities would be unaffected by the adopted Specific Plan because the area is almost entirely paved. The Project would not increase impervious surfaces beyond levels already analyzed in the 2006 Final MND. Therefore, it would not create any new significant impacts beyond those identified in the 2006 Final MND or increase the severity of significant impacts identified in the 2006 Final MND. Further, the project area will be subject to the City's MS4 ordinance which requires that the 85th percentile 24-hour storm event be retained and treated on site.

Drainage Patterns. The 2006 Final MND determined that impacts of the adopted Specific Plan to drainage patterns would be less than significant with implementation of drainage improvements required by comprehensive grading and drainage plans and preparation and compliance with the SWPPP and SUSWMP, as required under local and State regulations (see *Geology and Soils* discussion). The Project includes similar requirements for drainage plans, discussed above, and compliance with a SWPPP and SUSWMP. Therefore, it would not create any new significant impacts beyond those identified in the 2006 Final MND or increase the severity of significant impacts identified in the 2006 Final MND.

Stormwater Drainage Systems. The 2006 Final MND determined that impacts to stormwater drainage systems would be less than significant because development under the adopted Specific Plan would not significantly increase the amount of surface runoff in the plan area. The Project would not increase impervious surfaces beyond levels already analyzed in the 2006 Final MND. Nonetheless, the Los Angeles County Flood Control District (LACFCD) requires that no increase in peak flows in receiving waters should occur. Thus, the Project is required to meet or exceed pre-project conditions for storm water discharge. Consequently, development under the Project would be required by law to include drainage features that capture runoff onsite and discharge it to the storm drain system at rates that would not exceed pre-project conditions. Therefore, the Project would not create any new significant impacts beyond those identified in the 2006 Final MND or increase the severity of significant impacts identified in the 2006 Final MND.

Flooding. As noted in the Public Safety and Noise Element of the 2006 Claremont General Plan, because of the naturally sloping topography of the Claremont area, no property within the City lies within a federally designated 100-year or 500-year flood zone as mapped on a federal Flood Hazard Boundary, Flood Insurance Rate Map or other flood hazard delineation map. Thus, the 2006 Final MND found impacts to be less than significant. The Project would be located in the same Specific Plan area. Therefore, the Project would not create any new significant impacts beyond those identified in the 2006 MND or increase the severity of significant impacts identified in the 2006 Final MND.

Tsunamis, Seiches, or Mudflows. The 2006 Final MND found no impact related to tsunamis, seiches, or mudflows, as the Specific Plan area is not located close to an inland body of water and is located at least 1,000 feet above sea level, which is outside the zone of a tsunami. The Project would be located in the same Specific Plan area; therefore, the Project would not create any new significant impacts beyond those identified in the 2006 MND or increase the severity of significant impacts identified in the 2006 Final MND.

Issues:	New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
X. LAND USE AND PLANNING. Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>

- c) Conflict with any applicable habitat conservation plan or natural community conservation plan?

Division of an Established Community. The 2006 Final MND identified no impact associated with the potential for the adopted Specific Plan to divide an established community. The 2006 Final MND found that the residential components of the adopted Specific Plan would provide 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. Residential development under the Project would be located on the same sites identified for residential use in the Specific Plan. Therefore, the Project would not create any new significant impacts beyond those identified in the 2006 Final MND or increase the severity of significant impacts identified in the 2006 Final MND.

Conflicts with Land Use Plans, Policies, or Regulations. The 2006 Final MND identified less than significant impacts associated with the City of Claremont General Plan, Claremont Land Use and Development Code, and the Claremont Inn and Old School House Center Planning Principles. Below is an assessment of impacts of the Project relative to impacts assessed in the 2006 Final MND.

City of Claremont General Plan Compatibility Assessment. The 2006 Final MND found that the adopted Specific Plan is consistent with applicable implementation measures of the General Plan and consistent with the “Mixed Use” land use designation of the plan area. The Project would include the same residential and commercial land uses proposed in the adopted Specific Plan. Therefore, the Project would not create any new significant impacts beyond those identified in the 2006 Final MND or increase the severity of significant impacts identified in the 2006 Final MND.

Claremont Municipal Code. The Project is within the Old School House/Claremont Inn Specific Plan area, which includes Residential, Mixed Use, and Hotel zoning districts. The Project would not change the zoning districts established in the adopted Specific Plan or proposed uses within the districts and as analyzed by the 2006 MND. Development under the Project would be consistent with the uses permitted within the Residential zoning district and the Mixed Use zoning district, which includes residences on the site of the 1970s hotel addition and therefore the Project would not create any new significant impacts beyond those identified in the 2006 Final MND or increase the severity of significant impacts identified in the 2006 Final MND.

Claremont Inn and Old School House Center Planning Principles. The 2006 Final MND found that the adopted Specific Plan was in substantial conformance with the Claremont Inn and Old School House Center Planning Principles. In particular, the adopted Specific Plan was consistent with the following principles:

- *Townhouse and condominium housing should be an integral component to the overall development.*
- *Parking structures are encouraged to allow for higher density land uses.*

The Project would similarly maintain townhome and condominium housing as an integral component of the Specific Plan and include a parking structure. Therefore, the Project would not create any new significant impacts beyond those identified in the 2006 Final MND or increase the severity of significant impacts identified in the 2006 Final MND.

Habitat Conservation Plans. The 2006 Final MND found that the adopted Specific Plan is not located in an area covered by an environmental protection plans or policies. The Specific Plan area

is heavily developed and fully disturbed. Additionally, the Specific Plan area is not governed by an adopted habitat or natural conservation plan. The Project would be located in the same Specific Plan area, and no applicable habitat conservation plans covering this area exist; therefore, the Project would not create any new significant impacts beyond those identified in the 2006 Final MND or increase the severity of significant impacts identified in the 2006 Final MND.

Issues:	New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
XI. 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>

As discussed in the 2006 Final MND, although the plan area is classified as Mineral Resource Zone-2 (MRZ-2) by the California Division of Mines and Geology, indicating that either aggregate resource exist on the site or there is a high likelihood that such resources exist, this area has been eliminated as a viable mineral extraction site because it is within an urbanized area where mining operations would constitute a serious nuisance. The 2006 Final MND determined there would be no impacts. The Specific Plan area has been developed for many years, was planned for redevelopment under the adopted Specific Plan, and its redevelopment would therefore also have no impact on mineral resources. The Project is located in the same Specific Plan area. The Project would not create any new significant impacts beyond those identified in the 2006 Final MND or increase the severity of significant impacts identified in the 2006 Final MND.

Issues:	New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
XII. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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|----|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| b) | Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) | A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) | A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Noise and Vibration. The 2006 MND recognized that there would be an increase in noise and vibration in the short-term due to construction, but that construction would be limited to the noise standards of the Claremont's Development Code. The 2006 Final MND concluded that the new development under the Specific Plan would have a less than significant noise impact on surrounding uses and ambient noise levels because the development would be surrounded by existing commercial uses along Foothill Boulevard on which noise is already generated by vehicular traffic. The 2006 Final MND also found that construction noise impacts would be less than significant because development under the adopted Specific Plan would comply with the City's standard regulations concerning construction noise and vibration contained in the Claremont Municipal Code (CMC). Development under the Project would utilize similar construction equipment as the development proposed under the Specific Plan. Further, the Project does not include development that would create construction or operational noise intensity or vibration beyond what the 2006 Final MND analyzed; therefore the Project would not create any new significant impacts beyond those identified in the 2006 Final MND or increase the severity of significant impacts identified in the 2006 Final MND.

Traffic-Related Noise. The 2006 Final MND identified less than significant impacts from traffic-related noise. The City of 2006 Claremont General Plan Update Final Environmental Impact Report reported the ambient roadway noise level along the Foothill Boulevard frontage of the plan area as 65 dBA and along the Indian Hill frontage as 60 dBA. The 2006 Final MND found that new

commercial and residential land development in the Specific Plan area would not have a significant noise impact on surrounding uses, or affect ambient noise levels, because the Specific Plan area is surrounded by existing commercial uses along Foothill Boulevard that currently generate noise from delivery truck and customer traffic. According to the Traffic Technical Memorandum (see Appendix D), described in more detail in the *Traffic/Transportation* section below, there would not be any additional impacts. Therefore, the Project would not create any new significant impacts beyond those identified in the 2006 Final MND or increase the severity of significant impacts identified in the 2006 Final MND.

Airport Related-Noise. The 2006 Final MND found that there would be no noise impacts related to airports. The nearest airport is Cable Airport, a private airstrip located approximately 1.7 miles to the northeast of the Specific Plan area. The Specific Plan area is not within the Cable Airport noise contour as shown in Figure 6-7 of the City's Public Safety and Noise Element (2006) and does not receive noise levels above 60 dBA CNEL from aircraft associated with this facility. The Project is located in the Specific Plan area. Therefore, the Project would not create any new significant impacts beyond those identified in the 2006 Final MND or increase the severity of significant impacts identified in the 2006 Final MND.

Issues:	New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
XIII. 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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Induce Population Growth. The 2006 Final MND found that impacts of the Specific Plan related to population and housing would be less than significant. The Project would not increase the overall number of dwelling units in the plan area than that envisioned under the adopted Specific Plan. The Project would not change the amount of housing proposed in the Specific Plan area. Therefore, the Project would not create any new significant impacts beyond those identified in the 2006 Final MND or increase the severity of significant impacts identified in the 2006 Final MND.

Population and Housing Displacement. The 2006 Final MND found no impact related to displacement of people or housing because no residential uses existed within the Specific Plan area.

Development under the Project would be located in the Specific Plan area, which still does not contain residential uses. Therefore, the Project would not create any new significant impacts beyond those identified in the 2006 Final MND or increase the severity of significant impacts identified in the 2006 Final MND.

Issues:	New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
XIV. 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:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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"/>

Fire and Police Protection. The 2006 Final MND determined impacts to fire and police protection would be less than significant. The Project would include the same number of residential units as approved in the Specific Plan and analyzed in the 2006 Final MND, and therefore would not require additional public safety services. Therefore, the Project would not create any new significant impacts beyond those identified in the 2006 Final MND or increase the severity of significant impacts identified in the 2006 Final MND.

Schools. The 2006 Final MND identified a less than significant impact related to the provision of education services. The Specific Plan area is located within the Claremont Unified School District. The Project includes the same number of residential units as the Specific Plan. Further, as with the Specific Plan, development under the Project would be required to pay school impact fees to offset any impacts. Therefore, the Project would not create any new significant impacts beyond those identified in the 2006 Final MND or increase the severity of significant impacts identified in the 2006 Final MND.

Parks. See *Recreation*, below.

Other Public Facilities. The 2006 Final MND determined impacts to other public facilities would be less than significant. The Project would the same number of residential units as approved in the Specific Plan and analyzed in the 2006 Final MND, and therefore would not require additional public facility services. Therefore, the Project would not create any new significant impacts beyond those identified in the 2006 Final MND or increase the severity of significant impacts identified in the 2006 Final MND.

Issues:	New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
XV. 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Regional Parks. The 2006 Final MND identified a less than significant impact related to the provision of parks. Development under the Project would not increase the number of dwellings and therefore would not increase the need for more recreational facilities, including regional or community parks. Further, the City would require the Project to pay park fees, as specified in the Claremont Municipal Code Section 17.159 – *Park Requirements*. Therefore, the Project would not create any new significant impacts beyond those identified in the 2006 Final MND or increase the severity of significant impacts identified in the 2006 Final MND.

Recreational Facilities. The 2006 Final MND found that there would be no impacts related to recreational facilities. The Project would include an internal courtyard. The courtyard would be located on a previously disturbed site and therefore its construction would not create an adverse physical effect on the environment. Further, the City will require project proponents to pay park fees, as specified in the Claremont Municipal Code Section 17.159 – *Park Requirements*. The payment of the required park fees would be used to maintain, construct, or dedicate parks within the City. Therefore, the Project would not create any new significant impacts beyond those identified in the 2006 Final MND or increase the severity of significant impacts identified in the 2006 Final MND.

Issues:	New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
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XVI. TRANSPORTATION / TRAFFIC.

Would the project:

- | | | | | | |
|----|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) | Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) | Conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) | Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) | Result in inadequate emergency access? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

- f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

A 2006 Traffic Impact Analysis (TIA) prepared by Kimley-Horn and Associates analyzed near-term and long-term traffic and circulation impacts associated with implementation of the adopted Specific Plan. The 2006 Final MND identified significant impacts related to transportation and traffic that were mitigated to less than significant impacts with implementation of mitigation measures F through N.

In December 2014, Kimley-Horn and Associates prepared a Traffic Technical Memorandum (Appendix D) to analyze the traffic and transportation impacts of a Project with an additional five units (35 as opposed to the proposed 30 units) and with the driveway opened to the north. The traffic memorandum found no additional traffic impacts with 35 units. The Project has only 30 units, which is consistent with the original 2006 Final MND traffic analysis..

The Project would also eliminate a vehicle barrier that had been proposed to preclude access from the commercial portion of the site and the parking structure to the secondary access road. The secondary access road connects at one end to Colby Circle and at the other end to Indian Hill Boulevard. Commercial traffic in the adopted Specific Plan was directed to driveways on Indian Hill Boulevard, Foothill Boulevard or to the intersection of Foothill Boulevard/Berkeley Avenue. With the Project, commercial traffic would be allowed to access the secondary access road, which would provide a more direct connection to Indian Hill Boulevard and Colby Circle, and better disperse the Specific Plan area traffic.

The improved connection to the secondary access road will benefit traffic that is traveling to/from the north and south on Indian Hill Boulevard, and to/from the east on Foothill Boulevard. In the adopted Specific Plan, traffic to/from those areas was assumed to travel through the parking structure and surface parking drive aisles to access Colby Circle directly or through the surface parking drive aisles to access the right-in/right-out driveway on Indian Hill Boulevard. With the Project, that traffic instead uses the secondary access road to access Colby Circle or Indian Hill Boulevard. This represents a more direct on-site circulation pattern with fewer conflicts.

The modified circulation pattern will reduce the number of vehicle movements at the Colby Circle/Oxford Avenue intersection and at the right-in/right-out driveway on Indian Hill Boulevard, while increasing vehicle movements at the secondary access road intersections with Colby Circle and with Indian Hill Boulevard. This shift in traffic is not anticipated to modify the traffic distribution percentages at any study intersections analyzed in the 2006 TIA, nor create any significant traffic impacts at any on-site intersections or driveways.

The mitigation measures proposed at locations where impacts had been identified in the 2006 TIA would remain in force.. Therefore, the Project would not create any new significant impacts beyond those identified in the 2006 Final MND or increase the severity of significant impacts identified in the 2006 Final MND.

Air Traffic Patterns. The 2006 Final MND determined that there would be no impact related to air traffic patterns. The nearest airport is Cable Airport, a private airstrip located approximately 1.7 miles to the northeast of the plan area. The Specific Plan area is not within the Cable Airport land use plan clear zone. The Project is in the Specific Plan area. The distance of the Specific Plan area to Cable Airport and its land use plan clear zone precludes the Project from resulting in a significant impact related to air traffic patterns or airport land use conflicts. Therefore, the Project would not create any

new significant impacts beyond those identified in the 2006 Final MND or increase the severity of significant impacts identified in the 2006 Final MND.

Hazards. The 2006 Final MND determined that impacts would be less than significant with mitigation incorporated. The Project would eliminate the vehicle barrier that had been proposed to preclude access from the commercial portion of the site and the parking structure to the secondary access road, described in more detail above. The Project would not otherwise change the circulation of the adopted Specific Plan. In addition, with removal of the barrier, traffic could instead use the secondary access road to access Colby Circle or Indian Hill Boulevard. This represents a more direct on-site circulation pattern with fewer conflicts and hazards. All Specific Plan mitigation remains in force. Therefore, the Project would not create any new significant impacts beyond those identified in the 2006 Final MND or increase the severity of significant impacts identified in the 2006 Final MND.

Emergency Access. The 2006 Final MND determined that there would be no emergency access impacts. The Specific Plan area is located at the corner of two major roadways and is within the vicinity of two major freeways (I-210 and I-10). Therefore, regional access is considered sufficient. The adopted Specific Plan has a high level of internal accessibility and its roadway designs are considered safe. Emergency vehicles would be able to pass through the plan area without obstruction. In addition, the 2006 Final MND discussed that the City involves the Los Angeles County Fire Department 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. The Project is located in the Specific Plan area and therefore would not create any new significant impacts beyond those identified in the 2006 Final MND or increase the severity of significant impacts identified in the 2006 Final MND.

Conflict with Policies. The 2006 Final MND identified significant impacts associated with parking that were mitigated to less than significant impacts with implementation of Mitigation Measure N. Mitigation Measure N requires that, prior to design review approval for the parking structure, the applicant must submit to the City for review and approval a parking management plan to address how the on-site, non-residential parking demand would be satisfied in the event that the reciprocal parking agreement with the neighboring property to the west is terminated. The Project would be required to implement Mitigation Measure N; consequently, the Project would not create any new significant impacts related to parking beyond those identified in the 2006 Final MND or increase the severity of significant impacts identified in the 2006 Final MND.

Consistent with the Specific Plan, the Project is built on concepts that invoke a mixed-use village integrating live, work, and entertainment components, and defined by a pedestrian scale environment, central plaza, view corridors, and shared parking. The Project includes Policy 1.3 requiring the provision of bicycle facilities – such as bike racks and lockers—in all public plazas, parking garages, and major commercial areas. The Specific Plan area, which includes the Project site, is linked to the larger community by public transportation via bus service provided by Foothill Transit. The Foothill Boulevard/Indian Hill Boulevard intersection is a major bus transfer point at the southeast corner of the Specific Plan area. The Claremont Transit Center, located in Claremont's Village approximately 0.9 miles south of the Specific Plan area, can be easily reached via Route 690.

Metrolink connects the Specific Plan area to metropolitan Los Angeles through its commuter rail system. Claremont's Metrolink station is located at the Claremont Transit Center, and may be reached by car, bus, bike or foot. Amtrak connects riders to the national rail system. The closest Amtrak station is located on Garey Avenue in downtown Pomona, approximately 3.7 miles southwest of the plan area. Foothill Transit bus connections to the Pomona Amtrak station are

available at the Claremont Transit Center. Riders can also access Amtrak by taking Amtrak Thruway buses from the Claremont Transit Center, or the San Bernardino Metrolink line west to Union Station in downtown Los Angeles. The planned expansion of the Metro Gold Line light rail to Claremont, with a station adjacent to the existing Metrolink station, will provide riders with additional access to Metro's network of light rail, subway, and express bus lines throughout Los Angeles County. The Project is located in the same Specific Plan Area and therefore would not create any new significant impacts beyond those identified in the 2006 Final MND or increase the severity of significant impacts identified in the 2006 Final MND.

Issues:	New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
XVII. 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>

Issues:		New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>
g)	Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Because the Specific Plan area is already developed, development under the Project would not require extension of new utilities and service systems. For the same reason, the 2006 Final MND concluded that there would be no impacts related to utilities and service systems, except for impacts related to storm water drainage facilities, which would be less than significant. Each of these potential impacts is discussed below.

Power, Natural Gas, and Phone Service. As discussed in the 2006 Final MND, the Specific Plan area has been previously developed, and already has access to power, natural gas, and phone lines. The Project is located in the Specific Plan area. Therefore, the Project would not create any new significant impacts beyond those identified in the 2006 Final MND or increase the severity of significant impacts identified in the 2006 Final MND.

Water and Wastewater. The 2006 Final MND refers to a water, sewer, and stormwater systems report prepared by Lin Consulting to assess the infrastructure needs associated with the build-out of the proposed Specific Plan. The adopted Specific Plan was estimated to increase sewage flow by approximately 2,300 gallons during the peak hour flow. Increased water demand was estimated to be 720 gallons per minute. The 2006 Final MND determined that the Specific Plan would have a minimal impact on the water and wastewater utilities and service systems, and that water supply impacts fell below the thresholds established by Senate Bills 610 and 221. As part of the permitting process for grading and on-site improvements, development under the Specific Plan and the Project would be required to submit to the city engineer hydrology and sewer capacity studies to determine if upgrades or modifications to existing conveyances would be necessary to facilitate development. This is done in conjunction with the issuance of building permits. The condition of existing sewer lines serving the development would also be evaluated as part of these studies. In addition, as a standard requirement for all new developments, the cumulative impacts of development under the adopted Specific Plan and the Project on drainage and sanitation facilities would 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 Project's intensity is the same as approved in the Specific Plan. Therefore, the Project would not create any new significant impacts beyond those identified in the 2006 Final MND or increase the severity of significant impacts identified in the MND.

Stormwater. The 2006 Final MND concluded that impacts on stormwater infrastructure systems would be less than significant. As explained in the *Hydrology and Water Quality* section of this checklist, development under the adopted Specific Plan or the Project would be required to include drainage features that capture runoff onsite and discharge it to the storm drain system at rates that would not exceed pre-project conditions. Thus, the Project would not create any new significant impacts or a substantial increase in the severity of a significant impact beyond those analyzed in the 2006 Final MND.

Solid Waste. The 2006 Final MND identified no impact related to solid waste generation, recycling, and compliance with related programs and policies. The Project includes the same number of residential units as contemplated in the Specific Plan, so the generation of solid waste would be the same. On-site uses would be required to comply with the City and State waste reduction and recycling standards. Thus, the Project would not create any new significant impacts beyond those identified in the 2006 Final MND or increase the severity of significant impacts identified in the 2006 Final MND.

Issues:	New Potentially Significant Impact	New Mitigation is Required	No New Impact/No Impact	Reduced Impact
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XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

- | | | | | | |
|----|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) | Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) | Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

- c) 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.)
- d) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

As analyzed throughout this supplemental checklist, environmental impacts of the Project would be similar to those analyzed in the 2006 Final MND. No new significant impacts would occur and none of the significant impacts associated with the Project would be substantially greater than the impacts identified in the 2006 Final MND (indeed, the 2006 Final MND did not identify any significant impacts). All environmental impacts of the Project are either less than significant or less than significant with incorporation of mitigation measures from the 2006 Final MND (listed above). The Project would thus also have no new or substantially more severe significant environmental effects relating to the Mandatory Findings of Significance listed above.

APPENDICES

- A. Air Quality analysis, Ricon Associates, January 2015
- B. Traffic Technical Memorandum by Kimley Horn, December 2014.

REFERENCES

- Specific Plan for Old School House/Claremont Inn Revitalization, December 12, 2006
- 2006 Old School House/Claremont Inn Specific Plan Initial Study and Final MND, Adopted December 12, 2006

Appendix B

CalEEMod Modeling Results



Old School House/Doubletree Hotel Specific Plan Amendment South Coast Air Basin, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot/Acreage	Floor Surface Area	Population
Condo/Townhouse	35.00	Dwelling Unit	1.80	66,652.00	100

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	31
Climate Zone	9			Operational Year	2017

Utility Company Southern California Edison

CO2 Intensity (lb/MWhr)	630.89	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006
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1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Lot acreage and square footage based on applicant provided site plan (includes all proposed liveable area and 40% of basement floor, which is attributable to the proposed amendment).

Construction Phase - Estimated construction schedule.

Demolition - Demolition unit amount from applicant provided site plan.

Woodstoves - Project assumed to not have woodstoves and fireplaces.

Construction Off-road Equipment Mitigation - Assumed compliance with Rule 403.

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	10.00	20.00
tblConstructionPhase	PhaseEndDate	12/22/2016	12/9/2016
tblConstructionPhase	PhaseEndDate	11/25/2016	11/24/2016
tblConstructionPhase	PhaseStartDate	11/25/2016	11/12/2016
tblConstructionPhase	PhaseStartDate	11/12/2016	11/11/2016
tblFireplaces	FireplaceDayYear	25.00	0.00
tblFireplaces	FireplaceHourDay	3.00	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberGas	29.75	0.00
tblFireplaces	NumberNoFireplace	3.50	0.00
tblFireplaces	NumberWood	1.75	0.00
tblLandUse	LandUseSquareFeet	35,000.00	66,652.00
tblLandUse	LotAcreage	2.19	1.80
tblProjectCharacteristics	OperationalYear	2014	2017
tblWoodstoves	NumberCatalytic	1.75	0.00
tblWoodstoves	NumberNoncatalytic	1.75	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2016	1/28/2016	5	20	
2	Site Preparation	Site Preparation	1/29/2016	2/1/2016	5	2	
3	Grading	Grading	2/2/2016	2/5/2016	5	4	
4	Building Construction	Building Construction	2/6/2016	11/11/2016	5	200	
5	Paving	Paving	11/11/2016	11/24/2016	5	10	
6	Architectural Coating	Architectural Coating	11/12/2016	12/9/2016	5	20	

Acres of Grading (Site Preparation Phase): 1

Acres of Grading (Grading Phase): 1.5

Acres of Paving: 0

Residential Indoor: 134,970; Residential Outdoor: 44,990; Non-Residential Indoor: 0; Non-Residential Outdoor: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	8.00	255	0.40
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Site Preparation	Graders	1	8.00	174	0.41
Site Preparation	Rubber Tired Dozers	1	7.00	255	0.40
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Graders	1	6.00	174	0.41
Grading	Rubber Tired Dozers	1	6.00	255	0.40
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Building Construction	Cranes	1	6.00	226	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Weiders	3	8.00	46	0.45
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Paving	Pavers	1	6.00	125	0.42
Paving	Paving Equipment	1	8.00	130	0.36
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	191.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	25.00	4.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	5.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Demolition - 2016

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Fugitive Dust					2,0615	0.0000	2,0615	0.3121	0.0000	0.3121			0.0000			0.0000
Off-Road	2,9066	28,2579	21,4980	0.0245	1,7445	1,7445	1,7445	1,6328	1,6328	1,6328	2,487,129 ₆	2,487,129 ₆	2,487,129 ₆	0.6288		2,500.334 ₃
Total	2,9066	28,2579	21,4980	0.0245	2,0615	1,7445	3,8060	0.3121	1,6328	1,9449		2,487,129₆	2,487,129₆	0.6288		2,500.334₃

3.2 Demolition - 2016
Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.1646	2.6431	1.8582	7.0500e-003	0.1664	0.0409	0.2073	0.0456	0.0376	0.0832		710.5643	710.5643	5.0900e-003		710.6712
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0541	0.0677	0.8432	1.8400e-003	0.1453	1.2100e-003	0.1465	0.0385	1.1200e-003	0.0397		154.6457	154.6457	7.9300e-003		154.8122
Total	0.2187	2.7108	2.7015	8.8900e-003	0.3117	0.0421	0.3538	0.0841	0.0387	0.1228		865.2100	865.2100	0.0130		865.4834

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Fugitive Dust					0.9277	0.0000	0.9277	0.1405	0.0000	0.1405			0.0000			0.0000
Off-Road	2.9066	28.2579	21.4980	0.0245		1.7445	1.7445		1.6328	1.6328	0.0000	2,487.1296	2,487.1296	0.6288		2,500.3343
Total	2.9066	28.2579	21.4980	0.0245	0.9277	1.7445	2.6722	0.1405	1.6328	1.7732	0.0000	2,487.1296	2,487.1296	0.6288		2,500.3343

3.2 Demolition - 2016

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.1646	2.6431	1.8582	7.0500e-003	0.1664	0.0409	0.2073	0.0456	0.0376	0.0832		710.5643	710.5643	5.0900e-003		710.6712
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0541	0.0677	0.8432	1.8400e-003	0.1453	1.2100e-003	0.1465	0.0385	1.1200e-003	0.0397		154.6457	154.6457	7.9300e-003		154.8122
Total	0.2187	2.7108	2.7015	8.8900e-003	0.3117	0.0421	0.3538	0.0841	0.0387	0.1228		865.2100	865.2100	0.0130		865.4834

3.3 Site Preparation - 2016

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Fugitive Dust					5.7996	0.0000	5.7996	2.9537	0.0000	2.9537			0.0000			0.0000
Off-Road	2.4428	25.7718	16.5144	0.0171		1.3985	1.3985		1.2866	1.2866		1,781.087 ₂	1,781.087 ₂	0.5372		1,792.369 ₃
Total	2.4428	25.7718	16.5144	0.0171	5.7996	1.3985	7.1981	2.9537	1.2866	4.2403		1,781.087₂	1,781.087₂	0.5372		1,792.369₃

3.3 Site Preparation - 2016
Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0333	0.0417	0.5189	1.1300e-003	0.0894	7.5000e-004	0.0902	0.0237	6.9000e-004	0.0244	95.1666	95.1666	95.1666	4.8800e-003		95.2691
Total	0.0333	0.0417	0.5189	1.1300e-003	0.0894	7.5000e-004	0.0902	0.0237	6.9000e-004	0.0244	95.1666	95.1666	95.1666	4.8800e-003		95.2691

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Fugitive Dust					2.6098	0.0000	2.6098	1.3292	0.0000	1.3292			0.0000			0.0000
Off-Road	2.4428	25.7718	16.5144	0.0171	1.3985	1.3985	1.3985	1.2866	1.2866	1.2866	0.0000	1,781.087 ₂	1,781.087 ₂	0.5372		1,792.369 ₃
Total	2.4428	25.7718	16.5144	0.0171	2.6098	1.3985	4.0083	1.3292	1.2866	2.6158	0.0000	1,781.087₂	1,781.087₂	0.5372		1,792.369₃

**3.3 Site Preparation - 2016
Mitigated Construction Off-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0333	0.0417	0.5189	1.1300e-003	0.0894	7.5000e-004	0.0902	0.0237	6.9000e-004	0.0244	95.1666	95.1666	95.1666	4.8800e-003		95.2691
Total	0.0333	0.0417	0.5189	1.1300e-003	0.0894	7.5000e-004	0.0902	0.0237	6.9000e-004	0.0244	95.1666	95.1666	95.1666	4.8800e-003		95.2691

**3.4 Grading - 2016
Unmitigated Construction On-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Fugitive Dust					4.9143	0.0000	4.9143	2.5256	0.0000	2.5256			0.0000			0.0000
Off-Road	1.9908	21.0361	13.6704	0.0141	1.1407	1.1407	1.1407	1.0494	1.0494	1.0494	1,462.8468	1,462.8468	1,462.8468	0.4413		1,472.1130
Total	1.9908	21.0361	13.6704	0.0141	4.9143	1.1407	6.0549	2.5256	1.0494	3.5750	1,462.8468	1,462.8468	1,462.8468	0.4413		1,472.1130

3.4 Grading - 2016
Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0333	0.0417	0.5189	1.1300e-003	0.0894	7.5000e-004	0.0902	0.0237	6.9000e-004	0.0244	95.1666	95.1666	95.1666	4.8800e-003	4.8800e-003	95.2691
Total	0.0333	0.0417	0.5189	1.1300e-003	0.0894	7.5000e-004	0.0902	0.0237	6.9000e-004	0.0244	95.1666	95.1666	95.1666	4.8800e-003	4.8800e-003	95.2691

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Fugitive Dust					2.2114	0.0000	2.2114	1.1365	0.0000	1.1365			0.0000			0.0000
Off-Road	1.9908	21.0361	13.6704	0.0141	1.1407	1.1407	1.1407	1.0494	1.0494	1.0494	0.0000	1,462.8468	1,462.8468	0.4413		1,472.1130
Total	1.9908	21.0361	13.6704	0.0141	2.2114	1.1407	3.3521	1.1365	1.0494	2.1860	0.0000	1,462.8468	1,462.8468	0.4413		1,472.1130

3.4 Grading - 2016
Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0333	0.0417	0.5189	1.1300e-003	0.0894	7.5000e-004	0.0902	0.0237	6.9000e-004	0.0244	95.1666	95.1666	95.1666	4.8800e-003		95.2691
Total	0.0333	0.0417	0.5189	1.1300e-003	0.0894	7.5000e-004	0.0902	0.0237	6.9000e-004	0.0244	95.1666	95.1666	95.1666	4.8800e-003		95.2691

3.5 Building Construction - 2016
Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Off-Road	3.2915	20.5459	14.7074	0.0220		1.3656	1.3656		1.3176	1.3176		2.046.943 ²	2.046.943 ²	0.4499		2.056.391 ³
Total	3.2915	20.5459	14.7074	0.0220		1.3656	1.3656		1.3176	1.3176		2.046.943²	2.046.943²	0.4499		2.056.391³

3.5 Building Construction - 2016
Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0334	0.3474	0.3990	8.7000e-004	0.0250	5.6400e-003	0.0306	7.1200e-003	5.1900e-003	0.0123		87.2792	87.2792	6.3000e-004		87.2923
Worker	0.1041	0.1302	1.6216	3.5400e-003	0.2794	2.3400e-003	0.2818	0.0741	2.1500e-003	0.0763		297.3956	297.3956	0.0153		297.7158
Total	0.1375	0.4775	2.0206	4.4100e-003	0.3044	7.9800e-003	0.3124	0.0812	7.3400e-003	0.0886		384.6748	384.6748	0.0159		385.0081

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Off-Road	3.2915	20.5459	14.7074	0.0220		1.3656	1.3656		1.3176	1.3176	0.0000	2.046.943 ₂	2.046.943 ₂	0.4499		2.056.391 ₃
Total	3.2915	20.5459	14.7074	0.0220		1.3656	1.3656		1.3176	1.3176	0.0000	2.046.943₂	2.046.943₂	0.4499		2.056.391₃

3.5 Building Construction - 2016
Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0334	0.3474	0.3990	8.7000e-004	0.0250	5.6400e-003	0.0506	7.1200e-003	5.1900e-003	0.0123	87.2792	87.2792	87.2792	6.3000e-004		87.2923
Worker	0.1041	0.1302	1.6216	3.5400e-003	0.2794	2.3400e-003	0.2818	0.0741	2.1500e-003	0.0763	297.3956	297.3956	297.3956	0.0153		297.7188
Total	0.1375	0.4775	2.0206	4.4100e-003	0.3044	7.9800e-003	0.3124	0.0812	7.3400e-003	0.0886	384.6748	384.6748	384.6748	0.0159		385.0081

3.6 Paving - 2016
Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Off-Road	1.2872	13.2076	9.0880	0.0133		0.8075	0.8075		0.7438	0.7438		1,368.4366	1,368.4366	0.4053		1,376.9473
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.2872	13.2076	9.0880	0.0133		0.8075	0.8075		0.7438	0.7438		1,368.4366	1,368.4366	0.4053		1,376.9473

3.6 Paving - 2016

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0541	0.0677	0.8432	1.8400e-003	0.1453	1.2100e-003	0.1465	0.0385	1.1200e-003	0.0397	154.6457	154.6457	154.6457	7.9300e-003	154.8122	154.8122
Total	0.0541	0.0677	0.8432	1.8400e-003	0.1453	1.2100e-003	0.1465	0.0385	1.1200e-003	0.0397	154.6457	154.6457	154.6457	7.9300e-003	154.8122	154.8122

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Off-Road	1.2872	13.2076	9.0880	0.0133	0.8075	0.8075	0.8075	0.7438	0.7438	0.7438	0.0000	1,368.4366	1,368.4366	0.4053	1,376.9473	1,376.9473
Paving	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	1.2872	13.2076	9.0880	0.0133	0.8075	0.8075	0.8075	0.7438	0.7438	0.7438	0.0000	1,368.4366	1,368.4366	0.4053	1,376.9473	1,376.9473

3.6 Paving - 2016

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0541	0.0677	0.8432	1.8400e-003	0.1453	1.2100e-003	0.1465	0.0385	1.1200e-003	0.0397		154.6457	154.6457	7.9300e-003		154.8122
Total	0.0541	0.0677	0.8432	1.8400e-003	0.1453	1.2100e-003	0.1465	0.0385	1.1200e-003	0.0397		154.6457	154.6457	7.9300e-003		154.8122

3.7 Architectural Coating - 2016

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Archit. Coating	26.0661					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3685	2.3722	1.8839	2.9700e-003	0.1966	0.1966	0.1966	0.1966	0.1966	0.1966		281.4481	281.4481	0.0332		282.1449
Total	26.4345	2.3722	1.8839	2.9700e-003	0.1966	0.1966	0.1966	0.1966	0.1966	0.1966		281.4481	281.4481	0.0332		282.1449

**3.7 Architectural Coating - 2016
Unmitigated Construction Off-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0208	0.0260	0.3243	7.1000e-004	0.0559	4.7000e-004	0.0564	0.0148	4.3000e-004	0.0153	59.4791	59.4791	59.4791	3.0500e-003	59.5432	59.5432
Total	0.0208	0.0260	0.3243	7.1000e-004	0.0559	4.7000e-004	0.0564	0.0148	4.3000e-004	0.0153	59.4791	59.4791	59.4791	3.0500e-003	59.5432	59.5432

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Archit. Coating	26.0661					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3685	2.3722	1.8839	2.9700e-003		0.1966	0.1966		0.1966	0.1966	0.0000	281.4481	281.4481	0.0332		282.1449
Total	26.4345	2.3722	1.8839	2.9700e-003		0.1966	0.1966		0.1966	0.1966	0.0000	281.4481	281.4481	0.0332		282.1449

**3.7 Architectural Coating - 2016
Mitigated Construction Off-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0208	0.0260	0.3243	7.1000e-004	0.0559	4.7000e-004	0.0564	0.0148	4.3000e-004	0.0153	59.4791	59.4791	59.4791	3.0500e-003		59.5432
Total	0.0208	0.0260	0.3243	7.1000e-004	0.0559	4.7000e-004	0.0564	0.0148	4.3000e-004	0.0153	59.4791	59.4791	59.4791	3.0500e-003		59.5432

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Natural Gas Mitigated	0.0149	0.1273	0.0542	8.1000e-004	0.0103	0.0103	0.0103	0.0103	0.0103	0.0103	162.5177	162.5177	162.5177	3.1100e-003	2.9800e-003	163.5067
Natural Gas Unmitigated	0.0149	0.1273	0.0542	8.1000e-004	0.0103	0.0103	0.0103	0.0103	0.0103	0.0103	162.5177	162.5177	162.5177	3.1100e-003	2.9800e-003	163.5067

5.2 Energy by Land Use - NaturalGas

Unmitigated

Land Use	NaturalGas Use kBTU/yr	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Condo/Townhouse	1381.4	0.0149	0.1273	0.0542	8.1000e-004		0.0103	0.0103		0.0103	0.0103		162.5177	162.5177	3.1100e-003	2.9800e-003	163.5067
Total		0.0149	0.1273	0.0542	8.1000e-004		0.0103	0.0103		0.0103	0.0103		162.5177	162.5177	3.1100e-003	2.9800e-003	163.5067

Mitigated

Land Use	NaturalGas Use kBTU/yr	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Condo/Townhouse	1381.4	0.0149	0.1273	0.0542	8.1000e-004		0.0103	0.0103		0.0103	0.0103		162.5177	162.5177	3.1100e-003	2.9800e-003	163.5067
Total		0.0149	0.1273	0.0542	8.1000e-004		0.0103	0.0103		0.0103	0.0103		162.5177	162.5177	3.1100e-003	2.9800e-003	163.5067

6.0 Area Detail

6.1 Mitigation Measures Area

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Mitigated	1.5534	0.0340	2.9166	1.5000e-004		0.0158	0.0158	0.0158	0.0158	0.0158	0.0000	5.1993	5.1993	5.2200e-003	0.0000	5.3089
Unmitigated	1.5534	0.0340	2.9166	1.5000e-004		0.0158	0.0158	0.0158	0.0158	0.0158	0.0000	5.1993	5.1993	5.2200e-003	0.0000	5.3089

6.2 Area by SubCategory

Unmitigated

SubCategory	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Consumer Products	1.3197					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Landscaping	0.0908	0.0340	2.9166	1.5000e-004		0.0158	0.0158	0.0158	0.0158	0.0158		5.1993	5.1993	5.2200e-003		5.3089
Architectural Coating	0.1428					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.5534	0.0340	2.9166	1.5000e-004		0.0158	0.0158		0.0158	0.0158	0.0000	5.1993	5.1993	5.2200e-003	0.0000	5.3089

6.2 Area by SubCategory
Mitigated

SubCategory	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Consumer Products	1.3197					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0908	0.0340	2.9166	1.5000e-004		0.0158	0.0158		0.0158	0.0158		5.1993	5.1993	5.2200e-003		5.3089
Architectural Coating	0.1428					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.5534	0.0340	2.9166	1.5000e-004		0.0158	0.0158		0.0158	0.0158	0.0000	5.1993	5.1993	5.2200e-003	0.0000	5.3089

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

10.0 Vegetation

Old School House/Doubletree Hotel Specific Plan Amendment South Coast Air Basin, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Condo/Townhouse	35.00	Dwelling Unit	1.80	66,652.00	100

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	31
Climate Zone	9			Operational Year	2017

Utility Company Southern California Edison

CO2 Intensity (lb/MW/hr)	630.89	CH4 Intensity (lb/MW/hr)	0.029	N2O Intensity (lb/MW/hr)	0.006
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1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Lot acreage and square footage based on applicant provided site plan (includes all proposed liveable area and 40% of basement floor, which is attributable to the proposed amendment).

Construction Phase - Estimated construction schedule.

Demolition - Demolition unit amount from applicant provided site plan.

Woodstoves - Project assumed to not have woodstoves and fireplaces.

Construction Off-road Equipment Mitigation - Assumed compliance with Rule 403.

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	10.00	20.00
tblConstructionPhase	PhaseEndDate	12/22/2016	12/9/2016
tblConstructionPhase	PhaseEndDate	11/25/2016	11/24/2016
tblConstructionPhase	PhaseStartDate	11/25/2016	11/12/2016
tblConstructionPhase	PhaseStartDate	11/12/2016	11/11/2016
tblFireplaces	FireplaceDayYear	25.00	0.00
tblFireplaces	FireplaceHourDay	3.00	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberGas	29.75	0.00
tblFireplaces	NumberNoFireplace	3.50	0.00
tblFireplaces	NumberWood	1.75	0.00
tblLandUse	LandUseSquareFeet	35,000.00	66,652.00
tblLandUse	LotAcreage	2.19	1.80
tblProjectCharacteristics	OperationalYear	2014	2017
tblWoodstoves	NumberCatalytic	1.75	0.00
tblWoodstoves	NumberNoncatalytic	1.75	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days/Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2016	1/28/2016	5	20	
2	Site Preparation	Site Preparation	1/29/2016	2/1/2016	5	2	
3	Grading	Grading	2/2/2016	2/5/2016	5	4	
4	Building Construction	Building Construction	2/6/2016	11/11/2016	5	200	
5	Paving	Paving	11/11/2016	11/24/2016	5	10	
6	Architectural Coating	Architectural Coating	11/12/2016	12/9/2016	5	20	

Acres of Grading (Site Preparation Phase): 1

Acres of Grading (Grading Phase): 1.5

Acres of Paving: 0

Residential Indoor: 134,970; Residential Outdoor: 44,990; Non-Residential Indoor: 0; Non-Residential Outdoor: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	8.00	255	0.40
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Site Preparation	Graders	1	8.00	174	0.41
Site Preparation	Rubber Tired Dozers	1	7.00	255	0.40
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Graders	1	6.00	174	0.41
Grading	Rubber Tired Dozers	1	6.00	255	0.40
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Building Construction	Cranes	1	6.00	226	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Paving	Pavers	1	6.00	125	0.42
Paving	Paving Equipment	1	8.00	130	0.36
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	191.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	25.00	4.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	5.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Demolition - 2016

Unmitigated Construction On-Site

Category	lb/day										lb/day					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBCo-CO2	Total CO2	CH4	N2O	CO2e
Fugitive Dust					2.0615	0.0000	2.0615	0.3121	0.0000	0.3121			0.0000			0.0000
Off-Road	2.9066	28.2579	21.4980	0.0245	1.7445	1.7445	1.7445	1.6328	1.6328	1.6328	2,487.129	6	2,487.129	0.6288		2,500.334
Total	2.9066	28.2579	21.4980	0.0245	2.0615	1.7445	3.8060	0.3121	1.6328	1.9449	2,487.129	6	2,487.129	0.6288		2,500.334

3.2 Demolition - 2016
Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.1738	2.7388	2.1291	7.0400e-003	0.1664	0.0410	0.2074	0.0456	0.0377	0.0833		708.8768	708.8768	5.1600e-003		708.9851
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0553	0.0744	0.7774	1.7300e-003	0.1453	1.2100e-003	0.1465	0.0385	1.1200e-003	0.0397		145.0404	145.0404	7.9300e-003		145.2069
Total	0.2292	2.8132	2.9065	8.7700e-003	0.3117	0.0422	0.3539	0.0841	0.0388	0.1229		853.9171	853.9171	0.0131		854.1920

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Fugitive Dust					0.9277	0.0000	0.9277	0.1405	0.0000	0.1405			0.0000			0.0000
Off-Road	2.9066	28.2579	21.4980	0.0245	1.7445	1.7445	1.7445	1.6328	1.6328	1.6328	0.0000	2,487.129	2,487.129	0.6288		2,500.334
Total	2.9066	28.2579	21.4980	0.0245	0.9277	1.7445	2.6722	0.1405	1.6328	1.7732	0.0000	2,487.129	2,487.129	0.6288		2,500.334

3.2 Demolition - 2016
Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.1738	2.7388	2.1291	7.0400e-003	0.1664	0.0410	0.2074	0.0456	0.0377	0.0833		708.8768	708.8768	5.1600e-003		708.9851
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0553	0.0744	0.7774	1.7300e-003	0.1453	1.2100e-003	0.1465	0.0385	1.1200e-003	0.0397		145.0404	145.0404	7.9300e-003		145.2069
Total	0.2292	2.8132	2.9065	8.7700e-003	0.3117	0.0422	0.3539	0.0841	0.0388	0.1229		853.9171	853.9171	0.0131		854.1920

3.3 Site Preparation - 2016
Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Fugitive Dust					5.7996	0.0000	5.7996	2.9537	0.0000	2.9537			0.0000			0.0000
Off-Road	2.4428	25.7718	16.5144	0.0171	1.3985	1.3985	1.3985	1.2866	1.2866	1.2866		1,781.087	1,781.087	0.5372		1,792.369
Total	2.4428	25.7718	16.5144	0.0171	5.7996	1.3985	7.1981	2.9537	1.2866	4.2403		1,781.087	1,781.087	0.5372		1,792.369

3.3 Site Preparation - 2016
Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0341	0.0458	0.4784	1.0600e-003	0.0894	7.5000e-004	0.0902	0.0237	6.9000e-004	0.0244	89.2556	89.2556	89.2556	4.8800e-003		89.3581
Total	0.0341	0.0458	0.4784	1.0600e-003	0.0894	7.5000e-004	0.0902	0.0237	6.9000e-004	0.0244	89.2556	89.2556	89.2556	4.8800e-003		89.3581

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Fugitive Dust					2.6098	0.0000	2.6098	1.3292	0.0000	1.3292			0.0000			0.0000
Off-Road	2.4428	25.7718	16.5144	0.0171	1.3985	1.3985	1.3985	1.2866	1.2866	1.2866	0.0000	1,781.087 ₂	1,781.087 ₂	0.5372		1,792.369 ₃
Total	2.4428	25.7718	16.5144	0.0171	2.6098	1.3985	4.0083	1.3292	1.2866	2.6158	0.0000	1,781.087₂	1,781.087₂	0.5372		1,792.369₃

3.3 Site Preparation - 2016

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0341	0.0458	0.4784	1.0600e-003	0.0894	7.5000e-004	0.0902	0.0237	6.9000e-004	0.0244		89.2556	89.2556	4.8800e-003		89.3581
Total	0.0341	0.0458	0.4784	1.0600e-003	0.0894	7.5000e-004	0.0902	0.0237	6.9000e-004	0.0244		89.2556	89.2556	4.8800e-003		89.3581

3.4 Grading - 2016

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Fugitive Dust					4.9143	0.0000	4.9143	2.5256	0.0000	2.5256			0.0000			0.0000
Off-Road	1.9908	21.0361	13.6704	0.0141	1.1407	1.1407	1.1407	1.0494	1.0494	1.0494		1,462.8468	1,462.8468	0.4413		1,472.1130
Total	1.9908	21.0361	13.6704	0.0141	4.9143	1.1407	6.0549	2.5256	1.0494	3.5750		1,462.8468	1,462.8468	0.4413		1,472.1130

3.4 Grading - 2016

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0341	0.0458	0.4784	1.0600e-003	0.0894	7.5000e-004	0.0902	0.0237	6.9000e-004	0.0244	89.2556	89.2556	89.2556	4.8800e-003	89.3581	89.3581
Total	0.0341	0.0458	0.4784	1.0600e-003	0.0894	7.5000e-004	0.0902	0.0237	6.9000e-004	0.0244	89.2556	89.2556	89.2556	4.8800e-003	89.3581	89.3581

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Fugitive Dust					2.2114	0.0000	2.2114	1.1365	0.0000	1.1365			0.0000			0.0000
Off-Road	1.9908	21.0361	13.6704	0.0141	1.1407	1.1407	1.1407	1.0494	1.0494	1.0494	0.0000	1,462.8468	1,462.8468	0.4413		1,472.1130
Total	1.9908	21.0361	13.6704	0.0141	2.2114	1.1407	3.3521	1.1365	1.0494	2.1860	0.0000	1,462.8468	1,462.8468	0.4413		1,472.1130

3.4 Grading - 2016

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0341	0.0458	0.4784	1.0600e-003	0.0894	7.5000e-004	0.0902	0.0237	6.9000e-004	0.0244	89.2556	89.2556	89.2556	4.8800e-003		89.3581
Total	0.0341	0.0458	0.4784	1.0600e-003	0.0894	7.5000e-004	0.0902	0.0237	6.9000e-004	0.0244	89.2556	89.2556	89.2556	4.8800e-003		89.3581

3.5 Building Construction - 2016

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Off-Road	3.2915	20.5459	14.7074	0.0220		1.3656	1.3656		1.3176	1.3176		2.046.943 ²	2.046.943 ²	0.4499		2.056.391 ³
Total	3.2915	20.5459	14.7074	0.0220		1.3656	1.3656		1.3176	1.3176		2.046.943²	2.046.943²	0.4499		2.056.391³

3.5 Building Construction - 2016
Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0366	0.3562	0.4789	8.6000e-004	0.0250	5.7000e-003	0.0307	7.1200e-003	5.2400e-003	0.0124		86.5478	86.5478	6.4000e-004		86.5613
Worker	0.1064	0.1430	1.4950	3.3200e-003	0.2794	2.3400e-003	0.2818	0.0741	2.1500e-003	0.0763		278.9238	278.9238	0.0153		279.2440
Total	0.1430	0.4991	1.9739	4.1800e-003	0.3044	8.0400e-003	0.3125	0.0812	7.3900e-003	0.0886		365.4716	365.4716	0.0159		365.8053

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Off-Road	3.2915	20.5459	14.7074	0.0220		1.3656	1.3656		1.3176	1.3176	0.0000	2,046.943	2,046.943	0.4499		2,056.391
Total	3.2915	20.5459	14.7074	0.0220		1.3656	1.3656		1.3176	1.3176	0.0000	2,046.943	2,046.943	0.4499		2,056.391

3.5 Building Construction - 2016
Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0366	0.3562	0.4789	8.6000e-004	0.0250	5.7000e-003	0.0307	7.1200e-003	5.2400e-003	0.0124		86.5478	86.5478	6.4000e-004		86.5613
Worker	0.1064	0.1430	1.4950	3.3200e-003	0.2794	2.3400e-003	0.2818	0.0741	2.1500e-003	0.0763		278.9238	278.9238	0.0153		279.2440
Total	0.1430	0.4991	1.9739	4.1800e-003	0.3044	8.0400e-003	0.3125	0.0812	7.3900e-003	0.0886		365.4716	365.4716	0.0159		365.8053

3.6 Paving - 2016
Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Off-Road	1.2872	13.2076	9.0880	0.0133		0.8075	0.8075		0.7438	0.7438		1,368.4366	1,368.4366	0.4053		1,376.9473
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.2872	13.2076	9.0880	0.0133		0.8075	0.8075		0.7438	0.7438		1,368.4366	1,368.4366	0.4053		1,376.9473

3.6 Paving - 2016

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0553	0.0744	0.7774	1.7300e-003	0.1453	1.2100e-003	0.1465	0.0385	1.1200e-003	0.0397	145.0404	145.0404	145.0404	7.9300e-003		145.2069
Total	0.0553	0.0744	0.7774	1.7300e-003	0.1453	1.2100e-003	0.1465	0.0385	1.1200e-003	0.0397	145.0404	145.0404	145.0404	7.9300e-003		145.2069

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Off-Road	1.2872	13.2076	9.0880	0.0133		0.8075	0.8075		0.7438	0.7438	0.0000	1,368.4366	1,368.4366	0.4053		1,376.9473
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.2872	13.2076	9.0880	0.0133		0.8075	0.8075		0.7438	0.7438	0.0000	1,368.4366	1,368.4366	0.4053		1,376.9473

3.6 Paving - 2016

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0553	0.0744	0.7774	1.7300e-003	0.1453	1.2100e-003	0.1465	0.0385	1.1200e-003	0.0397	145.0404	145.0404	145.0404	7.9300e-003		145.2069
Total	0.0553	0.0744	0.7774	1.7300e-003	0.1453	1.2100e-003	0.1465	0.0385	1.1200e-003	0.0397	145.0404	145.0404	145.0404	7.9300e-003		145.2069

3.7 Architectural Coating - 2016

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Archit. Coating	26.0661					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3685	2.3722	1.8839	2.9700e-003		0.1966	0.1966		0.1966	0.1966			281.4481	0.0332		282.1449
Total	26.4345	2.3722	1.8839	2.9700e-003		0.1966	0.1966		0.1966	0.1966			281.4481	0.0332		282.1449

**3.7 Architectural Coating - 2016
Unmitigated Construction Off-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0213	0.0286	0.2990	6.6000e-004	0.0559	4.7000e-004	0.0564	0.0148	4.3000e-004	0.0153	55.7848	55.7848	55.7848	3.0500e-003	55.8488	55.8488
Total	0.0213	0.0286	0.2990	6.6000e-004	0.0559	4.7000e-004	0.0564	0.0148	4.3000e-004	0.0153	55.7848	55.7848	55.7848	3.0500e-003	55.8488	55.8488

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Archit. Coating	26.0661					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3685	2.3722	1.8639	2.9700e-003		0.1966	0.1966	0.1966	0.1966	0.1966	0.0000	281.4481	281.4481	0.0332		282.1449
Total	26.4345	2.3722	1.8639	2.9700e-003		0.1966	0.1966	0.1966	0.1966	0.1966	0.0000	281.4481	281.4481	0.0332		282.1449

**3.7 Architectural Coating - 2016
Mitigated Construction Off-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0213	0.0286	0.2990	6.6000e-004	0.0559	4.7000e-004	0.0564	0.0148	4.3000e-004	0.0153		55.7848	55.7848	3.0500e-003		55.8488
Total	0.0213	0.0286	0.2990	6.6000e-004	0.0559	4.7000e-004	0.0564	0.0148	4.3000e-004	0.0153		55.7848	55.7848	3.0500e-003		55.8488

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Category	ib/day										ib/day					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBic-CO2	Total CO2	CH4	N2O	CO2e
Natural Gas Mitigated	0.0149	0.1273	0.0542	8.1000e-004	0.0103	0.0103	0.0103	0.0103	0.0103	0.0103	162.5177	162.5177	162.5177	3.1100e-003	2.9800e-003	163.5067
Natural Gas Unmitigated	0.0149	0.1273	0.0542	8.1000e-004	0.0103	0.0103	0.0103	0.0103	0.0103	0.0103	162.5177	162.5177	162.5177	3.1100e-003	2.9800e-003	163.5067

5.2 Energy by Land Use - NaturalGas

Unmitigated

Land Use	NaturalGas Use kBTU/yr	lb/day										CO ₂ e							
		ROG	NOx	CO	SO ₂	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total		Bio-CO ₂	NBio-CO ₂	Total CO ₂	CH ₄	N ₂ O		
Condo/Townhouse	1381.4	0.0149	0.1273	0.0542	8.1000e-004		0.0103	0.0103		0.0103	0.0103			0.0103	0.0103	162.5177	3.1100e-003	2.9800e-003	163.5067
Total		0.0149	0.1273	0.0542	8.1000e-004		0.0103	0.0103		0.0103	0.0103			0.0103	0.0103	162.5177	3.1100e-003	2.9800e-003	163.5067

Mitigated

Land Use	NaturalGas Use kBTU/yr	lb/day										CO ₂ e							
		ROG	NOx	CO	SO ₂	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total		Bio-CO ₂	NBio-CO ₂	Total CO ₂	CH ₄	N ₂ O		
Condo/Townhouse	1381.4	0.0149	0.1273	0.0542	8.1000e-004		0.0103	0.0103		0.0103	0.0103			0.0103	0.0103	162.5177	3.1100e-003	2.9800e-003	163.5067
Total		0.0149	0.1273	0.0542	8.1000e-004		0.0103	0.0103		0.0103	0.0103			0.0103	0.0103	162.5177	3.1100e-003	2.9800e-003	163.5067

6.0 Area Detail

6.1 Mitigation Measures Area

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Mitigated	1.5534	0.0340	2.9166	1.5000e-004		0.0158	0.0158	0.0158	0.0158	0.0158	0.0000	5.1993	5.1993	5.2200e-003	0.0000	5.3089
Unmitigated	1.5534	0.0340	2.9166	1.5000e-004		0.0158	0.0158	0.0158	0.0158	0.0158	0.0000	5.1993	5.1993	5.2200e-003	0.0000	5.3089

6.2 Area by SubCategory

Unmitigated

SubCategory	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Consumer Products	1.3197					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Landscaping	0.0908	0.0340	2.9166	1.5000e-004		0.0158	0.0158		0.0158	0.0158		5.1993	5.1993	5.2200e-003		5.3089
Architectural Coating	0.1428					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.5534	0.0340	2.9166	1.5000e-004		0.0158	0.0158		0.0158	0.0158	0.0000	5.1993	5.1993	5.2200e-003	0.0000	5.3089

6.2 Area by SubCategory
Mitigated

SubCategory	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Consumer Products	1.3197					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000			0.0000	0.0000	0.0000	0.0000
Landscaping	0.0908	0.0340	2.9166	1.5000e-004		0.0158	0.0158		0.0158	0.0158			5.1993	5.2200e-003		5.3089
Architectural Coating	0.1428					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.5534	0.0340	2.9166	1.5000e-004		0.0158	0.0158		0.0158	0.0158	0.0000	5.1993	5.1993	5.2200e-003	0.0000	5.3089

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

10.0 Vegetation

Old School House/Doubletree Hotel Specific Plan Amendment South Coast Air Basin, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot/Acreage	Floor Surface Area	Population
Condo/Townhouse	35.00	Dwelling Unit	1.80	66,652.00	100

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	31
Climate Zone	9			Operational Year	2017

Utility Company Southern California Edison

CO2 Intensity (lb/MW/hr)	630.89	CH4 Intensity (lb/MW/hr)	0.029	N2O Intensity (lb/MW/hr)	0.006
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1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Lot acreage and square footage based on applicant provided site plan (includes all proposed liveable area and 40% of basement floor, which is attributable to the proposed amendment).

Construction Phase - Estimated construction schedule.

Demolition - Demolition unit amount from applicant provided site plan.

Woodstoves - Project assumed to not have woodstoves and fireplaces.

Construction Off-road Equipment Mitigation - Assumed compliance with Rule 403.

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	10.00	20.00
tblConstructionPhase	PhaseEndDate	12/22/2016	12/9/2016
tblConstructionPhase	PhaseEndDate	11/25/2016	11/24/2016
tblConstructionPhase	PhaseStartDate	11/25/2016	11/12/2016
tblConstructionPhase	PhaseStartDate	11/12/2016	11/11/2016
tblFireplaces	FireplaceDayYear	25.00	0.00
tblFireplaces	FireplaceHourDay	3.00	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberGas	29.75	0.00
tblFireplaces	NumberNoFireplace	3.50	0.00
tblFireplaces	NumberWood	1.75	0.00
tblLandUse	LandUseSquareFeet	35,000.00	66,652.00
tblLandUse	LotAcreage	2.19	1.80
tblProjectCharacteristics	OperationalYear	2014	2017
tblWoodstoves	NumberCatalytic	1.75	0.00
tblWoodstoves	NumberNoncatalytic	1.75	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

**2.2 Overall Operational
Unmitigated Operational**

Category	tons/yr										MT/yr						
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Area	0.2783	4.2500e-003	0.3646	2.0000e-005		1.9800e-003	1.9800e-003		1.9800e-003	1.9800e-003	0.0000	0.5896	0.5896	5.9000e-004	0.0000	0.0000	0.6020
Energy	2.7200e-003	0.0232	9.8900e-003	1.5000e-004		1.8800e-003	1.8800e-003		1.8800e-003	1.8800e-003	0.0000	70.9551	70.9551	2.5400e-003	9.1000e-004		71.2912
Mobile	0.1457	0.4633	1.7411	4.3700e-003	0.2990	6.3300e-003	0.3053	0.0800	5.8200e-003	0.0858	0.0000	337.6608	337.6608	0.0132	0.0000	0.0000	337.9386
Waste						0.0000	0.0000		0.0000	0.0000	3.2682	0.0000	3.2682	0.1931	0.0000		7.3241
Water						0.0000	0.0000		0.0000	0.0000	0.7235	13.0679	13.7913	0.0749	1.8800e-003		15.9468
Total	0.4267	0.4908	2.1155	4.5400e-003	0.2990	0.0102	0.3092	0.0800	9.6800e-003	0.0857	3.9916	422.2734	426.2650	0.2844	2.7900e-003		433.1028

**2.2 Overall Operational
Mitigated Operational**

Category	tens/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Area	0.2783	4.2500e-003	0.3646	2.0000e-005	1.9800e-003	1.9800e-003	1.9800e-003	1.9800e-003	1.9800e-003	1.9800e-003	0.0000	0.5896	0.5896	5.9000e-004	0.0000	0.6020
Energy	2.7200e-003	0.0232	9.8900e-003	1.5000e-004	1.8800e-003	1.8800e-003	1.8800e-003	1.8800e-003	1.8800e-003	1.8800e-003	0.0000	70.9551	70.9551	2.5400e-003	9.1000e-004	71.2912
Mobile	0.1457	0.4633	1.7411	4.3700e-003	0.2990	6.3300e-003	0.3053	0.0800	5.8200e-003	0.0858	0.0000	337.6608	337.6608	0.0132	0.0000	337.9386
Waste						0.0000	0.0000		0.0000	0.0000	3.2682	0.0000	3.2682	0.1931	0.0000	7.3241
Water						0.0000	0.0000		0.0000	0.0000	0.7235	13.0679	13.7913	0.0749	1.8800e-003	15.9456
Total	0.4267	0.4908	2.1156	4.5400e-003	0.2990	0.0102	0.3092	0.0800	9.6800e-003	0.0897	3.9916	422.2734	426.2650	0.2844	2.7900e-003	433.1016

Percent Reduction	tens/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num. Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2016	1/28/2016	5	20	
2	Site Preparation	Site Preparation	1/29/2016	2/1/2016	5	2	
3	Grading	Grading	2/2/2016	2/5/2016	5	4	
4	Building Construction	Building Construction	2/6/2016	11/11/2016	5	200	
5	Paving	Paving	11/11/2016	11/24/2016	5	10	
6	Architectural Coating	Architectural Coating	11/12/2016	12/9/2016	5	20	

Acres of Grading (Site Preparation Phase): 1

Acres of Grading (Grading Phase): 1.5

Acres of Paving: 0

Residential Indoor: 134,970; Residential Outdoor: 44,990; Non-Residential Indoor: 0; Non-Residential Outdoor: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	8.00	255	0.40
Demolition	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Site Preparation	Graders	1	8.00	174	0.41
Site Preparation	Rubber Tired Dozers	1	7.00	255	0.40
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Graders	1	6.00	174	0.41
Grading	Rubber Tired Dozers	1	6.00	255	0.40
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Building Construction	Cranes	1	6.00	226	0.29
Building Construction	Forklifts	1	6.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Building Construction	Welders	3	8.00	46	0.45
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	1	6.00	9	0.56
Paving	Pavers	1	6.00	125	0.42
Paving	Paving Equipment	1	8.00	130	0.36
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	8.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	5	13.00	0.00	191.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	3	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	7	25.00	4.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	5.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	5	13.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Demolition - 2016

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
	tons/yr															
	MT/yr															
Fugitive Dust					0.0206	0.0000	0.0206	3.1200e-003	0.0000	3.1200e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0291	0.2826	0.2150	2.4000e-004	0.0175	0.0175	0.0175	0.0163	0.0163	0.0163	0.0000	22.5629	22.5629	5.7000e-003	0.0000	22.6827
Total	0.0291	0.2826	0.2150	2.4000e-004	0.0206	0.0175	0.0381	3.1200e-003	0.0163	0.0195	0.0000	22.5629	22.5629	5.7000e-003	0.0000	22.6827

3.2 Demolition - 2016
Unmitigated Construction Off-Site

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	1.7100e-003	0.0279	0.0209	7.0000e-005	1.6400e-003	4.1000e-004	2.0500e-003	4.5000e-004	3.8000e-004	8.3000e-004	0.0000	6.4397	6.4397	5.0000e-005	0.0000	6.4407
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.2000e-004	7.7000e-004	2.0000e-005	2.0000e-005	1.4300e-003	1.0000e-005	1.4400e-003	3.8000e-004	1.0000e-005	3.9000e-004	0.0000	1.3363	1.3363	7.0000e-005	0.0000	1.3378
Total	2.2300e-003	0.0286	0.0289	9.0000e-005	3.0700e-003	4.2000e-004	3.4900e-003	8.3000e-004	3.9000e-004	1.2200e-003	0.0000	7.7760	7.7760	1.2000e-004	0.0000	7.7785

Mitigated Construction On-Site

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Fugitive Dust					9.2800e-003	0.0000	9.2800e-003	1.4000e-003	0.0000	1.4000e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0291	0.2826	0.2150	2.4000e-004	0.0175	0.0175	0.0175	0.0163	0.0163	0.0163	0.0000	22.5628	22.5628	5.7000e-003	0.0000	22.6826
Total	0.0291	0.2826	0.2150	2.4000e-004	9.2800e-003	0.0175	0.0267	1.4000e-003	0.0163	0.0177	0.0000	22.5628	22.5628	5.7000e-003	0.0000	22.6826

3.2 Demolition - 2016

Mitigated Construction Off-Site

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	1.7100e-003	0.0279	0.0209	7.0000e-005	1.6400e-003	4.1000e-004	2.0500e-003	4.5000e-004	3.8000e-004	8.3000e-004	0.0000	6.4397	6.4397	5.0000e-005	0.0000	6.4407
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.2000e-004	7.7000e-004	7.9600e-003	2.0000e-005	1.4300e-003	1.0000e-005	1.4400e-003	3.8000e-004	1.0000e-005	3.9000e-004	0.0000	1.3363	1.3363	7.0000e-005	0.0000	1.3378
Total	2.2300e-003	0.0286	0.0289	9.0000e-005	3.0700e-003	4.2000e-004	3.4900e-003	8.3000e-004	3.9000e-004	1.2200e-003	0.0000	7.7760	7.7760	1.2000e-004	0.0000	7.7785

3.3 Site Preparation - 2016

Unmitigated Construction On-Site

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Fugitive Dust	5.8000e-003				0.0000	0.0000	5.8000e-003	2.9500e-003	0.0000	2.9500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.4400e-003	0.0258	0.0165	2.0000e-005	1.4000e-003	1.4000e-003	1.4000e-003	1.2900e-003	1.2900e-003	1.2900e-003	0.0000	1.6158	1.6158	4.9000e-004	0.0000	1.6260
Total	2.4400e-003	0.0258	0.0165	2.0000e-005	5.8000e-003	1.4000e-003	7.2000e-003	2.9500e-003	1.2900e-003	4.2400e-003	0.0000	1.6158	1.6158	4.9000e-004	0.0000	1.6260

3.3 Site Preparation - 2016
Unmitigated Construction Off-Site

Category	tons/yr										MT/yr						
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e	
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-005	5.0000e-005	4.9000e-004	0.0000	9.0000e-005	0.0000	9.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0822	0.0822	0.0000	0.0000	0.0000	0.0823
Total	3.0000e-005	5.0000e-005	4.9000e-004	0.0000	9.0000e-005	0.0000	9.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0822	0.0822	0.0000	0.0000	0.0000	0.0823

Mitigated Construction On-Site

Category	tons/yr										MT/yr						
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e	
Fugitive Dust					2.6100e-003	0.0000	2.6100e-003	1.3300e-003	0.0000	1.3300e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.4400e-003	0.0258	0.0165	2.0000e-005	1.4000e-003	1.4000e-003	1.4000e-003	1.2900e-003	1.2900e-003	1.2900e-003	0.0000	1.6158	1.6158	4.9000e-004	0.0000	0.0000	1.6260
Total	2.4400e-003	0.0258	0.0165	2.0000e-005	2.6100e-003	1.4000e-003	4.0100e-003	1.3300e-003	1.2900e-003	2.6200e-003	0.0000	1.6158	1.6158	4.9000e-004	0.0000	0.0000	1.6260

**3.3 Site Preparation - 2016
Mitigated Construction Off-Site**

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-005	5.0000e-005	4.9000e-004	0.0000	9.0000e-005	0.0000	9.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0822	0.0822	0.0000	0.0000	0.0823
Total	3.0000e-005	5.0000e-005	4.9000e-004	0.0000	9.0000e-005	0.0000	9.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0822	0.0822	0.0000	0.0000	0.0823

**3.4 Grading - 2016
Unmitigated Construction On-Site**

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Fugitive Dust					9.8300e-003	0.0000	9.8300e-003	5.0500e-003	0.0000	5.0500e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.9800e-003	0.0421	0.0273	3.0000e-005		2.2800e-003	2.2800e-003	2.1000e-003	2.1000e-003	2.1000e-003	0.0000	2.6541	2.6541	8.0000e-004	0.0000	2.6710
Total	3.9800e-003	0.0421	0.0273	3.0000e-005	9.8300e-003	2.2800e-003	0.0121	5.0500e-003	2.1000e-003	7.1500e-003	0.0000	2.6541	2.6541	8.0000e-004	0.0000	2.6710

3.4 Grading - 2016
Unmitigated Construction Off-Site

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.0000e-005	9.0000e-005	9.8000e-004	0.0000	1.8000e-004	0.0000	1.8000e-004	5.0000e-005	0.0000	5.0000e-005	0.0000	0.1645	0.1645	1.0000e-005	0.0000	0.1647
Total	6.0000e-005	9.0000e-005	9.8000e-004	0.0000	1.8000e-004	0.0000	1.8000e-004	5.0000e-005	0.0000	5.0000e-005	0.0000	0.1645	0.1645	1.0000e-005	0.0000	0.1647

Mitigated Construction On-Site

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Fugitive Dust					4.4200e-003	0.0000	4.4200e-003	2.2700e-003	0.0000	2.2700e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.9800e-003	0.0421	0.0273	3.0000e-005	2.2800e-003	2.2800e-003	2.2800e-003	2.1000e-003	2.1000e-003	2.1000e-003	0.0000	2.6541	2.6541	8.0000e-004	0.0000	2.6710
Total	3.9800e-003	0.0421	0.0273	3.0000e-005	4.4200e-003	2.2800e-003	6.7000e-003	2.2700e-003	2.1000e-003	4.3700e-003	0.0000	2.6541	2.6541	8.0000e-004	0.0000	2.6710

3.4 Grading - 2016

Mitigated Construction Off-Site

Category	tons/yr										MT/yr						
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	6.0000e-005	9.0000e-005	9.8000e-004	0.0000	1.8000e-004	0.0000	1.8000e-004	5.0000e-005	0.0000	5.0000e-005	0.0000	0.1645	0.1645	1.0000e-005	0.0000	0.0000	0.1647
Total	6.0000e-005	9.0000e-005	9.8000e-004	0.0000	1.8000e-004	0.0000	1.8000e-004	5.0000e-005	0.0000	5.0000e-005	0.0000	0.1645	0.1645	1.0000e-005	0.0000	0.0000	0.1647

3.5 Building Construction - 2016

Unmitigated Construction On-Site

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Off-Road	0.3292	2.0546	1.4707	2.2000e-003		0.1366	0.1366		0.1318	0.1318	0.0000	185.6956	185.6956	0.0408	0.0000	186.5527
Total	0.3292	2.0546	1.4707	2.2000e-003		0.1366	0.1366		0.1318	0.1318	0.0000	185.6956	185.6956	0.0408	0.0000	186.5527

3.5 Building Construction - 2016
Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.5600e-003	0.0363	0.0466	9.0000e-005	2.4600e-003	5.7000e-004	3.0300e-003	7.0000e-004	5.2000e-004	1.2200e-003	0.0000	7.6900	7.8900	6.0000e-005	0.0000	7.8912
Worker	0.0100	0.0147	0.1531	3.4000e-004	0.0274	2.3000e-004	0.0277	7.2800e-003	2.1000e-004	7.5000e-003	0.0000	25.6975	25.6975	1.3800e-003	0.0000	25.7265
Total	0.0136	0.0510	0.1997	4.3000e-004	0.0299	8.0000e-004	0.0307	7.9800e-003	7.3000e-004	8.7200e-003	0.0000	33.5874	33.5874	1.4400e-003	0.0000	33.6177
MT/yr																

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Off-Road	0.3292	2.0546	1.4707	2.2000e-003		0.1366	0.1366		0.1318	0.1318	0.0000	185.6954	185.6954	0.0408	0.0000	186.5525
Total	0.3292	2.0546	1.4707	2.2000e-003		0.1366	0.1366		0.1318	0.1318	0.0000	185.6954	185.6954	0.0408	0.0000	186.5525
MT/yr																

3.5 Building Construction - 2016
Mitigated Construction Off-Site

Category	tons/yr											MT/yr				
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.5600e-003	0.0363	0.0466	9.0000e-005	2.4600e-003	5.7000e-004	3.0300e-003	7.0000e-004	5.2000e-004	1.2200e-003	0.0000	7.8900	7.8900	6.0000e-005	0.0000	7.8912
Worker	0.0100	0.0147	0.1531	3.4000e-004	0.0274	2.3000e-004	0.0277	7.2800e-003	2.1000e-004	7.5000e-003	0.0000	25.6975	25.6975	1.3800e-003	0.0000	25.7265
Total	0.0136	0.0510	0.1997	4.3000e-004	0.0299	8.0000e-004	0.0307	7.9800e-003	7.3000e-004	8.7200e-003	0.0000	33.5874	33.5874	1.4400e-003	0.0000	33.6177

3.6 Paving - 2016
Unmitigated Construction On-Site

Category	tons/yr											MT/yr				
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Off-Road	6.4400e-003	0.0660	0.0454	7.0000e-005		4.0400e-003	4.0400e-003		3.7200e-003	3.7200e-003	0.0000	6.2071	6.2071	1.8400e-003	0.0000	6.2457
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	6.4400e-003	0.0660	0.0454	7.0000e-005		4.0400e-003	4.0400e-003		3.7200e-003	3.7200e-003	0.0000	6.2071	6.2071	1.8400e-003	0.0000	6.2457

3.6 Paving - 2016
Unmitigated Construction Off-Site

Category	tons/yr										MT/yr						
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.6000e-004	3.8000e-004	3.9800e-003	1.0000e-005	7.1000e-004	1.0000e-005	7.2000e-004	1.9000e-004	1.0000e-005	1.9000e-004	0.0000	0.6681	0.6681	4.0000e-005	0.0000	0.0000	0.6689
Total	2.6000e-004	3.8000e-004	3.9800e-003	1.0000e-005	7.1000e-004	1.0000e-005	7.2000e-004	1.9000e-004	1.0000e-005	1.9000e-004	0.0000	0.6681	0.6681	4.0000e-005	0.0000	0.0000	0.6689

Mitigated Construction On-Site

Category	tons/yr										MT/yr						
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Off-Road	6.4400e-003	0.0660	0.0454	7.0000e-005	4.0400e-003	4.0400e-003	4.0400e-003	3.7200e-003	3.7200e-003	3.7200e-003	0.0000	6.2071	6.2071	1.8400e-003	0.0000	0.0000	6.2457
Paving	0.0000				0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	6.4400e-003	0.0660	0.0454	7.0000e-005	4.0400e-003	4.0400e-003	4.0400e-003	3.7200e-003	3.7200e-003	3.7200e-003	0.0000	6.2071	6.2071	1.8400e-003	0.0000	0.0000	6.2457

3.6 Paving - 2016

Mitigated Construction Off-Site

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.6000e-004	3.8000e-004	3.9800e-003	1.0000e-005	7.1000e-004	1.0000e-005	7.2000e-004	1.9000e-004	1.0000e-005	1.9000e-004	0.0000	0.6681	0.6681	4.0000e-005	0.0000	0.6689
Total	2.6000e-004	3.8000e-004	3.9800e-003	1.0000e-005	7.1000e-004	1.0000e-005	7.2000e-004	1.9000e-004	1.0000e-005	1.9000e-004	0.0000	0.6681	0.6681	4.0000e-005	0.0000	0.6689

3.7 Architectural Coating - 2016

Unmitigated Construction On-Site

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Archit. Coating	0.2607					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.6800e-003	0.0237	0.0188	3.0000e-005	1.9700e-003	1.9700e-003	1.9700e-003	1.9700e-003	1.9700e-003	1.9700e-003	0.0000	2.5533	2.5533	3.0000e-004	0.0000	2.5596
Total	0.2643	0.0237	0.0188	3.0000e-005	1.9700e-003	1.9700e-003	1.9700e-003	1.9700e-003	1.9700e-003	1.9700e-003	0.0000	2.5533	2.5533	3.0000e-004	0.0000	2.5596

**3.7 Architectural Coating - 2016
Unmitigated Construction Off-Site**

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-004	2.9000e-004	3.0600e-003	1.0000e-005	5.5000e-004	0.0000	5.5000e-004	1.5000e-004	0.0000	1.5000e-004	0.0000	0.5140	0.5140	3.0000e-005	0.0000	0.5145
Total	2.0000e-004	2.9000e-004	3.0600e-003	1.0000e-005	5.5000e-004	0.0000	5.5000e-004	1.5000e-004	0.0000	1.5000e-004	0.0000	0.5140	0.5140	3.0000e-005	0.0000	0.5145

Mitigated Construction On-Site

Category	tons/yr										MT/yr					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Archit. Coating	0.2607					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.6800e-003	0.0237	0.0188	3.0000e-005	1.9700e-003	1.9700e-003	1.9700e-003	1.9700e-003	1.9700e-003	1.9700e-003	0.0000	2.5533	2.5533	3.0000e-004	0.0000	2.5596
Total	0.2643	0.0237	0.0188	3.0000e-005	1.9700e-003	1.9700e-003	1.9700e-003	1.9700e-003	1.9700e-003	1.9700e-003	0.0000	2.5533	2.5533	3.0000e-004	0.0000	2.5596

**3.7 Architectural Coating - 2016
Mitigated Construction Off-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-004	2.9000e-004	3.0600e-003	1.0000e-005	5.5000e-004	0.0000	5.5000e-004	1.5000e-004	0.0000	1.5000e-004	0.0000	0.5140	0.5140	3.0000e-005	0.0000	0.5145
Total	2.0000e-004	2.9000e-004	3.0600e-003	1.0000e-005	5.5000e-004	0.0000	5.5000e-004	1.5000e-004	0.0000	1.5000e-004	0.0000	0.5140	0.5140	3.0000e-005	0.0000	0.5145
MT/yr																

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
Mitigated	0.1457	0.4633	1.7411	4.3700e-003	0.2990	6.3300e-003	0.3053	0.0800	5.8200e-003	0.0858	0.0000	337.6608	337.6608	0.0132	0.0000	337.9386
Unmitigated	0.1457	0.4633	1.7411	4.3700e-003	0.2990	6.3300e-003	0.3053	0.0800	5.8200e-003	0.0858	0.0000	337.6608	337.6608	0.0132	0.0000	337.9386
MT/yr																

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated Annual VMT	Mitigated Annual VMT
	Weekday	Saturday	Sunday		
Condo/Townhouse	230.65	250.60	212.45	789,020	789,020
Total	230.65	250.60	212.45	789,020	789,020

4.3 Trip Type Information

Land Use	Miles						Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	H-O or C-C	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Condo/Townhouse	14.70	5.90	8.70	40.20	19.20	40.60	19.20	19.20	40.60	86	11	3

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.513125	0.060112	0.180262	0.139218	0.042100	0.006630	0.016061	0.030999	0.001941	0.002506	0.004348	0.000594	0.002104

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Category	tons/yr										MT/yr						
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e	
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	44.0485	44.0485	2.0200e-003	4.2000e-004		44.2209
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	44.0485	44.0485	2.0200e-003	4.2000e-004		44.2209
NaturalGas Mitigated	2.7200e-003	0.0232	9.8900e-003	1.5000e-004	1.8800e-003	1.8800e-003	1.8800e-003	1.8800e-003	1.8800e-003	1.8800e-003	0.0000	26.9066	26.9066	5.2000e-004	4.9000e-004		27.0704
NaturalGas Unmitigated	2.7200e-003	0.0232	9.8900e-003	1.5000e-004	1.8800e-003	1.8800e-003	1.8800e-003	1.8800e-003	1.8800e-003	1.8800e-003	0.0000	26.9066	26.9066	5.2000e-004	4.9000e-004		27.0704

5.2 Energy by Land Use - NaturalGas

Unmitigated

Land Use	NaturalGas Use kBtu/yr	tons/yr										MT/yr					
		ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Condo/Townhouse	504211	2.7200e-003	0.0232	9.8900e-003	1.5000e-004	1.8800e-003	1.8800e-003	1.8800e-003	1.8800e-003	1.8800e-003	1.8800e-003	0.0000	26.9066	26.9066	5.2000e-004	4.9000e-004	27.0704
Total		2.7200e-003	0.0232	9.8900e-003	1.5000e-004	1.8800e-003	1.8800e-003	1.8800e-003	1.8800e-003	1.8800e-003	1.8800e-003	0.0000	26.9066	26.9066	5.2000e-004	4.9000e-004	27.0704

5.2 Energy by Land Use - Natural Gas Mitigated

Land Use	Natural Gas Use kBTU/yr	ROG	NOx	CO	SO2	tons/yr			MT/yr				CO2e				
						Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2		NBio-CO2	Total CO2	CH4	N2O
Condo/Townhouse	504211	2.7200e-003	0.0232	9.8900e-003	1.5000e-004	1.8800e-003	1.8800e-003	1.8800e-003	1.8800e-003	1.8800e-003	1.8800e-003	0.0000	26.9066	26.9066	5.2000e-004	4.9000e-004	27.0704
Total		2.7200e-003	0.0232	9.8900e-003	1.5000e-004	1.8800e-003	1.8800e-003	1.8800e-003	1.8800e-003	1.8800e-003	1.8800e-003	0.0000	26.9066	26.9066	5.2000e-004	4.9000e-004	27.0704

5.3 Energy by Land Use - Electricity Unmitigated

Land Use	Electricity Use kWh/yr	MT/yr				CO2e
		Total CO2	CH4	N2O	CO2e	
Condo/Townhouse	153926	44.0485	2.0200e-003	4.2000e-004	44.2209	
Total		44.0485	2.0200e-003	4.2000e-004	44.2209	

5.3 Energy by Land Use - Electricity Mitigated

Land Use	Electricity Use kWh/yr	Total CO2	CH4	N2O	CO2e
Condo/Townhouse	153926	44.0485	2.0200e-003	4.2000e-004	44.2209
Total		44.0485	2.0200e-003	4.2000e-004	44.2209

6.0 Area Detail

6.1 Mitigation Measures Area

Category	tons/yr															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Mitigated	0.2783	4.2500e-003	0.3646	2.0000e-005	1.9800e-003	1.9800e-003	1.9800e-003	1.9800e-003	1.9800e-003	1.9800e-003	0.0000	0.5896	0.5896	5.9000e-004	0.0000	0.6020
Unmitigated	0.2783	4.2500e-003	0.3646	2.0000e-005	1.9800e-003	1.9800e-003	1.9800e-003	1.9800e-003	1.9800e-003	1.9800e-003	0.0000	0.5896	0.5896	5.9000e-004	0.0000	0.6020

6.2 Area by SubCategory
Unmitigated

SubCategory	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr											MT/yr					
Architectural Coating	0.0261					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.2409					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0114	4.2500e-003	0.3646	2.0000e-005	1.9800e-003	1.9800e-003	1.9800e-003		1.9800e-003	1.9800e-003	0.0000	0.5896	0.5896	5.9000e-004	0.0000	0.6020
Total	0.2783	4.2500e-003	0.3646	2.0000e-005		1.9800e-003	1.9800e-003		1.9800e-003	1.9800e-003	0.0000	0.5896	0.5896	5.9000e-004	0.0000	0.6020

6.2 Area by SubCategory
Mitigated

SubCategory	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
tons/yr																
MT/yr																
Consumer Products	0.2409					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0114	4.2500e-003	0.3646	2.0000e-005	1.9800e-003	1.9800e-003	1.9800e-003	1.9800e-003	1.9800e-003	1.9800e-003	0.0000	0.5896	0.5896	5.9000e-004	0.0000	0.6020
Architectural Coating	0.0261					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.2783	4.2500e-003	0.3646	2.0000e-005		1.9800e-003	1.9800e-003		1.9800e-003	1.9800e-003	0.0000	0.5896	0.5896	5.9000e-004	0.0000	0.6020

7.0 Water Detail

7.1 Mitigation Measures Water

Category	Total CO2	CH4	N2O	CO2e
MT/yr				
Mitigated	13.7913	0.0749	1.8800e-003	15.9456
Unmitigated	13.7913	0.0749	1.8800e-003	15.9468

7.2 Water by Land Use

Unmitigated

Land Use	Indoor/Outdoor Use Mgal	Total CO2	CH4	N2O	CO2e
		MIT/yr			
Condo/Townhouse	2.280397 1.437644	13.7913	0.0749	1.8800e-003	15.9468
Total		13.7913	0.0749	1.8800e-003	15.9468

Mitigated

Land Use	Indoor/Outdoor Use Mgal	Total CO2	CH4	N2O	CO2e
		MIT/yr			
Condo/Townhouse	2.280397 1.437644	13.7913	0.0749	1.8800e-003	15.9468
Total		13.7913	0.0749	1.8800e-003	15.9468

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	3.2682	0.1931	0.0000	7.3241
Unmitigated	3.2682	0.1931	0.0000	7.3241

8.2 Waste by Land Use

Unmitigated

Land Use	Waste Disposed tons	Total CO2			CO2e
		CH4	N2O	CO2e	
Condo/Townhouse	16.1	3.2682	0.1931	0.0000	7.3241
Total		3.2682	0.1931	0.0000	7.3241

8.2 Waste by Land Use Mitigated

Land Use	Waste Disposed tons	Total CO2	CH4	N2O	CO2e
Condo/Townhouse	16.1	3.2682	0.1931	0.0000	7.3241
Total		3.2682	0.1931	0.0000	7.3241

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Vegetation

Operational - Old School House/Doubletree Hotel Specific Plan Amendment South Coast Air Basin, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot/Acreage	Floor Surface Area	Population
Condo/Townhouse	5.00	Dwelling Unit	0.31	5,000.00	14

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	31
Climate Zone	9	Operational Year	2017		

Utility Company Southern California Edison

CO2 Intensity (lb/MW/hr)	630.89	CH4 Intensity (lb/MW/hr)	0.029	N2O Intensity (lb/MW/hr)	0.006
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1.3 User Entered Comments & Non-Default Data

Project Characteristics - This only includes operational emissions attributable to the proposed amendment; that is the additional 5 dwelling units. Assumed operational year 2017.

Land Use -

Construction Phase -

Demolition - Demolition unit amount from applicant provided site plan.

Woodstoves - Project assumed to not have woodstoves and fireplaces.

Energy Use -

Construction Off-road Equipment Mitigation -

Vehicle Trips -

Table Name	Column Name	Default Value	New Value
tblFireplaces	FireplaceDayYear	25.00	0.00
tblFireplaces	FireplaceHourDay	3.00	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberGas	4.25	0.00
tblFireplaces	NumberNoFireplace	0.50	0.00
tblFireplaces	NumberWood	0.25	0.00
tblProjectCharacteristics	OperationalYear	2014	2017
tblWoodstoves	NumberCatalytic	0.25	0.00
tblWoodstoves	NumberNoncatalytic	0.25	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

2.2 Overall Operational
Unmitigated Operational

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Area	0.1227	4.8600e-003	0.4167	2.0000e-005	2.2600e-003	2.2600e-003	2.2600e-003	2.2600e-003	2.2600e-003	2.2600e-003	0.0000	0.7428	0.7428	7.5000e-004	0.0000	0.7584
Energy	2.1300e-003	0.0182	7.7400e-003	1.2000e-004	1.4700e-003	1.4700e-003	1.4700e-003	1.4700e-003	1.4700e-003	1.4700e-003		23.2168	23.2168	4.4000e-004	4.3000e-004	23.3581
Mobile	0.1265	0.3680	1.4974	3.8700e-003	0.2594	5.3900e-003	0.2648	0.0693	4.9600e-003	0.0743		329.5365	329.5365	0.0124		329.7976
Total	0.2513	0.3910	1.9218	4.0100e-003	0.2594	9.1200e-003	0.2685	0.0693	8.6900e-003	0.0780	0.0000	353.4961	353.4961	0.0136	4.3000e-004	353.9141

Mitigated Operational

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Area	0.1227	4.8600e-003	0.4167	2.0000e-005	2.2600e-003	2.2600e-003	2.2600e-003	2.2600e-003	2.2600e-003	2.2600e-003	0.0000	0.7428	0.7428	7.5000e-004	0.0000	0.7584
Energy	2.1300e-003	0.0182	7.7400e-003	1.2000e-004	1.4700e-003	1.4700e-003	1.4700e-003	1.4700e-003	1.4700e-003	1.4700e-003		23.2168	23.2168	4.4000e-004	4.3000e-004	23.3581
Mobile	0.1265	0.3680	1.4974	3.8700e-003	0.2594	5.3900e-003	0.2648	0.0693	4.9600e-003	0.0743		329.5365	329.5365	0.0124		329.7976
Total	0.2513	0.3910	1.9218	4.0100e-003	0.2594	9.1200e-003	0.2685	0.0693	8.6900e-003	0.0780	0.0000	353.4961	353.4961	0.0136	4.3000e-004	353.9141

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	GH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2016	1/14/2016	5	10	
2	Site Preparation	Site Preparation	1/15/2016	1/15/2016	5	1	
3	Grading	Grading	1/16/2016	1/19/2016	5	2	
4	Building Construction	Building Construction	1/20/2016	6/7/2016	5	100	
5	Paving	Paving	6/8/2016	6/14/2016	5	5	
6	Architectural Coating	Architectural Coating	6/15/2016	6/21/2016	5	5	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 10,125; Residential Outdoor: 3,375; Non-Residential Indoor: 0; Non-Residential Outdoor: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	1.00	255	0.40
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Site Preparation	Graders	1	8.00	174	0.41
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Rubber Tired Dozers	1	1.00	255	0.40
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Building Construction	Cranes	1	4.00	226	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Paving	Pavers	1	7.00	125	0.42
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	4	10.00	0.00	191.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	4.00	1.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	1.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2016

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
ib/day																
Fugitive Dust					4.1230	0.0000	4.1230	0.6243	0.0000	0.6243			0.0000			0.0000
Off-Road	1.3122	11.2385	8.7048	0.0120		0.8039	0.8039	0.7674	0.7674	1.5313		1,193.610 ⁶	1,193.610 ⁶	0.2386		1,198.621 ⁷
Total	1.3122	11.2385	8.7048	0.0120	4.1230	0.8039	4.9269	0.6243	0.7674	1.3916		1,193.610⁶	1,193.610⁶	0.2386		1,198.621⁷

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
ib/day																
Hauling	0.3292	5.2863	3.7165	0.0141	0.3327	0.0818	0.4145	0.0911	0.0752	0.1663		1,421.128 ⁵	1,421.128 ⁵	0.0102		1,421.342 ⁴
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0416	0.0521	0.6486	1.4200e-003	0.1118	9.3000e-004	0.1127	0.0296	8.6000e-004	0.0305		118.9583	118.9583	6.1000e-003		119.0863
Total	0.3708	5.3383	4.3651	0.0155	0.4445	0.0827	0.5272	0.1208	0.0761	0.1968		1,540.086⁸	1,540.086⁸	0.0163		1,540.428⁸

3.2 Demolition - 2016
Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Fugitive Dust					4.1230	0.0000	4.1230	0.6243	0.0000	0.6243			0.0000			0.0000
Off-Road	1.3122	11.2385	8.7048	0.0120	0.8039	0.8039	0.8039	0.7674	0.7674	0.7674	0.0000	1,193.6106	1,193.6106	0.2386		1,198.6217
Total	1.3122	11.2385	8.7048	0.0120	4.1230	0.8039	4.9269	0.6243	0.7674	1.3916	0.0000	1,193.6106	1,193.6106	0.2386		1,198.6217

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.3292	5.2863	3.7165	0.0141	0.3327	0.0818	0.4145	0.0911	0.0752	0.1663			1,421.1285	0.0102		1,421.3424
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000		0.0000
Worker	0.0416	0.0521	0.6486	1.4200e-003	0.1118	9.3000e-004	0.1127	0.0296	8.6000e-004	0.0305			118.9583	6.1000e-003		119.0863
Total	0.3708	5.3383	4.3651	0.0155	0.4445	0.0827	0.5272	0.1208	0.0761	0.1968			1,540.0868	0.0163		1,540.4288

3.3 Site Preparation - 2016
Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Fugitive Dust					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	1.3593	13.6350	7.3401	9.3500e-003	0.8338	0.8338	0.8338	0.7671	0.7671	0.7671		973.0842	973.0842	0.2935		979.2481
Total	1.3593	13.6350	7.3401	9.3500e-003	0.5303	0.8338	1.3640	0.0573	0.7671	0.8243		973.0842	973.0842	0.2935		979.2481

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000		0.0000
Worker	0.0208	0.0260	0.3243	7.1000e-004	0.0559	4.7000e-004	0.0564	0.0148	4.3000e-004	0.0153		59.4791	59.4791	3.0500e-003		59.5432
Total	0.0208	0.0260	0.3243	7.1000e-004	0.0559	4.7000e-004	0.0564	0.0148	4.3000e-004	0.0153		59.4791	59.4791	3.0500e-003		59.5432

3.3 Site Preparation - 2016
Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Fugitive Dust					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	1.3593	13.6350	7.3401	9.3500e-003	0.8338	0.8338	0.8338	0.7671	0.7671	0.7671	0.0000	973.0842	973.0842	0.2935		979.2481
Total	1.3593	13.6350	7.3401	9.3500e-003	0.5303	0.8338	1.3640	0.0573	0.7671	0.8243	0.0000	973.0842	973.0842	0.2935		979.2481

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000		0.0000
Worker	0.0208	0.0260	0.3243	7.1000e-004	0.0559	4.7000e-004	0.0564	0.0148	4.3000e-004	0.0153			59.4791	3.0500e-003		59.5432
Total	0.0208	0.0260	0.3243	7.1000e-004	0.0559	4.7000e-004	0.0564	0.0148	4.3000e-004	0.0153			59.4791	3.0500e-003		59.5432

3.4 Grading - 2016
Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Fugitive Dust					0.7528	0.0000	0.7528	0.4138	0.0000	0.4138			0.0000			0.0000
Off-Road	1.3122	11.2385	8.7048	0.0120	0.8039	0.8039	0.8039	0.7674	0.7674	0.7674		1,193.6106	1,193.6106	0.2386		1,198.6217
Total	1.3122	11.2385	8.7048	0.0120	0.7528	0.8039	1.5566	0.4138	0.7674	1.1811		1,193.6106	1,193.6106	0.2386		1,198.6217

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000		0.0000
Worker	0.0416	0.0521	0.6486	1.4200e-003	0.1118	9.3000e-004	0.1127	0.0296	8.6000e-004	0.0305		118.9583	118.9583	6.1000e-003		119.0863
Total	0.0416	0.0521	0.6486	1.4200e-003	0.1118	9.3000e-004	0.1127	0.0296	8.6000e-004	0.0305		118.9583	118.9583	6.1000e-003		119.0863

3.4 Grading - 2016
Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Fugitive Dust					0.7528	0.0000	0.7528	0.4138	0.0000	0.4138			0.0000			0.0000
Off-Road	1.3122	11.2385	8.7048	0.0120	0.8039	0.8039	0.8039	0.7674	0.7674	0.7674	0.0000	1,193.6106	1,193.6106	0.2386		1,198.6217
Total	1.3122	11.2385	8.7048	0.0120	0.7528	0.8039	1.5566	0.4138	0.7674	1.1811	0.0000	1,193.6106	1,193.6106	0.2386		1,198.6217

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000		0.0000
Worker	0.0416	0.0521	0.6486	1.4200e-003	0.1118	9.3000e-004	0.1127	0.0296	8.6000e-004	0.0305			118.9583	6.1000e-003		119.0863
Total	0.0416	0.0521	0.6486	1.4200e-003	0.1118	9.3000e-004	0.1127	0.0296	8.6000e-004	0.0305		118.9583	118.9583	6.1000e-003		119.0863

3.5 Building Construction - 2016
Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Off-Road	1.3816	13.7058	8.2122	0.0113	0.9398	0.9398	0.9398	0.8646	0.8646	0.8646	1,178.5549	1,178.5549	1,178.5549	0.3555		1,186.0202
Total	1.3816	13.7058	8.2122	0.0113	0.9398	0.9398	0.9398	0.8646	0.8646	0.8646	1,178.5549	1,178.5549	1,178.5549	0.3555		1,186.0202

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000		0.0000
Vendor	8.3500e-003	0.0869	0.0998	2.2000e-004	6.2500e-003	1.4100e-003	7.6600e-003	1.7800e-003	1.3000e-003	3.0800e-003			21.8198	1.6000e-004		21.8231
Worker	0.0167	0.0208	0.2595	5.7000e-004	0.0447	3.7000e-004	0.0451	0.0119	3.4000e-004	0.0122			47.5833	2.4400e-003		47.6345
Total	0.0250	0.1077	0.3592	7.9000e-004	0.0510	1.7800e-003	0.0527	0.0136	1.6400e-003	0.0153			69.4031	2.6000e-003		69.4576

3.5 Building Construction - 2016
Mitigated Construction On-Site

Category	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Off-Road	1.3816	13.7058	8.2122	0.0113		0.9398	0.9398		0.8646	0.8646	0.0000	1,178.5549	1,178.5549	0.3555		1,186.0202
Total	1.3816	13.7058	8.2122	0.0113		0.9398	0.9398		0.8646	0.8646	0.0000	1,178.5549	1,178.5549	0.3555		1,186.0202

Mitigated Construction Off-Site

Category	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Vendor	8.3500e-003	0.0869	0.0998	2.2000e-004	6.2500e-003	1.4100e-003	7.6600e-003	1.7800e-003	1.3000e-003	3.0800e-003		21.8198	21.8198	1.6000e-004		21.8231
Worker	0.0167	0.0208	0.2595	5.7000e-004	0.0447	3.7000e-004	0.0451	0.0119	3.4000e-004	0.0122		47.5833	47.5833	2.4400e-003		47.6345
Total	0.0250	0.1077	0.3592	7.9000e-004	0.0510	1.7800e-003	0.0527	0.0136	1.6400e-003	0.0153		69.4031	69.4031	2.6000e-003		69.4576

3.6 Paving - 2016

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Off-Road	1.1203	10.6282	7.2935	0.0111		0.6606	0.6606	0.6113	0.6113	0.6113		1,083.583 2	1,083.583 2	0.2969		1,089.817 5
Paving	0.0000					0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Total	1.1203	10.6282	7.2935	0.0111		0.6606	0.6606	0.6113	0.6113	0.6113		1,083.583 2	1,083.583 2	0.2969		1,089.817 5

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0749	0.0937	1.1675	2.5500e-003	0.2012	1.6800e-003	0.2029	0.0534	1.5500e-003	0.0549		214.1249	214.1249	0.0110		214.3554
Total	0.0749	0.0937	1.1675	2.5500e-003	0.2012	1.6800e-003	0.2029	0.0534	1.5500e-003	0.0549		214.1249	214.1249	0.0110		214.3554

3.6 Paving - 2016

Mitigated Construction On-Site

Category	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Off-Road	1.1203	10.6282	7.2935	0.0111		0.6606	0.6606		0.6113	0.6113	0.0000	1,083.583 ₂	1,083.583 ₂	0.2969		1,089.817 ₅
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.1203	10.6282	7.2935	0.0111		0.6606	0.6606		0.6113	0.6113	0.0000	1,083.583₂	1,083.583₂	0.2969		1,089.817₅

Mitigated Construction Off-Site

Category	lb/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0749	0.0937	1.1675	2.5500e-003	0.2012	1.6800e-003	0.2029	0.0534	1.5500e-003	0.0549		214.1249	214.1249	0.0110		214.3554
Total	0.0749	0.0937	1.1675	2.5500e-003	0.2012	1.6800e-003	0.2029	0.0534	1.5500e-003	0.0549		214.1249	214.1249	0.0110		214.3554

**3.7 Architectural Coating - 2016
Unmitigated Construction On-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Archit. Coating	7.8216				0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	0.3685	2.3722	1.8839	2.9700e-003		0.1966	0.1966		0.1966	0.1966		281.4481	281.4481	0.0332		282.1449
Total	8.1900	2.3722	1.8839	2.9700e-003		0.1966	0.1966		0.1966	0.1966		281.4481	281.4481	0.0332		282.1449

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000		0.0000
Worker	4.1600e-003	5.2100e-003	0.0649	1.4000e-004	0.0112	9.0000e-005	0.0113	2.9600e-003	9.0000e-005	3.0500e-003		11.8958	11.8958	6.1000e-004		11.9086
Total	4.1600e-003	5.2100e-003	0.0649	1.4000e-004	0.0112	9.0000e-005	0.0113	2.9600e-003	9.0000e-005	3.0500e-003		11.8958	11.8958	6.1000e-004		11.9086

**3.7 Architectural Coating - 2016
Mitigated Construction On-Site**

Category	ib/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Archit. Coating	7.8216					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.3685	2.3722	1.8839	2.9700e-003		0.1966	0.1966		0.1966	0.1966	0.0000	281.4481	281.4481	0.0332		282.1449
Total	8.1900	2.3722	1.8839	2.9700e-003		0.1966	0.1966		0.1966	0.1966	0.0000	281.4481	281.4481	0.0332		282.1449

Mitigated Construction Off-Site

Category	ib/day															
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000		0.0000
Worker	4.1600e-003	5.2100e-003	0.0649	1.4000e-004	0.0112	9.0000e-005	0.0113	2.9600e-003	9.0000e-005	3.0500e-003		11.8958	11.8958	6.1000e-004		11.9086
Total	4.1600e-003	5.2100e-003	0.0649	1.4000e-004	0.0112	9.0000e-005	0.0113	2.9600e-003	9.0000e-005	3.0500e-003		11.8958	11.8958	6.1000e-004		11.9086

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Category	lb/day										lb/day					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Mitigated	0.1265	0.3680	1.4974	3.8700e-003	0.2594	5.3900e-003	0.2648	0.0693	4.9600e-003	0.0743		329.5365	329.5365	0.0124		329.7976
Unmitigated	0.1265	0.3680	1.4974	3.8700e-003	0.2594	5.3900e-003	0.2648	0.0693	4.9600e-003	0.0743		329.5365	329.5365	0.0124		329.7976

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated		Mitigated	
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT		
Condo/Townhouse	32.95	35.80	30.35	112,717	112,717		
Total	32.95	35.80	30.35	112,717	112,717		

4.3 Trip Type Information

Land Use	Miles						Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by			
Condo/Townhouse	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3			

LDA	Miles											
	LDT1	LDT2	MDV	LHD1	LHD2	MHD	FHD	OBUS	UBUS	MCY	SBUS	MH
0.513125	0.060112	0.180262	0.139218	0.042100	0.006630	0.016061	0.030999	0.001941	0.002506	0.004348	0.000594	0.002104

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
NaturalGas Mitigated	2.1300e-003	0.0182	7.7400e-003	1.2000e-004	1.4700e-003	1.4700e-003	1.4700e-003	1.4700e-003	1.4700e-003	1.4700e-003		23.2168	23.2168	4.4000e-004	4.3000e-004	23.3581
NaturalGas Unmitigated	2.1300e-003	0.0182	7.7400e-003	1.2000e-004	1.4700e-003	1.4700e-003	1.4700e-003	1.4700e-003	1.4700e-003	1.4700e-003		23.2168	23.2168	4.4000e-004	4.3000e-004	23.3581

5.2 Energy by Land Use - NaturalGas

Unmitigated

Land Use	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Condo/Townhouse	197.343	2.1300e-003	0.0182	7.7400e-003	1.2000e-004	1.4700e-003	1.4700e-003	1.4700e-003	1.4700e-003	1.4700e-003	1.4700e-003		23.2168	23.2168	4.4000e-004	4.3000e-004	23.3581
Total		2.1300e-003	0.0182	7.7400e-003	1.2000e-004	1.4700e-003	1.4700e-003	1.4700e-003	1.4700e-003	1.4700e-003	1.4700e-003		23.2168	23.2168	4.4000e-004	4.3000e-004	23.3581

5.2 Energy by Land Use - NaturalGas Mitigated

Land Use	NaturalGas Use kBTU/yr	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Condo/Townhouse	0.197343	2.1300e-003	0.0182	7.7400e-003	1.2000e-004	1.4700e-003	1.4700e-003	1.4700e-003	1.4700e-003	1.4700e-003	1.4700e-003		23.2168	23.2168	4.4000e-004	4.3000e-004	23.3581
Total		2.1300e-003	0.0182	7.7400e-003	1.2000e-004	1.4700e-003	1.4700e-003	1.4700e-003	1.4700e-003	1.4700e-003	1.4700e-003		23.2168	23.2168	4.4000e-004	4.3000e-004	23.3581

6.0 Area Detail

6.1 Mitigation Measures Area

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Mitigated	0.1227	4.8600e-003	0.4167	2.0000e-005	2.2600e-003	2.2600e-003	2.2600e-003	2.2600e-003	2.2600e-003	2.2600e-003	0.0000	0.7428	0.7428	7.5000e-004	0.0000	0.7584
Unmitigated	0.1227	4.8600e-003	0.4167	2.0000e-005	2.2600e-003	2.2600e-003	2.2600e-003	2.2600e-003	2.2600e-003	2.2600e-003	0.0000	0.7428	0.7428	7.5000e-004	0.0000	0.7584

6.2 Area by SubCategory

Unmitigated

SubCategory	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Consumer Products	0.0990					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0130	4.8600e-003	0.4167	2.0000e-005		2.2600e-003	2.2600e-003		2.2600e-003	2.2600e-003	0.7428	0.7428	0.7428	7.5000e-004		0.7584
Architectural Coating	0.0107					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.1227	4.8600e-003	0.4167	2.0000e-005		2.2600e-003	2.2600e-003		2.2600e-003	2.2600e-003	0.0000	0.7428	0.7428	7.5000e-004	0.0000	0.7584

6.2 Area by SubCategory

Mitigated

SubCategory	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Consumer Products	0.0990					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0130	4.8600e-003	0.4167	2.0000e-005		2.2600e-003	2.2600e-003		2.2600e-003	2.2600e-003	0.7428	0.7428	0.7428	7.5000e-004		0.7584
Architectural Coating	0.0107					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.1227	4.8600e-003	0.4167	2.0000e-005		2.2600e-003	2.2600e-003		2.2600e-003	2.2600e-003	0.0000	0.7428	0.7428	7.5000e-004	0.0000	0.7584

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

Operational - Old School House/Doubletree Hotel Specific Plan Amendment

South Coast Air Basin, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot/Acreage	Floor Surface Area	Population
Condo/Townhouse	5.00	Dwelling Unit	0.31	5,000.00	14

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	31
Climate Zone	9	Operational Year			2017

Utility Company Southern California Edison

CO2 Intensity (lb/MW/hr)	630.89	CH4 Intensity (lb/MW/hr)	0.029	N2O Intensity (lb/MW/hr)	0.006
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1.3 User Entered Comments & Non-Default Data

Project Characteristics - This only includes operational emissions attributable to the proposed amendment; that is the additional 5 dwelling units. Assumed operational year 2017.

Land Use -

Construction Phase -

Demolition - Demolition unit amount from applicant provided site plan.

Woodstoves - Project assumed to not have woodstoves and fireplaces.

Energy Use -

Construction Off-road Equipment Mitigation -

Vehicle Trips -

Table Name	Column Name	Default Value	New Value
tblFireplaces	FireplaceDayYear	25.00	0.00
tblFireplaces	FireplaceHourDay	3.00	0.00
tblFireplaces	FireplaceWoodMass	1,019.20	0.00
tblFireplaces	NumberGas	4.25	0.00
tblFireplaces	NumberNoFireplace	0.50	0.00
tblFireplaces	NumberWood	0.25	0.00
tblProjectCharacteristics	OperationalYear	2014	2017
tblWoodstoves	NumberCatalytic	0.25	0.00
tblWoodstoves	NumberNoncatalytic	0.25	0.00
tblWoodstoves	WoodstoveDayYear	25.00	0.00
tblWoodstoves	WoodstoveWoodMass	999.60	0.00

2.0 Emissions Summary

**2.2 Overall Operational
Unmitigated Operational**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Area	0.1227	4.8600e-003	0.4167	2.0000e-005	2.2600e-003	2.2600e-003	2.2600e-003	2.2600e-003	2.2600e-003	2.2600e-003	0.0000	0.7428	0.7428	7.5000e-004	0.0000	0.7584
Energy	2.1300e-003	0.0182	7.7400e-003	1.2000e-004	1.4700e-003	1.4700e-003	1.4700e-003	1.4700e-003	1.4700e-003	1.4700e-003		23.2168	23.2168	4.4000e-004	4.3000e-004	23.3581
Mobile	0.1304	0.3870	1.4675	3.6800e-003	0.2594	5.4100e-003	0.2648	0.0693	4.9800e-003	0.0743		313.6248	313.6248	0.0124		313.8861
Total	0.2553	0.4101	1.8919	3.8200e-003	0.2594	9.1400e-003	0.2686	0.0693	8.7100e-003	0.0780	0.0000	337.5844	337.5844	0.0136	4.3000e-004	338.0026

Mitigated Operational

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Area	0.1227	4.8600e-003	0.4167	2.0000e-005	2.2600e-003	2.2600e-003	2.2600e-003	2.2600e-003	2.2600e-003	2.2600e-003	0.0000	0.7428	0.7428	7.5000e-004	0.0000	0.7584
Energy	2.1300e-003	0.0182	7.7400e-003	1.2000e-004	1.4700e-003	1.4700e-003	1.4700e-003	1.4700e-003	1.4700e-003	1.4700e-003		23.2168	23.2168	4.4000e-004	4.3000e-004	23.3581
Mobile	0.1304	0.3870	1.4675	3.6800e-003	0.2594	5.4100e-003	0.2648	0.0693	4.9800e-003	0.0743		313.6248	313.6248	0.0124		313.8861
Total	0.2553	0.4101	1.8919	3.8200e-003	0.2594	9.1400e-003	0.2686	0.0693	8.7100e-003	0.0780	0.0000	337.5844	337.5844	0.0136	4.3000e-004	338.0026

Percent Reduction	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	GH4	N2O	CO2e
0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2016	1/14/2016	5	10	
2	Site Preparation	Site Preparation	1/15/2016	1/15/2016	5	1	
3	Grading	Grading	1/16/2016	1/19/2016	5	2	
4	Building Construction	Building Construction	1/20/2016	6/7/2016	5	100	
5	Paving	Paving	6/8/2016	6/14/2016	5	5	
6	Architectural Coating	Architectural Coating	6/15/2016	6/21/2016	5	5	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 10,125; Residential Outdoor: 3,375; Non-Residential Indoor: 0; Non-Residential Outdoor: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	1.00	255	0.40
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Site Preparation	Graders	1	8.00	174	0.41
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Rubber Tired Dozers	1	1.00	255	0.40
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Building Construction	Cranes	1	4.00	226	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Paving	Pavers	1	7.00	125	0.42
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	4	10.00	0.00	191.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	4.00	1.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	1.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2016

Unmitigated Construction On-Site

Category	lb/day										lb/day					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Fugitive Dust					4.1230	0.0000	4.1230	0.6243	0.0000	0.6243			0.0000			0.0000
Off-Road	1.3122	11.2385	8.7048	0.0120		0.8039	0.8039	0.7674	0.7674			1,193.6106	0.2386			1,198.6217
Total	1.3122	11.2385	8.7048	0.0120	4.1230	0.8039	4.9269	0.6243	0.7674	1.3916		1,193.6106	0.2386			1,198.6217

Unmitigated Construction Off-Site

Category	lb/day										lb/day					
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Hauling	0.3477	5.4777	4.2581	0.0141	0.3327	0.0820	0.4147	0.0911	0.0754	0.1665			1,417.7535	0.0103		1,417.9703
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000		0.0000
Worker	0.0426	0.0572	0.5980	1.3300e-003	0.1118	9.3000e-004	0.1127	0.0296	8.6000e-004	0.0305			111.5695	6.1000e-003		111.6976
Total	0.3902	5.5349	4.8561	0.0154	0.4445	0.0829	0.5274	0.1208	0.0763	0.1970		1,529.3230	0.0164			1,529.6679

3.2 Demolition - 2016

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Fugitive Dust					4.1230	0.0000	4.1230	0.6243	0.0000	0.6243			0.0000			0.0000
Off-Road	1.3122	11.2385	8.7048	0.0120		0.8039	0.8039	0.7674	0.7674	1.5353	0.0000	1.193.610	1,193.610	0.2386		1,198.621
Total	1.3122	11.2385	8.7048	0.0120	4.1230	0.8039	4.9269	0.6243	0.7674	1.3916	0.0000	1,193.610	1,193.610	0.2386		1,198.621

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.3477	5.4777	4.2581	0.0141	0.3327	0.0820	0.4147	0.0911	0.0754	0.1665			1,417.753	0.0103		1,417.970
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000		0.0000
Worker	0.0426	0.0572	0.5980	1.3300e-003	0.1118	9.3000e-004	0.1127	0.0296	8.6000e-004	0.0305			111.5695	6.1000e-003		111.6976
Total	0.3902	5.5349	4.8561	0.0154	0.4445	0.0829	0.5274	0.1208	0.0763	0.1970	1,529.323	0.0164	1,529.323	0.0164		1,529.667

3.3 Site Preparation - 2016
Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Fugitive Dust					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	1.3593	13.6350	7.3401	9.3500e-003		0.8338	0.8338		0.7671	0.7671		973.0842	973.0842	0.2935		979.2481
Total	1.3593	13.6350	7.3401	9.3500e-003	0.5303	0.8338	1.3640	0.0573	0.7671	0.8243		973.0842	973.0842	0.2935		979.2481

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000		0.0000
Worker	0.0213	0.0286	0.2990	6.6000e-004	0.0559	4.7000e-004	0.0564	0.0148	4.3000e-004	0.0153		55.7848	55.7848	3.0500e-003		55.8488
Total	0.0213	0.0286	0.2990	6.6000e-004	0.0559	4.7000e-004	0.0564	0.0148	4.3000e-004	0.0153		55.7848	55.7848	3.0500e-003		55.8488

**3.3 Site Preparation - 2016
Mitigated Construction On-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
ib/day																
Fugitive Dust					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	1.3593	13.6350	7.3401	9.3500e-003	0.8338	0.8338	0.8338	0.7671	0.7671	0.7671	0.0000	973.0842	973.0842	0.2935		979.2481
Total	1.3593	13.6350	7.3401	9.3500e-003	0.5303	0.8338	1.3640	0.0573	0.7671	0.8243	0.0000	973.0842	973.0842	0.2935		979.2481

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
ib/day																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000		0.0000
Worker	0.0213	0.0286	0.2990	6.6000e-004	0.0559	4.7000e-004	0.0564	0.0148	4.3000e-004	0.0153			55.7848	3.0500e-003		55.8488
Total	0.0213	0.0286	0.2990	6.6000e-004	0.0559	4.7000e-004	0.0564	0.0148	4.3000e-004	0.0153			55.7848	3.0500e-003		55.8488

3.4 Grading - 2016
Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Fugitive Dust					0.7528	0.0000	0.7528	0.4138	0.0000	0.4138			0.0000			0.0000
Off-Road	1.3122	11.2385	8.7048	0.0120	0.8039	0.8039	0.8039	0.7674	0.7674	0.7674		1,193.6106	1,193.6106	0.2386		1,198.6217
Total	1.3122	11.2385	8.7048	0.0120	0.7528	0.8039	1.5566	0.4138	0.7674	1.1811		1,193.6106	1,193.6106	0.2386		1,198.6217

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000		0.0000
Worker	0.0426	0.0572	0.5980	1.3300e-003	0.1118	9.3000e-004	0.1127	0.0296	8.6000e-004	0.0305		111.5695	111.5695	6.1000e-003		111.6976
Total	0.0426	0.0572	0.5980	1.3300e-003	0.1118	9.3000e-004	0.1127	0.0296	8.6000e-004	0.0305		111.5695	111.5695	6.1000e-003		111.6976

3.4 Grading - 2016
Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Fugitive Dust					0.7528	0.0000	0.7528	0.4138	0.0000	0.4138			0.0000			0.0000
Off-Road	1.3122	11.2385	8.7048	0.0120		0.8039	0.8039	0.7674	0.7674	1.5348	0.0000	1,193.6106	1,193.6106	0.2386		1,198.6217
Total	1.3122	11.2385	8.7048	0.0120	0.7528	0.8039	1.5566	0.4138	0.7674	1.1811	0.0000	1,193.6106	1,193.6106	0.2386		1,198.6217

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000		0.0000
Worker	0.0426	0.0572	0.5980	1.3300e-003	0.1118	9.3000e-004	0.1127	0.0296	8.6000e-004	0.0305			111.5695	6.1000e-003		111.6976
Total	0.0426	0.0572	0.5980	1.3300e-003	0.1118	9.3000e-004	0.1127	0.0296	8.6000e-004	0.0305			111.5695	6.1000e-003		111.6976

3.5 Building Construction - 2016
Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Off-Road	1.3816	13.7058	8.2122	0.0113	0.9398	0.9398	0.9398	0.8646	0.8646	0.8646		1,178.5549	1,178.5549	0.3555		1,186.0202
Total	1.3816	13.7058	8.2122	0.0113	0.9398	0.9398	0.9398	0.8646	0.8646	0.8646		1,178.5549	1,178.5549	0.3555		1,186.0202

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	9.1600e-003	0.0890	0.1197	2.2000e-004	6.2500e-003	1.4200e-003	7.6700e-003	1.7800e-003	1.3100e-003	3.0900e-003		21.6369	21.6369	1.6000e-004		21.6403
Worker	0.0170	0.0229	0.2392	5.3000e-004	0.0447	3.7000e-004	0.0451	0.0119	3.4000e-004	0.0122		44.6278	44.6278	2.4400e-003		44.6790
Total	0.0262	0.1119	0.3589	7.5000e-004	0.0510	1.7900e-003	0.0528	0.0136	1.6500e-003	0.0153		66.2648	66.2648	2.6000e-003		66.3194

**3.5 Building Construction - 2016
Mitigated Construction On-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Off-Road	1.3816	13.7058	8.2122	0.0113		0.9398	0.9398		0.8646	0.8646	0.0000	1,178.5549	1,178.5549	0.3555		1,186.0202
Total	1.3816	13.7058	8.2122	0.0113		0.9398	0.9398		0.8646	0.8646	0.0000	1,178.5549	1,178.5549	0.3555		1,186.0202

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	9.1600e-003	0.0890	0.1197	2.2000e-004	6.2500e-003	1.4200e-003	7.6700e-003	1.7800e-003	1.3100e-003	3.0900e-003		21.6369	21.6369	1.6000e-004		21.6403
Worker	0.0170	0.0229	0.2392	5.3000e-004	0.0447	3.7000e-004	0.0451	0.0119	3.4000e-004	0.0122		44.6278	44.6278	2.4400e-003		44.6790
Total	0.0262	0.1119	0.3689	7.5000e-004	0.0510	1.7900e-003	0.0528	0.0136	1.6500e-003	0.0153		66.2648	66.2648	2.6000e-003		66.3194

3.6 Paving - 2016

Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Off-Road	1.1203	10.6282	7.2935	0.0111		0.6606	0.6606		0.6113	0.6113		1,083.583 2	1,083.583 2	0.2969		1,089.817 5
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.1203	10.6282	7.2935	0.0111		0.6606	0.6606		0.6113	0.6113		1,083.583 2	1,083.583 2	0.2969		1,089.817 5

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0766	0.1029	1.0764	2.3900e-003	0.2012	1.6800e-003	0.2029	0.0534	1.5500e-003	0.0549		200.8251	200.8251	0.0110		201.0556
Total	0.0766	0.1029	1.0764	2.3900e-003	0.2012	1.6800e-003	0.2029	0.0534	1.5500e-003	0.0549		200.8251	200.8251	0.0110		201.0556

3.6 Paving - 2016

Mitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Off-Road	1.1203	10.6282	7.2935	0.0111		0.6606	0.6606		0.6113	0.6113	0.0000	1,083.583 ₂	1,083.583 ₂	0.2969		1,089.817 ₅
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.1203	10.6282	7.2935	0.0111		0.6606	0.6606		0.6113	0.6113	0.0000	1,083.583₂	1,083.583₂	0.2969		1,089.817₅

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000		0.0000
Worker	0.0766	0.1029	1.0764	2.3900e-003	0.2012	1.6800e-003	0.2029	0.0534	1.5500e-003	0.0549			200.8251	200.8251	0.0110	201.0556
Total	0.0766	0.1029	1.0764	2.3900e-003	0.2012	1.6800e-003	0.2029	0.0534	1.5500e-003	0.0549			200.8251	200.8251	0.0110	201.0556

3.7 Architectural Coating - 2016
Unmitigated Construction On-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Archit. Coating	7.8216				0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	0.3685	2.3722	1.8839	2.9700e-003	0.1966	0.1966	0.1966	0.1966	0.1966	0.1966		281.4481	281.4481	0.0332		282.1449
Total	8.1900	2.3722	1.8839	2.9700e-003	0.1966	0.1966	0.1966	0.1966	0.1966	0.1966		281.4481	281.4481	0.0332		282.1449

Unmitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000		0.0000
Worker	4.2600e-003	5.7200e-003	0.0598	1.3000e-004	0.0112	9.0000e-005	0.0113	2.9600e-003	9.0000e-005	3.0500e-003		11.1570	11.1570	6.1000e-004		11.1698
Total	4.2600e-003	5.7200e-003	0.0598	1.3000e-004	0.0112	9.0000e-005	0.0113	2.9600e-003	9.0000e-005	3.0500e-003		11.1570	11.1570	6.1000e-004		11.1698

**3.7 Architectural Coating - 2016
Mitigated Construction On-Site**

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Archit. Coating	7.8216				0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	0.3685	2.3722	1.8839	2.9700e-003	0.1966	0.1966	0.1966	0.1966	0.1966	0.1966	0.0000	281.4481	281.4481	0.0332		282.1449
Total	8.1900	2.3722	1.8839	2.9700e-003	0.1966	0.1966	0.1966	0.1966	0.1966	0.1966	0.0000	281.4481	281.4481	0.0332		282.1449

Mitigated Construction Off-Site

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000	0.0000		0.0000
Worker	4.2600e-003	5.7200e-003	0.0598	1.3000e-004	0.0112	9.0000e-005	0.0113	2.9600e-003	9.0000e-005	3.0500e-003			11.1570	6.1000e-004		11.1698
Total	4.2600e-003	5.7200e-003	0.0598	1.3000e-004	0.0112	9.0000e-005	0.0113	2.9600e-003	9.0000e-005	3.0500e-003			11.1570	6.1000e-004		11.1698

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Category	lb/day											lb/day				
	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Mitigated	0.1304	0.3870	1.4675	3.6800e-003	0.2594	5.4100e-003	0.2648	0.0693	4.9800e-003	0.0743		313.6248	313.6248	0.0124		313.8861
Unmitigated	0.1304	0.3870	1.4675	3.6800e-003	0.2594	5.4100e-003	0.2648	0.0693	4.9800e-003	0.0743		313.6248	313.6248	0.0124		313.8861

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated Annual VMT		Mitigated Annual VMT	
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT	Annual VMT	Annual VMT
Condo/Townhouse	32.95	35.80	30.35	112,717	112,717	112,717	112,717
Total	32.95	35.80	30.35	112,717	112,717	112,717	112,717

4.3 Trip Type Information

Land Use	Miles						Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by	Primary	Diverted	Pass-by
Condo/Townhouse	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3			

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	OBUS	UBUS	MCY	SBUS	MH
0.513125	0.060112	0.180262	0.139218	0.042100	0.006630	0.016061	0.030999	0.001941	0.002506	0.004348	0.000594

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
NaturalGas Mitigated	2.1300e-003	0.0182	7.7400e-003	1.2000e-004	1.4700e-003	1.4700e-003	1.4700e-003	1.4700e-003	1.4700e-003	1.4700e-003		23.2168	23.2168	4.4000e-004	4.3000e-004	23.3581
NaturalGas Unmitigated	2.1300e-003	0.0182	7.7400e-003	1.2000e-004	1.4700e-003	1.4700e-003	1.4700e-003	1.4700e-003	1.4700e-003	1.4700e-003		23.2168	23.2168	4.4000e-004	4.3000e-004	23.3581

5.2 Energy by Land Use - NaturalGas

Unmitigated

Land Use	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Condo/Townhouse	197.343	2.1300e-003	0.0182	7.7400e-003	1.2000e-004	1.4700e-003	1.4700e-003	1.4700e-003	1.4700e-003	1.4700e-003	1.4700e-003		23.2168	23.2168	4.4000e-004	4.3000e-004	23.3581
Total		2.1300e-003	0.0182	7.7400e-003	1.2000e-004	1.4700e-003	1.4700e-003	1.4700e-003	1.4700e-003	1.4700e-003	1.4700e-003		23.2168	23.2168	4.4000e-004	4.3000e-004	23.3581

5.2 Energy by Land Use - Natural Gas Mitigated

Land Use	Natural Gas Use kBTU/yr	CO	NOx	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Condo/Townhouse	0.197343	7.7400e-003	0.0182	1.2000e-004	1.4700e-003	1.4700e-003	1.4700e-003	1.4700e-003	1.4700e-003	1.4700e-003		23.2168	23.2168	4.4000e-004	4.3000e-004	23.3581
Total		7.7400e-003	0.0182	1.2000e-004	1.4700e-003	1.4700e-003	1.4700e-003	1.4700e-003	1.4700e-003	1.4700e-003		23.2168	23.2168	4.4000e-004	4.3000e-004	23.3581

6.0 Area Detail

6.1 Mitigation Measures Area

Category	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio-CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Mitigated	0.1227	4.8600e-003	0.4167	2.0000e-005	2.2600e-003	2.2600e-003	2.2600e-003	2.2600e-003	2.2600e-003	2.2600e-003	0.0000	0.7428	0.7428	7.5000e-004	0.0000	0.7584
Unmitigated	0.1227	4.8600e-003	0.4167	2.0000e-005	2.2600e-003	2.2600e-003	2.2600e-003	2.2600e-003	2.2600e-003	2.2600e-003	0.0000	0.7428	0.7428	7.5000e-004	0.0000	0.7584

6.2 Area by SubCategory
Unmitigated

SubCategory	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Consumer Products	0.0990					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0130	4.8600e-003	0.4167	2.0000e-005	2.2600e-003	2.2600e-003	2.2600e-003	2.2600e-003	2.2600e-003	2.2600e-003	0.7428	0.7428	0.7428	7.5000e-004		0.7584
Architectural Coating	0.0107					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.1227	4.8600e-003	0.4167	2.0000e-005		2.2600e-003	2.2600e-003		2.2600e-003	2.2600e-003	0.0000	0.7428	0.7428	7.5000e-004	0.0000	0.7584

6.2 Area by SubCategory
Mitigated

SubCategory	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
lb/day																
Consumer Products	0.0990				0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0130	4.8600e-003	0.4167	2.0000e-005	2.2600e-003	2.2600e-003	2.2600e-003	2.2600e-003	2.2600e-003	2.2600e-003	0.7428	0.7428	0.7428	7.5000e-004		0.7584
Architectural Coating	0.0107				0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Total	0.1227	4.8600e-003	0.4167	2.0000e-005	2.2600e-003	2.2600e-003	2.2600e-003	2.2600e-003	2.2600e-003	2.2600e-003	0.0000	0.7428	0.7428	7.5000e-004	0.0000	0.7584

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Vegetation

Appendix C

Traffic Technical Memorandum





Technical Memorandum

To: Mr. Greg Martin, AICP
Rincon Consultants, Inc.

From: Adam Dankberg, P.E.
Kimley-Horn and Associates, Inc.

Date: December 15, 2014

RE: ***Traffic Conformance Review of Amended Old School House/Claremont Inn Specific Plan***

INTRODUCTION

This memorandum serves as a review of the traffic and transportation effects of the proposed amendments to the Old School House/Claremont Inn Specific Plan. A Traffic Impact Analysis (TIA) for the Old School House/Claremont Inn Specific Plan was performed and completed in in 2006 by Kimley-Horn and Associates, Inc. The proposed amendment modifies the planned uses for the site and slightly modifies the planned site access. This memorandum will review the proposed modifications and identify if they would result in any new or increased impacts relative to the findings of the 2006 TIA.

PROPOSED AMENDMENT

The adopted Old School House/Claremont Inn Specific Plan included a mix of land uses on a previously underutilized site. Proposed land uses included renovation of an existing hotel, residential condominiums and townhomes, and expansion and renovated of mixed commercial space.

The adopted Old School House/Claremont Inn Site Plan, as analyzed in the 2006 TIA, is included as **Figure 1**.

Upon adoption of the Specific Plan, components of the Specific Plan proceeded to construction, including the renovation of the hotel and construction of the new commercial building shown on the site plan as N1. However, other elements were not implemented, including construction of the condominiums, townhomes, and parking structure. The amended Specific Plan will make the modifications to the adopted Specific Plan as shown in **Table 1**.

Table 1: Comparison of Adopted Specific Plan and with Proposed Amendment to Specific Plan

Adopted Specific Plan (Before)	Amended Specific Plan (After)
<p><u>Mixed-Use Residential –</u></p> <ul style="list-style-type: none"> • Conversion 1970's hotel building to 30 two and three bedroom loft condominiums • New parking structure, two levels above ground, one level underground with 242 spaces • Barrier at north end of north/south drive aisle, which would prevent non-residential traffic and traffic from the mixed-use residential district from accessing secondary access road and Colby Circle 	<p><u>Mixed-Use Residential –</u></p> <ul style="list-style-type: none"> • Demolition of 1970's hotel building • Construction of new 3.5 story building with 35 new residential units and two levels of parking, including one semi-subterranean, with 228 spaces • No barrier at north end of north/side drive aisle. This would allow traffic to flow through this portion of the site from Foothill Boulevard to Colby Circle and to Indian Hill Boulevard
<p><u>Colby Circle Improvements –</u></p> <ul style="list-style-type: none"> • 36-ft ROW • Parking along north and south sides 	<p><u>Colby Circle Improvements –</u></p> <ul style="list-style-type: none"> • 36-ft ROW with 10-ft travel lane on north side and 18-ft travel/parking lane on the south side • Parking along south side only

In addition, with renovation of the hotel, it was converted from the Claremont Inn to the Doubletree Hotel. Therefore, the proposed amendment will modify the specific plan name to be the Old School House/Doubletree Hotel Specific Plan.

The proposed Old School House/Doubletree Hotel Specific Plan site plan is shown in **Figure 2**.

The amendment to the specific plan results in a net increase in residential units of 5 compared to the previously analyzed specific plan, increasing the total number of residential units proposed from 126 to 131. It also results in a modification to on-site circulation and driveway access. This memorandum analyzes the effects of these changes with respect to the findings of the 2006 TIA.

TRIP GENERATION

The proposed land uses by building in the adopted Specific Plan with the proposed amendment to the Specific Plan are shown in **Table 2**.

Table 2: Total Use Comparison

Land Use	Adopted	Proposed Amendment	unit
E1-E5			
Hotel Rooms	194	194	rm
Hotel Restaurant	1,410	1,410	sf
Hotel Meeting Rooms/Banquet	10,070	10,070	sf
E6			
Restaurant	15,720	15,720	sf
E7			
Retail	9,578	9,578	sf
Office	9,257	9,257	sf
E8			
Restaurant	10,000	10,000	sf
Office	31,270	31,270	sf
E9			
Retail	1,960	1,960	sf
Office	5,880	5,880	sf
E10			
Theater	300	300	st
N1			
Restaurant	4,000	4,000	sf
Commercial	10,000	10,000	
Residential			
Adopted – N*, Proposed – N4,N5	96	96	du
Adopted – C1, Proposed – N2	30	35	du
Totals			
Hotel Rooms	194	194	rm
Hotel Restaurant	1,410	1,410	sf
Hotel Meeting Rooms/Banquet	10,070	10,070	sf
Retail	21,538	21,538	sf
Restaurant	29,720	29,720	sf
Office	46,407	46,407	sf
Theater	300	300	st
Residential	126	131	du

The increase in the number of residential units results in a very minor increase in the total number of trips generated by the Specific Plan. **Table 3** compares the total trip generation between the Adopted Specific Plan and Proposed Amendment to the Specific Plan.

Table 3: Trip Generation Comparison

	Daily	AM Peak Hour			PM Peak Hour		
	Trips	In	Out	Total	In	Out	Total
Adopted Specific Plan	6,662	158	102	260	392	238	630
Amended Specific Plan	6,691	158	104	262	394	239	633
Difference	+29	0	+2	+2	+2	+1	+3

As shown in the table, the additional residential units will result in an increase of two AM peak hour trips and three PM peak hour trips. This represents an increase of less than one percent of the total AM and PM peak hour trips generated.

ON-SITE TRAFFIC CIRCULATION

The site plan for the proposed amendment to the Specific Plan eliminates a vehicle barrier that had been proposed to preclude access from the commercial portion of the site and the parking structure to the secondary access road. The secondary access road connects at one end to Colby Circle and at the other end to Indian Hill Boulevard. Commercial traffic in the Adopted Specific Plan was directed to driveways on Indian Hill Boulevard, Foothill Boulevard or to the intersection of Foothill Boulevard/Berkeley Avenue. With the proposed amendment to the Specific Plan, commercial traffic would be allowed to access the secondary access road, which would provide a more direct connection to Indian Hill Boulevard and Colby Circle.

The improved connection to the secondary access road will benefit traffic that is traveling to/from the north and south on Indian Hill Boulevard, and to/from the east on Foothill Boulevard. In the adopted Specific Plan, traffic to/from those areas was assumed to travel through the parking structure and surface parking drive aisles to access Colby Circle directly or through the surface parking drive aisles to access the right-in/right-out driveway on Indian Hill Boulevard. With the amended Specific Plan, that traffic instead uses the secondary access road to access Colby Circle or Indian Hill Boulevard. This represents a more direct on-site circulation pattern with fewer conflicts.

The modified circulation pattern will reduce the number of vehicle movements at the Colby Circle/Oxford Avenue intersection and at the right-in/right-out driveway on Indian Hill Boulevard, while increasing vehicle movements at the secondary access road intersections with Colby Circle and with Indian Hill Boulevard. This shift in traffic is not anticipated to modify the project traffic distribution percentages at any study intersections analyzed in the 2006 TIA, nor create any significant traffic impacts at any on-site intersections or driveways.

TRAFFIC IMPACTS

The 2006 TIA identified project traffic impacts at three study intersections in Near-Term Plus Project Conditions, and at two additional locations in Build-Out Plus Project Conditions. The impacted locations are identified below:

- Foothill Boulevard/Colby Circle (AM Peak Hour, Near-Term Plus Project)
- Foothill Boulevard/Berkeley Avenue/Project Driveway (AM Peak Hour, Near-Term Plus Project)
- Colby Circle/Indian Hill Boulevard (AM Peak Hour, Near-Term Plus Project)
- Foothill Boulevard/Towne Avenue (PM Peak Hour, Build-Out Plus Project)
- Foothill Boulevard/Indian Hill Boulevard (PM Peak Hour, Build-Out Plus Project)

The direct (Near-Term) project impacts at Foothill Boulevard/Colby Circle and Foothill Boulevard/Berkeley Avenue/Project Driveway have already been fully mitigated through the implementation of mitigation measures. An improvement was identified to reduce the direct project impact at Colby Circle/Indian Hill Boulevard to a less than significant level, but that improvement has not yet been implemented. The cumulative project impacts at Foothill Boulevard/Towne Avenue and Foothill Boulevard/Indian Hill Boulevard were to be addressed through the contribution of fair-share funding for the improvements identified in the 2006 TIA.

As noted earlier in this memo, the proposed amendment to the Specific Plan will result in a very slight increase in project traffic generated in the AM Peak Hour (two trips) and PM Peak Hour (three trips). It will not result in changes to the project trip distribution through the study intersections.

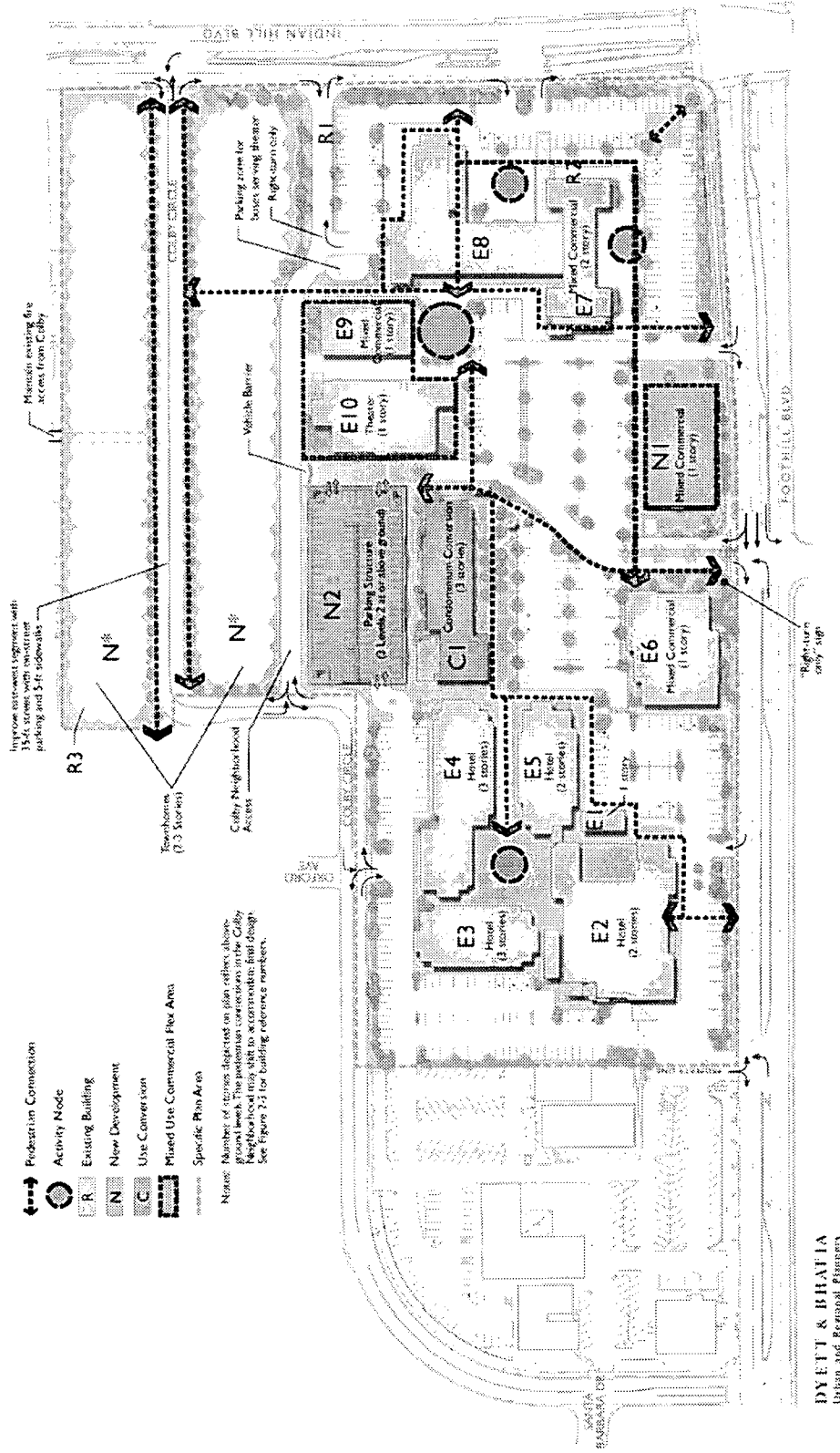
The increase of two and three peak period trips in the AM and PM peak hours, respectively, will have a negligible effect on the findings of the traffic analysis. In both the Near-Term Plus Project and Build-Out Plus Project scenarios in the 2006 TIA, none of the study intersections found to be operating acceptably were on the verge of becoming deficient. Furthermore, none of the study intersections that were identified as deficient with a less-than-significant project impact were on the verge of having that impact become significant. The mitigation measures proposed at locations where significant impacts had been identified in the 2006 TIA (the five locations noted above) would remain sufficient to reduce the impacts associated with the amended Specific Plan to a less than significant level.

At the time of the 2006 TIA, the intersection of Colby Circle/Indian Hill Boulevard was well short of meeting signal warrants. The marginal increase in project traffic associated with the amended Specific Plan would not alter that finding. The project's fair share contribution at the two intersections where cumulative impacts were identified would increase by less than one-tenth of one percent, a negligible amount. Since the fair share percentage was rounded to the nearest percent for the purposes of the report, there would not be a substantive change in the fair share contribution required to address the cumulative impacts. Therefore, the findings of the 2006 TIA are substantially unchanged with the proposed amendment to the Specific Plan.

SUMMARY OF IMPACTS

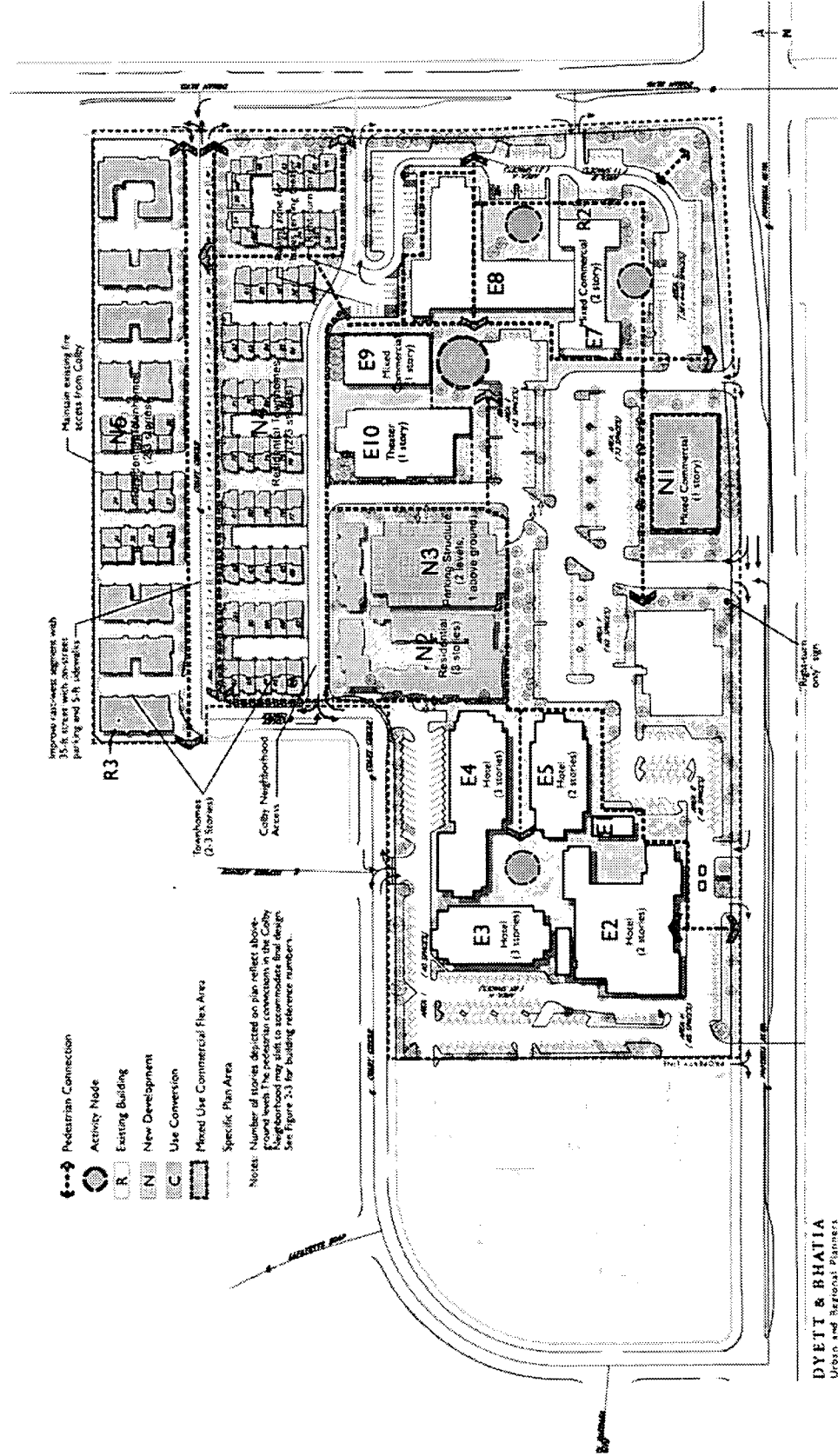
The proposed amendment to the Specific Plan is anticipated to result in a less than one-percent increase in peak hour trip generation from the project analyzed in the 2006 TIA. This minor increase in trip generation and the proposed modification to on-site circulation are not anticipated to substantively alter the findings of the 2006 TIA. The transportation impacts associated with the amended Specific Plan remain as indicated in the 2006 TIA. No additional mitigation measures would be required.

Figure 1: Adopted Specific Plan Development Plan



DYETT & BHAFIA
Urban and Regional Planners

Figure 2: Proposed Amendment to Specific Plan Site Plan



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